

A Wildfire Assessment Report
for the
Hollywoodland Homeowners Association
Within Tract 6450
January 2023

Prepared by:

WILDFIRE
DEFENSEWORKS

WildfireDefenseWorks.com | 707-337-8046 | 952 School Street | N° 239 | Napa, California 94559-2824

TABLE OF CONTENTS

Introduction	Page 3
Executive Summary with Recommendations	Page 4
Findings - History of Hollywoodland Tract 6450	Page 5
Hollywoodland – Physical Description	Page 8
Wildfire Environment	Page 11
Fire History	Page 15
General Assessment, Risk Assessment, and Values At Risk	Page 18
Redefining the Issues	Page 20
Dixon Report	Page 26
Public Infrastructure	Page 26
Infrastructure and Access	Page 28
Hillside Streets	Page 29
Water Supply for Fire Protection	Page 30
Cumulative Impacts	Page 31
Wildfire Prediction	Page 34
Proposed Solutions and Recommendations:	Page 50
Conclusion	Page 57
Appendix A: Standard Details	Page 58
Appendix B: Evacuation Data	Page 61
Appendix C: Magnets	Page 66
Appendix D: About the Author	Page 78



INTRODUCTION

Hollywood. One of the most recognizable names and locations on the planet. And that sign! Everyone seemingly wants to see the iconic Hollywood Sign, and thousands of tourists will seek out any path to catch the best view and selfie location they can find. Because of its sheer size and prominent location on a tall hillside, the Hollywood Sign can be seen from miles around. Yet somehow people feel drawn to get as close as they possibly can, with little to no regard toward the impacts of their mission.

These impacts form the basis for this report. While the primary focus of this report will lean towards the increasing risks of wildfires, a number of other impacts from tourism and development will also be addressed. Although the Sign has towered over the neighborhood of Hollywoodland since 1923, (which is what the sign originally said, until it was changed in 1944 after being gifted to the City of Los Angeles), access to the sign was forbidden or discouraged for years. Walking to the sign is a relatively new activity that has been unvetted and has resulted in significant and dangerous impacts. In 2000, former Councilmember LaBonge and Mayor of Los Angeles Eric Garcetti were instrumental in opening up and encouraging hiking to the Hollywood Sign. This action has arguably resulted in negative environmental impacts, and has become a significant safety concern to the residents that live within Hollywoodland. Initially constructed by the developer of Hollywoodland, the original sign was intended to be

viewed passively from a far distance as is evident from the large size of the letters. There was never any thought to provide public infrastructure for tourists; an omission that largely remains unresolved today. Over the past century, the sign has become an "accidental icon" for the City of Los Angeles, which has generated many of today's challenges. The number of people seeking a closer viewing spot has dramatically increased over the past several years as the City of Los Angeles, the Hollywood Chamber of Commerce, and the Tourist Board have promoted the sign as a tourist attraction. The resulting influx of tourists has had dramatic negative impacts to the residents of this community. This has become more than just a burden. Because it is not possible to drive to the Sign itself, the final destination for the majority of tourists today has become the various streets within the Hollywoodland neighborhood itself where there is little to no supervision. Because of the substandard streets and lack of public infrastructure, this increases the risk of wildfire impacts to the area. Today, there are significant safety concerns associated with the number of tourists, traffic impacts, and potential emergency situations that could result from this influx of people. **The areas that have now turned into tourist magnets are only accessible via streets that are substandard in size, and are dangerously over capacity.** While there are numerous emergency scenarios associated with these impacts, this report will focus primarily on the wildfire environment.

EXECUTIVE SUMMARY with RECOMMENDATIONS

Since the Camp Fire largely destroyed the town of Paradise, California, in November 2018, many communities have asked themselves if they could potentially suffer from the same fate. Members of the Hollywoodland Homeowners Association (HHA) not only asked themselves this question, but retained Wildfire DefenseWorks to study their community and provide a report discussing the wildfire environment. This Report provides a snapshot of how Hollywoodland was developed, and explores the evolution of this neighborhood. Initially referred to as Tract 6450, Hollywoodland encompasses 196 acres of residential homes and 444 acres of open space. There will be discussions on wildfire history in the area, the overall wildfire environment, and a risk assessment of the current conditions. It will provide a current perspective of how the threat of wildfires has increased over the past several decades, and identify the current threat today. There will be a review of public infrastructure such as roads and emergency water supply. Advanced wildfire modeling software has been utilized to show how a potential wildfire could impact the Hollywoodland neighborhood, and surrounding communities. Overall, this report focuses on aspects of public safety, specifically from the perspective of wildfire impacts. But public safety also includes factors such as crime and other natural disasters such as earthquakes, climate change, and pandemics. The findings and recommendations in this study are applicable to help with emergencies beyond wildfires, which provide an added benefit to the neighborhood and surrounding communities.

An additional focus of this Report will address how recent impacts such as tourism have increased these threats, and ideas will be studied to help reduce or mitigate these impacts. The Hollywoodland Sign (and now the Hollywood Sign) have collectively been in existence now for

almost 100 years, and has become a world-renowned landmark which draws many thousands of tourists each year. While tourism has been cultivated by the city of Los Angeles, they have largely ignored their own planning process to evaluate the inevitable public health and safety risks that accompany these decisions. Although there have been studies to address the issues, little to no definitive steps have been taken to help reduce the impacts on the neighborhood. In fact, unannounced decisions – such as lighting the Sign at night or altering the Sign – that add further negative impacts seem to happen at a more frequent rate, with no input or regard for the residents within Hollywoodland. A primary goal of this Report is to provide the elected and hired officials who have public safety responsibilities to hear the long-ignored pleas of the residents, and help address these issues in a concrete manner. Finally, this report also offers proposed recommendations and solutions to help reduce these growing impacts.

The recommendations listed below are provided as bullet points only. The Report will include a more detailed background to help explain these points. Throughout this Report, the most critical notes and comments have been written in **bold letters** to more easily identify these critical points being made.

- Create a Gated Community
- Join the Firewise USA® Recognized Site Program
- Create a Community Wildfire Prevention Plan
- Encourage the use of the NFPA 1140 – Standard for Wildland Fire Protection
- Limitations during Red Flag Warning Days
- Encourage changes in Wayfinding Services
- Create a more aggressive Evacuation Plan – and widely share with residents

The threat of a devastating wildfire occurring in the hills surrounding the Hollywood Sign is extremely high. It is incumbent upon the city of Los Angeles to recognize this threat, and their role in helping to create it. Steps must be taken now to help reduce those threats, and the potential disaster that could result if nothing is done.

FINDINGS – THE HISTORY of HOLLYWOODLAND TRACT 6450

Hollywoodland is in the upper portion of a larger community known as the Beachwood Canyon area in Los Angeles. Today, approximately 17,000 residents live within this area. This report will focus primarily on the upper portion of the Beachwood Canyon area known as Hollywoodland.

The Hollywoodland story begins in 1923 as a new housing development in the hills above the Hollywood district of Los Angeles. Real estate developers Woodruff and Shoults called their development "Hollywoodland" and advertised it as a wonderful environment without excessive cost on the Hollywood side of the hills. In order to advertise their new development, they contracted with the Crescent Sign Company and Electrical Products Corporation to erect thirteen letters near the top of the hill above the development. The Sign would read,

"HOLLYWOODLAND," to serve as a grand advertisement to sell residential lots and was originally outfitted with around 4,000 light bulbs to garner attention after sunset. The sign was officially dedicated in 1923, and was intended to last for only one and a half years.

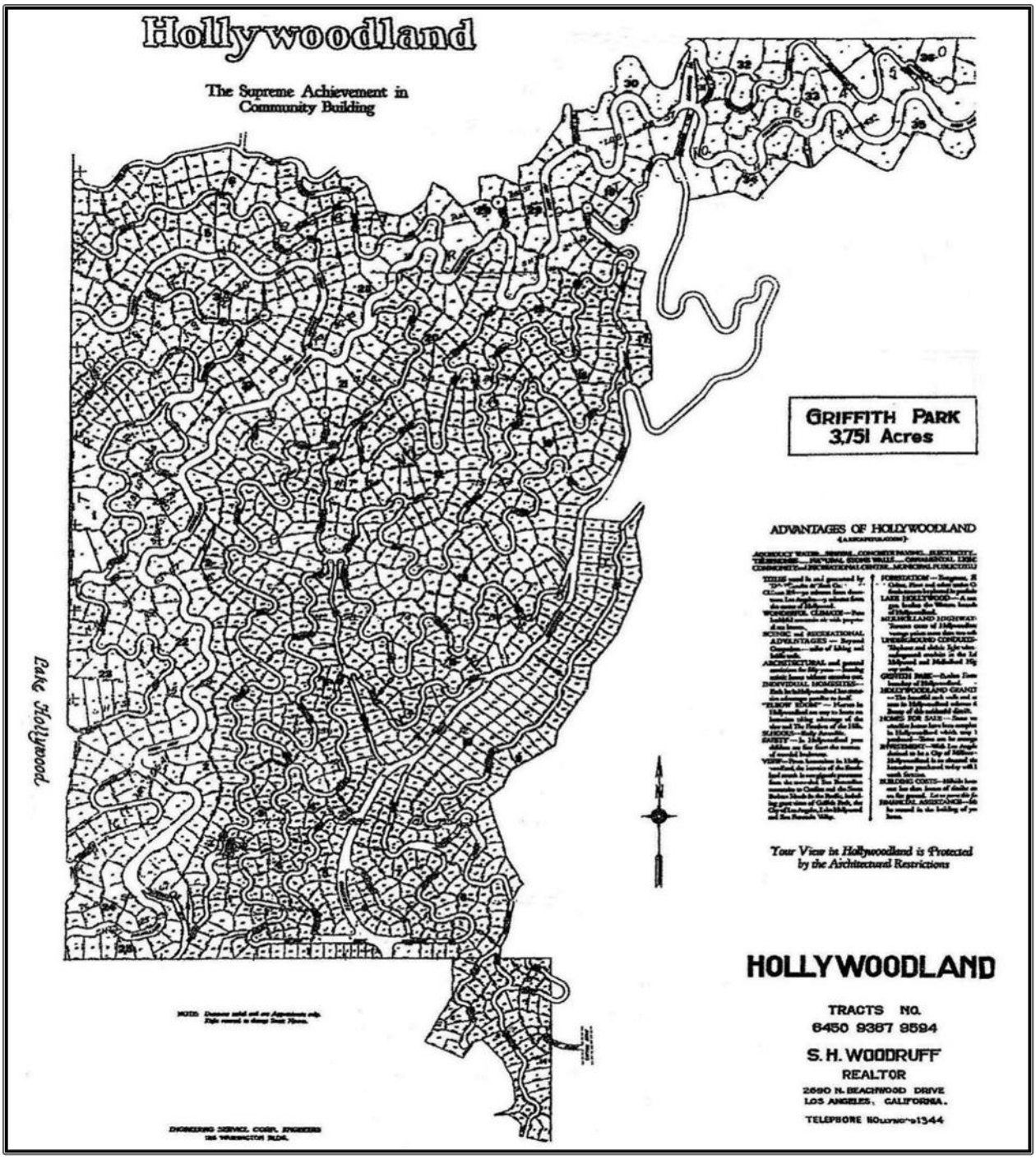


Figure 1: Early Map of Hollywoodland showing parcel layouts

Hollywoodland was initially envisioned to be a larger subdivision than what exists today, as seen in the original subdivision layout in Figure 1. Construction of homes continued throughout

the 1920's, but the Great Depression brought the long-term vision of this development to a close. In 1944, 444 acres of Tract 6450 were donated to the City of Los Angeles by the Hollywoodland tract developers, which became lands within Griffith Park. This donation included various ingress and egress points as legally recorded private easements, private property inside the open space, and the Hollywoodland Sign itself. With the growing popularity of the American film industry, referred to today as the Golden Age of Hollywood, the sign was left in place and the letters "LAND" were removed. This reconfigured HOLLYWOOD Sign ultimately became a recognizable symbol around the world. In 1948, the City granted the Hollywood Chamber of Commerce the rights to a three-year use agreement to use the sign as a marketing tool. Although this officially lapsed in 1951, it has continued on as a non-official functioning agreement. Today, this "bubble" of the Hollywoodland neighborhood is comprised of 196 acres with approximately 600 residential structures, a small commercial area at the base of the neighborhood, and a two-acre private commercial horse stable at the northeast corner of the community. This neighborhood is surrounded by 444 acres of the Hollywoodland gifted park, consisting of steep hillsides and covered with highly flammable vegetation. **The peak above Hollywoodland is named Mt. Lee, where some of the emergency communication infrastructure for the City of Los Angeles' 911 dispatch center, fire and police radio transmissions, and a helipad are located. This site also houses 3000 gallons of diesel fuel for emergency generators. Mt. Lee is listed as a major terrorist target within the City of Los Angeles that could cripple emergency communications and cause havoc if it was compromised.**

This is the setting and the focus of this report. It is not the intent of this document to provide a detailed historical perspective of the development itself, as this history is available elsewhere. Rather, this report is being written to identify current threats and vulnerabilities to the community of Hollywoodland from a potential wildfire scenario. This will encompass many components that cumulatively comprise a wholistic discussion on wildfire issues directly impacting this neighborhood. As can be seen in the early map of Hollywoodland (Figure 1), the complexity of the winding street pattern was designed to fit into the topography of the site. It has been almost 100 years since the Hollywoodland development was originally laid out on paper, and it is likely that wildfire concerns were not one of the components that influenced the planning and design of the subdivision. Wildfire history dating back to that time period is limited, but it is well known that development of communities across the western United States rarely, if ever, took wildfire impacts into consideration while laying out new roads, infrastructure, or other components of the built environment.

The subtitle of the map in Figure 1 proudly states that Hollywoodland is, "The Supreme Achievement in Community Building." One of the items listed in the Advantages of Hollywoodland is Safety. But it is a reference for safety from crime and other societal impacts of the early 20th Century, and does not provide any reference of wildfires. We believe that from the very beginning of the Hollywoodland vision that wildfire impacts were not considered as part of the planning efforts. This is not a fault of the developers nor necessarily the City of Los Angeles itself. By the 1920's, land use management decisions across the western United States had evolved into a collective mindset that wildfires would be rapidly extinguished whenever

and wherever they occurred, and at that time, there was a growing feeling of success in this effort. This false sense of security allowed for development and expansion into wildfire prone areas across the western states – a decision we are sadly suffering from today.

In 1942, the Hollywoodland Homeowners Association (HHA) was created, and out of a concern for safety, purchased a fire truck and staffed it with trained volunteers. This history of wildfire suppression, and the simultaneous development that expanded into wildfire prone areas, leads to a discussion of the physical location of Hollywoodland, and the accompanying wildfire environment.

HOLLYWOODLAND – PHYSICAL DESCRIPTION



Figure 2: Bronze Plaque on Stone Gate

The orientation of Hollywoodland places it at the western edge of Griffith Park, approximately 7 to 8 miles northwest of downtown Los Angeles, as seen in the Google Map image (Figure 3). Approaching this development from the south brings you up gently sloping terrain to what is considered the primary entrance to Hollywoodland on North Beachwood Drive. Here, a pair of large stone towers flank the street to signal the entrance to the new development. Figure 2 shows the bronze plaque that resides on one of these stone towers, announcing the entrance to Hollywoodland. There is a cluster of commercial structures at this location, but once you pass this point, the remainder of Hollywoodland is all single-family residential structures, with the exception of the horse stables at the northeast corner of the community.

Once you enter Hollywoodland through the stone towers, the terrain begins to rise more steeply. This steeper topography, interspersed with deep canyons comprises the landscape in which this development was created. The terrain becomes steeper as you move up the hillsides, and ultimately peaks at the ridgetop of Mt. Lee. As mentioned earlier, it is occupied with a communication tower, diesel fuel storage, and a helipad just above and to the east of the Hollywood Sign. This landscape required the construction of narrow, winding streets to access all of the lots the developer had originally laid out. When this was started in 1923, vehicular access, and more importantly, emergency access and egress played a much smaller role than today.

It goes without saying that the steep, narrow, winding streets with sharp, hairpin corners and virtually no sidewalks would never be permitted in any development today. While current codes and regulations do a much better job addressing these issues, they are rarely retroactive to require upgrades or improvements to existing infrastructure. This leaves us with an existing development with substandard roads by today's standards, but which are being forced to accommodate impacts from tourism and daily living that was never envisioned 100 years ago. One example of this is on-street parking, which mostly did not exist in 1923. Today, most streets are forced to accommodate parking on one side of the street, which in many areas prohibit two-way traffic due to the substandard street width. Even on the wider streets where

parking exists on both sides of the street, the remaining paved width barely accommodates the flow of two-way traffic. This report will examine these impacts and provide proposals for improvements to help reduce or even mitigate them.

Even though many streets are incorrectly listed as 26 feet on LA City Engineering Documents, most streets have a paved width that measures 16 to 20 feet at their widest point. Generally, there are no sidewalks or parkways for pedestrian use, with the exception of portions along Beachwood Drive. The Specific Plan implemented in 1992 requires new construction to improve roadways to 20 feet for public safety and emergency response. This requirement has often been waived, sometimes due to physical limitations, but also from requests by owners and contractors to avoid the required costs of these improvements.

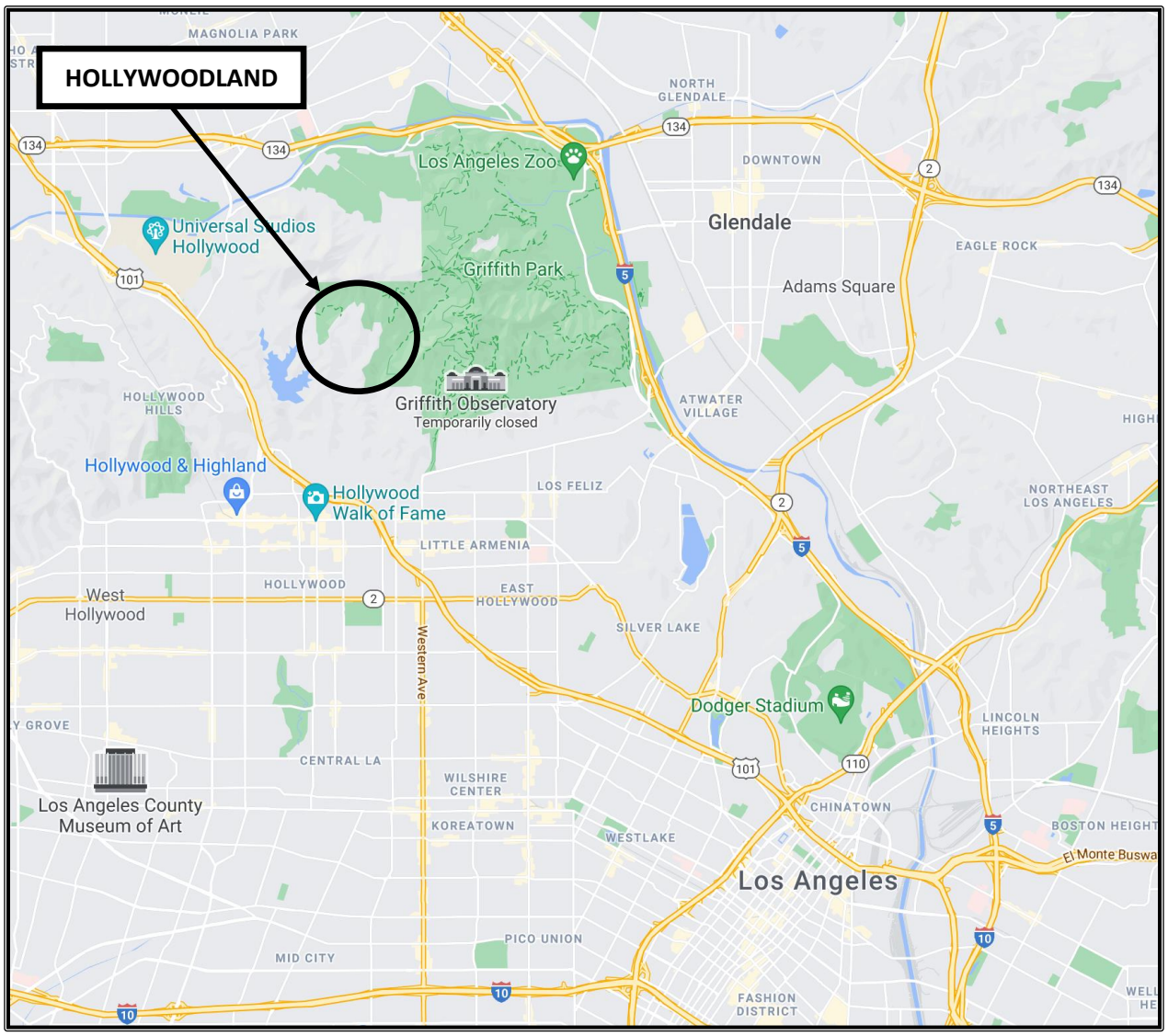


Figure 3: Map of Los Angeles showing location of Hollywoodland on the western side of Griffith Park, near the Griffith Observatory (Image taken from Google Maps)

A discussion of the physical location of Hollywoodland (Figure 3) cannot be complete without referencing the larger scope of surrounding neighborhoods and landscapes. This includes both Griffith Park as well as the larger Hollywood community as a whole. At its inception, Hollywoodland was envisioned as a grand development with spectacular views looking towards downtown Los Angeles, nestled in the hillsides of natural vegetation – which was much less dense than it is today. **Although Hollywoodland is surrounded by Griffith Park and other open land on almost three full sides, there is no formal or legal public access to the Park from Hollywoodland itself. While this issue will be discussed later in the report, it is important to understand this as one of the major issues facing residents today.**

Another issue is the changing demographics and infrastructure that has occurred over the past 100 years. Today, the Hollywood Freeway (Highway 101) runs between Hollywoodland and the main area of Hollywood, including the famous Hollywood Boulevard. When this freeway was constructed, it altered the primary routes of access and egress to Hollywoodland itself. An example of this is North Beachwood Drive. As the primary route into and out of Hollywoodland, functions as a "Hillside Collector Street" (see p. 28), but within Hollywoodland it has never met the requirements for that designation. When the Hollywood Freeway was constructed in 1948, it created a dead-end street at both ends. At the top end, N. Beachwood Dr. is a narrow street without a legal turnaround. For much of its length, it accommodates parking on both sides of the street, and has very few sidewalks for pedestrian traffic. On the lower end, as it approaches the freeway, it now requires a turn onto Franklin Avenue to travel either east or west to move away from the neighborhood. On any normal day, Franklin Avenue is extremely congested with very heavy traffic, especially at peak hours. While this report will not serve as a formal traffic study, it is obvious to even a casual observer that the typical "gridlock" that occurs on the Hollywood Freeway, as well as surrounding surface streets today, present a significant concern during any emergency situation. There will be a more detailed discussion on this particular issue later in this report.

Aside from the current challenges with traffic flow, there are plans for significant increases in development in the Hollywood community, which would add even more people and traffic to the area. Although these developments are slated for the area south of the Hollywood Freeway, the additional traffic impacts will add to congestion on streets such as Franklin Ave., which will further complicate emergency evacuations from Hollywoodland beyond today's substandard conditions. This report will not serve as a formal review of these new developments, but it cannot be ignored either. A section of this report will later discuss access and egress issues, which are already stressed well beyond their intended capacity, adding to challenges during emergencies. These proposed large-scale developments will only exacerbate today's daily challenges evacuation problems.

Before discussing more detail about the access and egress issues, existing infrastructure, and cumulative impacts with proposed solutions and recommendations, it is important to fully understand the wildfire environment surrounding Hollywoodland, including a risk assessment.

WILDFIRE ENVIRONMENT

In recent years, the frequency and severity of wildfire events are unlike anything we have experienced in the recent past, requiring reexamination of our land use practices and fire management policies. This has become increasingly important when creating any current or long-term wildfire strategies across a large landscape. In established urban developments such as Hollywoodland, the primary challenge is how to incorporate changes that help reduce the impacts of a wildfire when they do occur. Recent trends indicate that wildfires are becoming worse. Between 2015 and 2021, wildfires in California have shown a progressively higher frequency, stronger intensity, and larger footprints than in recorded history. Unfortunately, the loss of lives and the destruction of entire communities has become all too real, as has been witnessed over the past several years. A number of jarring new wildfire records were set in 2020 and 2021, including 6 of the top 7 largest wildfires in recorded history. In addition, more than 30 lives were lost, and approximately 12,000 structures destroyed.

These fires represent a substantial hazard to life and property in communities within the Wildland-Urban Interface (WUI), and are reminders to all jurisdictions and neighborhoods, including Hollywoodland, that wildfires will occur – even in urban areas. With this certainty in mind, it is essential that both proactive and aggressive actions are implemented before ignitions begin to help reduce the risk. These efforts are intended to increase resiliency, and appropriately harden both structures and the landscapes against the ravages of wildfires.

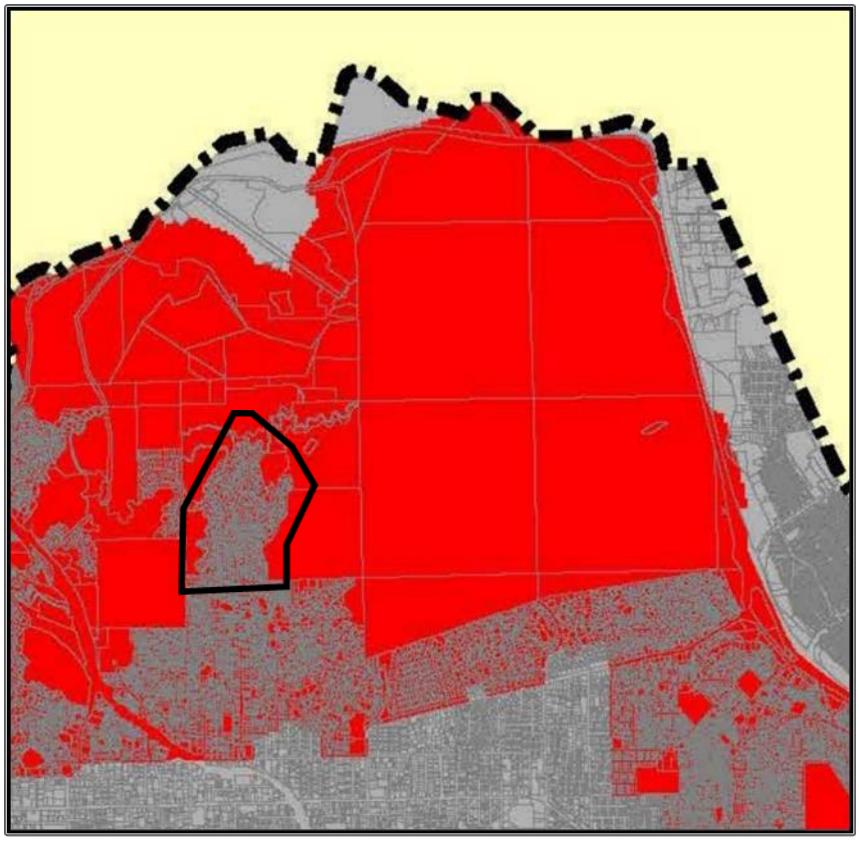


Figure 4: Very High Fire Hazard Severity Zone, shown in red, around Hollywoodland

Although wildfires can occur at any time of year, and in any climate, the risk of wildfires is greatly increased due to drought conditions, low humidity, high winds, and available fuels – which include both vegetation and man-made elements such as structures, vehicles, and other types of infrastructure.

Figure 4 above indicates Hollywoodland is almost completely surrounded by steep undeveloped hillsides covered with highly flammable vegetation in an area designated as a Very High Fire Hazard Severity Zone (VHFHSZ). These designations were created by the California State Fire Marshal and CAL FIRE in order to identify the most vulnerable areas across the state from the threat of wildfire. The Fire Hazard Severity Zone Maps incorporate three distinct levels of wildfire threat, which include Moderate, High, and Very High Zones. The VHFHSZ maps have been adopted by the City of Los Angeles, which has used them to influence emergency planning for the entire city. By acknowledging that Hollywoodland is surrounded by areas designated as a VHFHSZ, the urgency to fully understand the wildfire environment, and potential impacts is critical.

Wildfire history in the Hollywoodland area is discussed below. Some may raise an argument that because there has not been an extremely high occurrence of wildfires in this specific area in the past, it could be seen as being alarmist to raise these concerns now. However, the frequency of large, more destructive fires is now occurring at a higher rate than we have ever recorded in the past. One element of wildfires that is well understood today is the fact that fires often have a tendency to repeat themselves in areas where past fires have been recorded. We have seen this occur in many areas of the state with devastating consequences. One recent example in California is the Tubbs Fire, which burned from the town of Calistoga to Santa Rosa the night of October 8, 2017. The perimeter of this fire bore an eerily similar footprint to the Hanley Fire, which burned much of the same landscape in 1964. However, some stark contrasts stand out when comparing these two events. In 1964, there were very few homes built in the 53,000 acre footprint of the Hanley Fire, compared to thousands of structures that existed in 2017. While the Hanley Fire did destroy 84 homes, 24 summer cabins and numerous farm buildings, there were no lives lost. Some of this is attributed to the fact that not only were there fewer people in the path of the fire, but it moved at a much slower pace than the 2017 Tubbs Fire. The devastation in 2017 made the Tubbs Fire, at the time, not only the deadliest fire in history, but also the most destructive. Unfortunately, both of these dubious records were surpassed only one year later by the Camp Fire in Paradise, California. The fact remains that this, and numerous other examples of recent wildfires, show a preponderance of burning the same landscape at a much higher intensity and speed than in the past. Therefore, because there is past fire history in the Hollywoodland development, it must be assumed it will happen again – but potentially with far greater speed and intensity than in the past, resulting in more destruction and a higher loss of lives. The purpose of discussing these examples of fire return is to point out that past fire history in the Hollywoodland area may very likely be repeated, and should be expected. There may still be some people who would argue that limited fire history and activity in the area “prove” that wildfires are rare events. These out-of-date arguments no longer hold any merit, as the overwhelming evidence of increasing wildfire frequency, severity, and intensity cannot be ignored. More specific information regarding past fire history in Hollywoodland will be provided in the next section.

California’s Mediterranean climate provides growing conditions for plants that are able to sustain long dry summers. Native plant species are either annuals that grow during wet winter

and spring then die in summer, or perennials with high oil content in order to withstand these annual summer droughts year after year. Many of these plants are also "fire adapted," meaning they expect natural fire to be part of their lifecycle and have therefore developed some level of resiliency to wildfires. The dead annuals and high oil content of perennial plants are typically very flammable during late spring, summer, and fall. The burning intensity of these plants is directly related to ambient weather conditions and local topography.

The factors that contribute to placing a community in a higher probability of being impacted by a wildland fire are a combination of both natural and human sources. The residents of Hollywoodland have little influence over some of these factors, but working to collaborate with both City and State Officials, the residents have an opportunity to help mitigate these factors, thereby reducing the threats.

As has been pointed out above, the primary influences that determine wildfire behavior include topography, weather, and fuels. We will discuss each of these as they relate to the Hollywoodland neighborhood:

Topography: Not only is Hollywoodland located on steep slopes with deep canyons, it is complicated by the aspect, or orientation of the landscape. The slopes predominantly face to the south, with some angularity to the west. From a wildfire perspective, south and west facing slopes are the most dangerous in the Northern Hemisphere, due to the lengthier amounts of heat from the sun that they receive. This causes vegetation to typically have a drier than normal tendency, and be more susceptible to ignition.

Weather: As mentioned above, weather has a significant influence on the local vegetation to determine its ignition and burning potential. Weather is a natural environmental factor that we can do little to change, with winds being the single most important weather factor contributing to fire spread and intensity when relative humidity is low. Winds exceeding 10 to 15 miles per hour combined with low relative humidity often produces catastrophic wildland fire behavior, as previously discussed above. Typical weather patterns in this area are flowing onshore from the Pacific Ocean, bringing moister and cooler breezes than inland areas. However, as is well recorded, the later months of the year bring annual "Foehn" wind events, which are locally known as Santa Ana Winds. These are dry, warm, down-slope winds that blow opposite of the normal wind flows. There is a catastrophic pattern of devastating Santa Ana wind events throughout history in Southern California. In such a situation, suppression efforts become ineffective. Embers produced by these fires may be transported downwind up to several miles. When these embers land on a susceptible fuel bed, they often ignite and further exacerbate the spread of the fire. These weather conditions render fire suppression efforts to become ineffective until weather patterns change.

Fuels: Outside of the Hollywoodland development, the steep hillsides are predominantly covered with shrubland and grassy fields, with few trees. The predominant vegetation is highly flammable, and can burn with a high intensity. With a moderate amount of wind, a wildfire can explode at a critical rate of spread. As mentioned above, the resulting embers produced by a

wildfire in these conditions may be transported downwind for a mile or more in front of the main fire, igniting new spot fires well ahead of the main fire. These fuels are highly susceptible to drought conditions, and typically contain very low fuel moisture as early as mid-summer. Due to continuing climate change impacts, these fuels are typically drier and more susceptible to ignition for longer periods of time throughout the year than in past decades**. Unfortunately, these hillsides are invaded by many thousands of hikers and tourists annually, creating a dangerous potential for an accidental ignition from a carelessly discarded cigarette or other source. This risk is increased by visitors who are not aware of these highly flammable conditions.** Within the neighborhood itself, the existing landscaping that has been planted around homes is often more dense than natural vegetation on the nearby hillsides. Typically, these landscaped yards have historically been well watered, and thereby tend to have a higher moisture content than the surrounding natural vegetation. However, with the ongoing drought conditions which is reducing water use for landscaping, even decorative landscapes are currently at lower moisture levels than in the past, which can increase ignition and spread rates of wildfires. Due to these lower moisture levels, landscaping immediately around structures has proven to be a significant contributor as ignition sources for structures. Recent fires have validated this observation.



Figure 5: Vegetation surrounding and within Hollywoodland

It is critical to note that of the three factors influencing wildfires, management of fuels is the one element we have some ability to control. We can choose how and where to control vegetation surrounding our communities, as well as our choice of plants to use as landscaping around our homes and property. In addition, we can also choose the materials and details of structures to "harden" them against the impacts of wildfires. These choices become essential components of how wildfires may or may not impact the structures in our communities.

Wildfire, overall, is a very natural part of the environment in this region, and the vegetation in this area has evolved over millenniums with periodic fires burning across the landscape. With the influx of development over the past 100 to 200 years, these periodic fires have largely been suppressed as quickly as possible in order to avoid impacting the built environment. This has resulted in an overgrowth of vegetation that is denser and covers more of the landscape than would have been normal in the past. In addition, individual homeowners have planted vegetation for landscaping purposes, as well as privacy shields from neighbors and the public, resulting in even more fuel loads than may have existed prior to the development of subdivisions. Therefore, when fires do occur in these areas today, fire activity has a tendency

to exhibit more active fire behavior, accompanied by intense heat and aggressive fire spread due to the increased vegetation and structures in the area. The majority of structures have existed on this landscape far longer than our efforts to build with higher levels of fire-resiliency in mind. It has only been in the past ten to fifteen years that any significant requirements have been implemented to build structures to resist the impacts of wildfires. This leaves the majority of our built environment at a very high risk from wildfire impacts.



Figure 6: Group of tourists smoking directly below the "No Smoking Allowed" sign, shown in Figure 7 at right



Figure 7: Sign stating No Smoking Allowed, which is often ignored

One statistic that has been well documented is the fact that approximately 95% of all wildfire ignitions are the result of human intervention. The influx of thousands of tourists, hikers, and homeless persons wandering across the hillsides unchecked dramatically increases the chances of a wildfire being sparked by someone seeking a view of the sign. The statistics also point out that most ignitions are accidental in nature. But accidental ignitions are also often accompanied by sometimes underlying negligent factors. Someone may not have intended to ignite a fire, but their lack of knowledge about the dry fuels and weather conditions led them to an action that may inadvertently cause a fire. Or the fact that while these hazardous conditions are known to exist, there is little or no action taken to mitigate the prospect of these ignitions from happening. The simple fact remains that the increasing density of people visiting the hillsides to see the famous sign continues to dramatically increase the potential of a wildfire ignition. Figures 6 and 7 above highlight this issue. Tourists from around the world are frequently found smoking throughout the hillsides, and countless cigarette butts can be found littered across the area. In Figure 6, this group of young men were seen smoking directly below the “No Smoking Allowed” sign, ignoring the requirement. Unfortunately, this is a common occurrence throughout the area.

FIRE HISTORY

The wildfire environment described above has contributed to an active fire history in the Hollywoodland neighborhood itself, as well as the immediate surrounding landscape. Accurate records of fire history are largely blank prior to the 1940’s and 1950’s when more aggressive and accurate fire reporting was begun. One of the earliest recorded fires in the neighborhood occurred in 1947, listed as a 25-acre fire at the north end of North Beachwood Drive, resulting

in 2 homes damaged. Another fire was recorded in 1956 near the entrance to Hollywoodland on Westshire Drive, resulting in 1 home damaged.

More recently, there is a fairly significant list of fires in the immediate neighborhood as well as nearby areas beginning in 2007. Early in March of that year, a fire is recorded to have started on the north side of Mt. Lee, burning up towards the top of the mountain, consuming a total of 150 acres before being stopped. Because of the time of year, there were virtually no winds pushing this fire, which contributed to the lack of spread into the Hollywoodland area. If this same fire had occurred on a windy day in late fall during annual Santa Ana conditions, the results would likely have been much more severe.

Overall, the Hollywoodland neighborhood and nearby areas have recorded a total of 28 fires since 2007. The statistics on wildfire history below were gathered from LAFD:

2007	2 Fires	967 Acres Total
2012	1 Fire	Unknown Acreage
2013	2 Fires	Unknown Acreage, both ignited by vehicles
2014	1 Fire	Unknown Acreage
2015	3 Fires	Total Acreage Unknown, one fire recorded at 3 – 5 acres
2016	2 Fires	One fire recorded at 18 acres
2017	3 Fires	Unknown Acreage
2018	7 Fires	Unknown Acreage – at least 2 caused by vehicles
2019	6 Fires	Unknown Acreage – one fire reported at 34 acres, north Side of Mt. Lee near back of Sign and Warner Bros. Studios
2022		Coyote Canyon Fire – one acre (same night the sign was lit for BET Awards)

In addition to the wildfire statistics above, there was one additional structure fire that occurred in October, 2019 on Hollyridge Dr., which resulted in one house completely destroyed, while numerous others were threatened. Fortunately, this fire took place outside of critical wildfire conditions, and did not spread to other homes in the neighborhood. Members of the LAFD were quoted at the time saying, “Narrow streets and steep grades presented challenges with getting apparatus and equipment to the address.” LAFD equipment had to be staged on North Beachwood Drive due to access limitations on Hollyridge Dr., especially with parked vehicles along the side of the street. Had this event occurred during critical wildfire conditions, the resulting exodus of residents escaping the fire spread would have made access virtually impossible for emergency responders. The irony of this is that Hollyridge Drive is listed as an evacuation street for residents and visitors in Hollywoodland to escape. It is obvious that this street is inadequate to function as an effective evacuation corridor.

These records make it clear that fires should be anticipated in and near the Hollywoodland community. Furthermore, the upward trends of more fires occurring reflect similar statistics on both a statewide and national level for wildfire activity. The increase in reported wildfire events may also have some tangent to better reporting practices. **However, there is no**

disputing the reality that wildfire potential is very much a part of this environment. This is quite literally a question of when – not if – the next wildfire will occur.

The most significant wildfire event recorded in the Hollywoodland neighborhood itself occurred on May 12, 1961 when 8 homes were destroyed and approximately 54 were damaged. The ignition point was recorded at 3009 N. Beachwood Dr. Existing reports from this fire indicate that the fire occurred late in the day, perhaps around 7:30 PM. It is recorded that heavy brush, high winds, low humidity and rugged terrain allowed the fire to develop into major proportions within 15 minutes of the original alarm, and by 8:00 PM that evening, the event had been declared a Major Emergency. **Even in 1961, one of the first comments in the report stated that the exceptionally narrow streets with some parked cars made the accessibility by firefighting apparatus into the area extremely difficult.**

Today, we must acknowledge that this problem is far worse than it was 60 years ago. The fire report goes on to state that the limited accessibility into the area forced the firefighting units that could get in to lay lines (hoselines) and protect homes, and were therefore unable to concentrate on the raging brush fire. Another critical statement about the 1961 fire was that the extremely hazardous wind conditions whipped the fire from one canyon to another faster than the apparatus could be strategically located. Should a similar evacuation requirement take place today, the increased density and tourists – some without vehicles – would greatly complicate both emergency response and evacuation procedures.

At this point, the report states that more units were called to protect residential areas which were now being threatened ahead of the fire. The response of these units was additionally hampered by the "Friday night revelers who … sought to get a closer look." This action caused the greatest traffic jam ever witnessed in this section of Hollywood. The report goes on to say that the fire continued to burn out of control toward Mt. Lee and the Griffith Park Observatory to the east. It was spreading and had already developed a 4 or 5 mile perimeter. It raced up one canyon and down the other, driven by winds which at times reached 67 miles per hour. The decision was made to establish the main line of defense somewhere near the observatory and to set up the command post at the observatory itself because of its advantageous position for deploying a quantity of firefighters and equipment into the area. If the fire wasn't contained at this point and had the opportunity to burn over the summit of Mt. Hollywood, it would directly threaten the bird sanctuary and the Griffith Park Zoo. The fire report goes on to state that 2 small shacks were destroyed at the Civil Defense Headquarters on top of Mt. Lee, although the main buildings were saved. The fire then began to burn down the mountainside towards the San Fernando Valley. By 12:00 AM, the lines of defense near the observatory held, and that flank was contained. More containment lines on the valley side of Mt. Hollywood Drive also held, and with some well-planned backfires, this line was considered contained by 1:30 AM. By this time, it was estimated the fire had burned approximately 800 acres of watershed area.

Preliminary reports indicated that 24 homes were destroyed or damaged, but amazingly, no one was seriously injured. It should also be noted that some reports in the LA Times and LA

Herald reported the number of homes damaged or destroyed at 54, so there is a lack of clarity on the actual number of structures lost. All of the damaged homes were located in the area where the fire started on N. Beachwood Drive, and where the first major runs of the fire occurred on Deronda Drive, Rodgerton Drive, and Hollyridge Drive. In the end, the fire perimeter measured 10 miles long with a total of 814 acres. While this is a significant acreage to burn in any urban area, it is relatively small compared with the much larger fires that we are now witnessing.

The report also states that in addition to the firefighting resources, approximately 200 police and police reserves were needed to handle the huge traffic jam which spread a distance of almost 3 miles along the foothills involving every side street for the entire distance.

Again, keep in mind that this is data from 1961. We can only imagine today how badly traffic disruptions would impact the entire region. It is safe to say that a fire of this magnitude today would bring the Hollywood Freeway to a complete standstill. Not only would this impact cause problems on the main highways, but the resulting traffic jams would contribute to the backup of evacuees trying to flee the hillsides themselves. Because North Beachwood is a dead-end street terminating at the Hollywood Freeway, it would become necessary for evacuees to find alternative routes to move away from the flames on the hillsides. As was pointed out earlier, Franklin Avenue serves as the major east-west artery that would be used by evacuees trying to leave the area. But the significantly increased volume of traffic that would be created by panicked residents and visitors alike would likely overwhelm the capacity of these streets – which are already frequently gridlocked – to keep traffic flowing. An immediate evacuation order for residents and tourists alike in the Hollywoodland area would overwhelm the existing road infrastructure in and around the entire community of Hollywood. This additional gridlock would most certainly cause traffic to come to a virtual standstill, placing many residents, tourists, and emergency personnel in harm's way. With the inevitable gridlock from people trying to flee the inferno, the existing narrow streets would make access by emergency vehicles next to impossible. **While the LAFD does have written and prepared plans for such an event, they have not widely shared these plans with the residents. It is also highly unlikely that these plans adequately address the current or increasing levels of tourism for this neighborhood.**

A practice evacuation warning was conducted on Saturday, November 16, 2019. This exercise was not well advertised to neighbors, and very few participated. This will be discussed in more detail in the section on Streets and Infrastructure.

GENERAL ASSESSMENT, RISK ASSESSMENT, AND VALUES AT RISK

In order to more fully understand the wildfire environment discussed above, it is important to differentiate some commonly used terms such as risk, threat, and vulnerability. It is also important to understand how they interact to provide a more comprehensive risk assessment. These terms are described as follows:

- **Risk:** A risk is the statistical probability of an event occurring. From a wildfire standpoint, risk is defined as the chance of a fire staring from any cause, and the danger is defined as the combination of the potential fire to start (i.e. the risk) and the hazard presented should the fuel become ignited. This factor cannot be controlled.

- **Threat:** Anything that can exploit a vulnerability causing damage or destruction. The physical effects (or forces) of an event on people, property, and/or infrastructure. For example, heat from a fire.

- **Vulnerability:** A weakness in a system or physical asset. This is the one variable that can be minimized through planning and coordination, hardening of assets, and response force capabilities.

Together, these terms can be viewed in the context of any emergency as follows:

Threat + Vulnerability = Risk (T + V = R)

Although the risk of a large, uncontrollable wildfire within Hollywoodland has been present all along, it is obvious from current events that this risk has increased in recent years. It is most likely to occur during occasional severe weather conditions, such as a red flag warning or significant wind event. However, the consequences are high as they pose a risk to hundreds of homes within the Hollywoodland community, as well as to many other homes adjacent to this community. Depending on which direction the wind might push such an event, the impacts could disrupt businesses, various elements of infrastructure, traffic, and air quality, among other things.

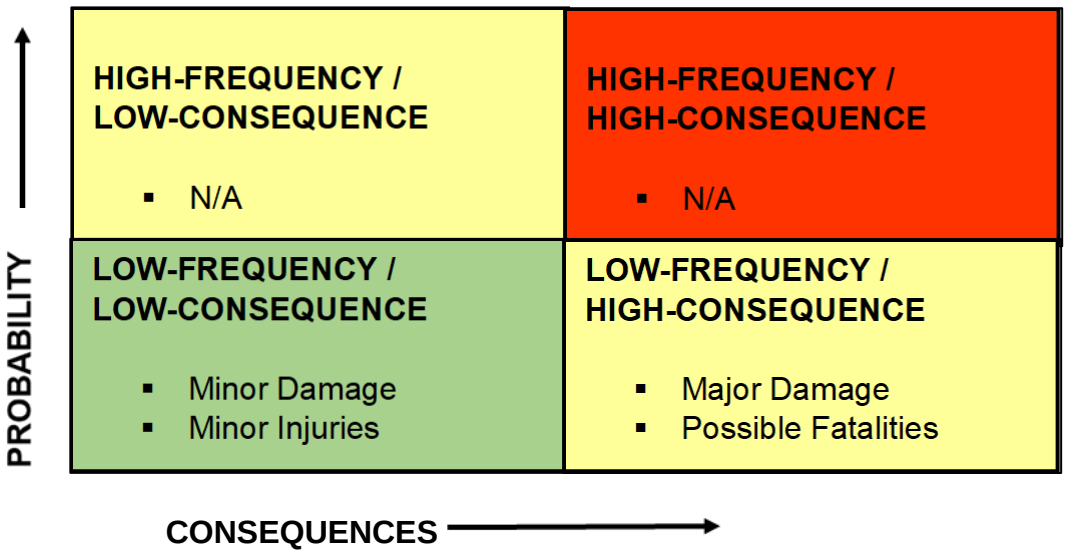


Figure 8: Frequency – Consequence Matrix

Generally, the threat of a fire does not change regardless of other factors besides weather, which cannot be controlled. Physical damage from the fire will increase depending on weather conditions because in extreme conditions the fire can create so much energy that forward progress of the fire cannot be stopped, it becomes uncontrollable, and even structures with adequate defensible space and upgrades that provide "hardening" from ember and other fire impacts, may not be able to resist the heat and energy of the fire.

Vulnerability is the area where mitigations can help reduce the risk. Principally, this can be accomplished by slowing the spread of a fire during its early stages until sufficient firefighting forces can arrive. However, with an established community such as Hollywoodland, there are limited opportunities to improve the vulnerability of the community. Those efforts that can make a difference will be discussed as part of the recommendations for mitigation.

Risk management within the Hollywoodland community includes the analysis of the chance of an event occurring and the resulting damage that could occur as a result of the event. The challenge of site risk management does not lie solely in the work necessary to assess the probabilities of an emergency in this report, but also with policy-makers, who must decide how much money to spend to minimize or eliminate vulnerabilities. The evaluation of fire risk must take into account the frequency and severity of wildfire potential. Determining risk by analyzing past statistical information and projected growth is an essential component of this analysis. It is represented in the following "Frequency-Consequence" matrix above.

In terms of wildfires and the WUI areas represented by Hollywoodland, a hazard is defined by the kind, arrangement, volume, condition, and location of the fuel complex, with these factors determining the ease of ignition and/or the resistance to fire control. **The risk in Hollywoodland is severe due to the substandard roads and constant flow of tourists disregarding the danger of discarding cigarettes and blocking access to streets as they attempt to view the Hollywood Sign.**

REDEFINING THE ISSUES:

As mentioned earlier, there is a significant amount of information that contributes to the issues related to wildfires in Hollywoodland. As this report moves into a discussion on redefining these issues, it is important to identify the priorities that this report will focus on:

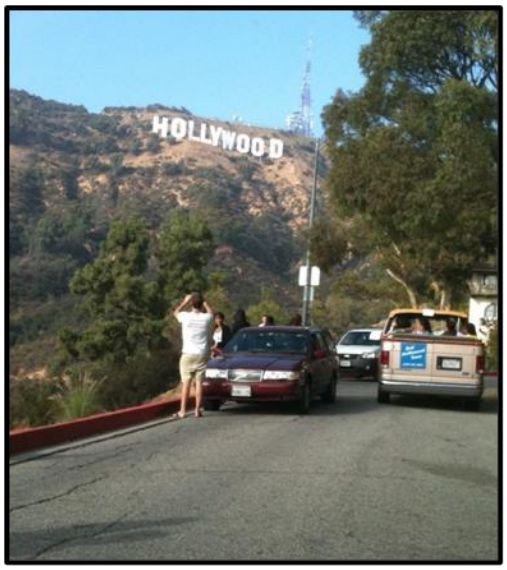
- Human life
- Structures
- Personal property
- Public infrastructure
- Natural resources: watersheds, water, air quality, and vegetation
- Recreation, wildlife and scenic beauty

The most treasured of human values is life. Although it is difficult to place a meaningful value on an individual life, there are a variety of ways to evaluate life safety, risk to life, and levels of risk. The remaining items in the above list are in priority order as emergency responders would typically use to focus their efforts. However, these priorities can change depending on the circumstances. The following section of the report discusses this in more detail.
Based on the fire environment and fire history discussed previously, the neighborhood of Hollywoodland would have significant issues to deal with by themselves. **But the residents do not have the luxury of dealing with these issues alone, and coordinating them as a single neighborhood. They quite literally are sharing their community with the world – but not by their choice.**

The Wildland-Urban Interface issues in Hollywoodland are the multifaceted result of decades of little to no land use planning, runaway housing development, and political entities focusing on "now" and "me" rather than on the future of "all". In Hollywoodland, multiple agencies and organizations have attempted to deal with the increasing tourism issues in some form with little effective coordination. **This has resulted in a turf war between the neighbors and their city government and elected officials.** For years, due to its proximity to the Hollywood Sign, the community has felt they have been virtually ignored by City government. Despite years of requests to help deal with the neighborhood impacts of tourism, the residents of Hollywoodland have been dismissed as a secondary priority behind the desire to allow tourists as much freedom as possible to view the Sign. An occasional "band aid" approach was instituted to appease the homeowners as needed, but a permanent solution has fallen on deaf ears.

Today, Hollywoodland is one of the most vulnerable neighborhoods in Los Angeles to potential wildfires. This unique community is surrounded on three sides by dry brush with substandard infrastructure consisting of limited access and egress, narrow, winding dead-end





Figures 9 and 10: View of Ledgewood Drive in 1923 (left) and Mulholland Highway in 2020 (right). Note converted roofless van on right service as tourist bus.

streets with no adequate turnarounds, practically no sidewalks and no legal public entrances into Griffith Park. **Yet it is allowed, and even encouraged, by the City of Los Angeles to be overrun with tourist, hikers and selfie seekers on a daily basis with little regard for public safety**. It is important to note that when the development was first started in 1923, there were very few cars in existence when compared to today. Homes built in the hills could accommodate parking on their properties, and street parking was not a concern or even utilized on a daily basis. If one can imagine no cars parked on the streets throughout Hollywoodland today, the access and egress issues would be significantly less. In addition to access and parking issues, the Sign itself was not a tourist attraction, and therefore the entire issue of thousands of outsiders traversing through the neighborhood did not even exist. The two photos in Figure 9 above shows the stark contrast between traffic on Ledgewood Drive in 1923, compared to a recent view of Mullholland Drive in 2020. These two photos also show the stark contrast in the increased density of vegetation on the hillsides, which in turn will also increase fire intensity and behavior. **In March of 1988, the Los Angeles Fire Department met with residents and shared their concerns about fire safety in the Hollywood Hills, which focused on the narrow roads, and the challenges with ingress and egress. Thirty-four years later a new set of homeowners are again bringing these same concerns forward, but with exponentially more tourists as part of the equation today.**

Any location in Hollywoodland where there is a view of the Hollywood Sign can act as a magnet, and it is not unusual to see a car stopped or even parked in the middle of the street, and its occupants viewing or photographing the Sign. Any place where there is "access" into Griffith Park (there are no legal entrances into Griffith Park from Hollywoodland) can also act as a magnet, and in addition, it is not unusual for hikers to go off trail to try to find the fastest and most direct route to the Sign. (The end of Linforth Drive is an example of this, as residents report increasing numbers of tourists.) These locations all attract vehicular and/or pedestrian traffic from local, national, and international visitors. The growing number of tourists impacting residents on a daily basis is unsustainable, but currently there is no end in sight. There are four primary magnets that attract the largest numbers of visitors. **"Appendix C" outlines these four tourist magnets that are negatively impacting the quality of life and public safety for residents on a daily basis. Failure to address these issues by City leaders could ultimately render them as being complicit in potential losses when a significant fire occurs that can lead to lives being lost.**

Former Los Angeles City Council Member David Ryu, District 4, was heavily lobbied by residents to help with these problems when first elected in 2015. He was able to secure funding in excess of $1 million dollars into the 2018-19 fiscal year budget for additional LAPD patrols and additional traffic enforcement from the Department of Transportation (DOT), in what was known as the **"Hollywood Sign Enforcement"** line item in the Los Angeles City budget. Ryu acknowledged then that these funds were a "patchwork" or "bandaid" approach to security in the area. It should be noted that DOT's authority is limited to parking only, and does not extend to other challenges such as illegal smoking, moving violations, trespassing, or

overweight vehicles. Hollywoodland is also a Preferred Parking District (PPD) which means that residents can purchase permit stickers for their vehicles to park at specified times along certain streets. While this is intended to eliminate public parking, it is largely ignored by tourists on a daily basis. Former Council Member Ryu's comments still hold true today. After her recent election, Council Member Nithya Raman met with some residents in Hollywoodland to listen to their complaints about the ongoing issues, and the lack of action or support from the City towards these growing problems. **And while money is always an issue, many residents are not supportive of the "wasted funds" that have been spent to conduct a feasibility study on building an aerial tram through Griffith Park to the top of the Hollywoodland community. It is their opinion that these funds could have been better spent on improving safety for the residents of the community. However, it is the very idea of adding a tram to bring even more tourists to the area that is most concerning to the residents.**

During the July 4th 2020 holiday period, no mitigation efforts were put in place. Due to the heightened fire threat and wildfire activity during the 2020 summer, former Councilmember Ryu introduced legislation on September 15, 2020, intended to temporarily halt construction in areas designated as VHFHSZ until November 30, 2020. This was a public acknowledgement of the wildfire danger in the Hollywoodland hillsides. Halting construction was not only an attempt to help eliminate an accidental fire being started by construction activities, but was also an acknowledgement of the severe impact that construction vehicles place on the streets in the neighborhood. Construction vehicles can sometimes cause the already narrow streets to become almost impassable, which would further complicate substandard evacuation issues. While addressing an immediate problem temporarily, this effort did not provide a long-term solution to the larger problems being discussed in this report.

Additionally, since social media and GPS have become ubiquitous, homeowners near the sign have complained of car-clogged narrow streets, tourists trampling hedges and some folks even knocking on homeowners' front doors to use a restroom. While social media and wayfinding services have contributed to an influx of tourists to the neighborhood, there is also a growing homeless populations that sometimes find areas on the hillsides to illegally occupy. In fact, communities across the state have seen an increase in fire-related activity associated with homeless camps. This can also contribute to an increased likelihood of a fire starting that would negatively impact the residents.



Figure 11: Throngs of tourists walking along streets after being dropped off by a large tourist bus

One resident we spoke to who has lived in the Hollywood Hills for some time, reminisced about the past, stating that, "navigating around the hills was a breeze, slow and easy, like a drive on a country road." But this is no longer the case. In

Beachwood Canyon you can witness tour buses, rental cars, Uber and Lyft services all bringing tourists to view the Sign. Many people stop to take pictures ignoring parking restriction laws. People often stop suddenly in the middle of a street and jump out of their cars to take a photo, while blocking traffic. As seen in Figure 10, hundreds of tourists casually walk along the streets of the neighborhood on a daily basis, because there are virtually no sidewalks for them to use. Due to the narrow streets, these are accidents waiting to happen.

In 2017, a judge ordered public access to the trailhead at the end of N. Beachwood closed as part of a settlement between the city and the owners of the private equestrian facility named Sunset Ranch. These owners claimed that hikers were trespassing on their private road to access the Sign. An unapproved switchback had been created by the city to join an existing hiking trail in the park to the access road for the equestrian center at the end of N. Beachwood Dr. This closure was ordered by the judge due to public safety reasons, including dangerous conditions of hikers interfering with equipment and horses at the equestrian facility. **In addition, the City itself stipulated in legal documents that there has never been a LEGAL PUBLIC entrance to the park at the end of N. Beachwood Dr., nor anywhere in this part of Hollywoodland. Once this decision had been made regarding access to the Sunset Ranch, residents of N. Beachwood Dr. dropped a lawsuit in a settlement with the City at that time. It was hoped that this decision would reduce the number of vehicles driving to this area, which had often resulted in gridlock, posing potentially dangerous conditions for emergency access, particularly with wildfires. The unapproved switchback still needs to be removed.** But while the trailhead has now been closed for over five years, many members of the public still try to access this path to view the Sign.

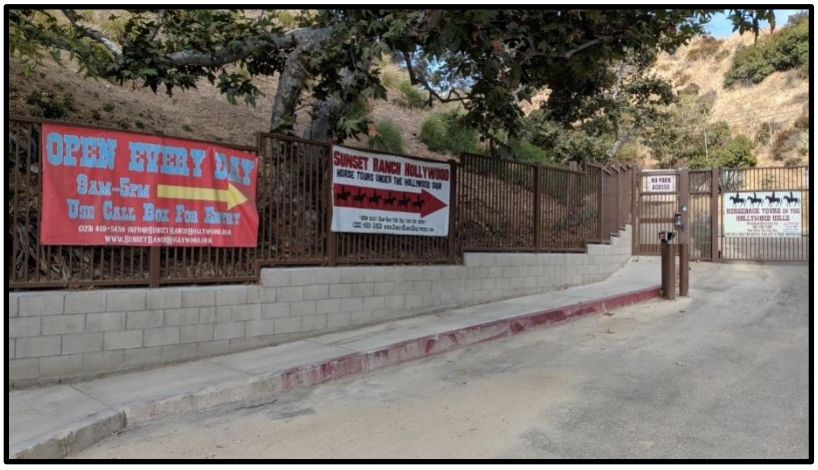


Figure 12: Gated Access to Sunset Ranch at end of N. Beachwood Drive

Prior to former Council Member Ryu leaving office, his staff had said he had been working on improvements, not only for homeowners, but for visitors alike. Council Member Nithya Raman has also pledged to help find solutions to these problems. One strategy, first raised by former councilmember Tom LaBonge and re-introduced by Ryu in 2018 was running electric shuttles from the Hollywood/Vine and Hollywood/Highland Metro stations to the easement road at the end of N. Beachwood Drive. **If this plan were implemented, it would result in an entirely new public access point into Griffith Park, which would also require appropriate infrastructure for this type of use. In the event this strategy should develop into a serious consideration, it must be subjected to a full environmental review which would require full public comment and time to adequately study all levels of impacts.** But many in the area aren't fond of this idea. Tourist

congestion on N. Beachwood Drive is one such concern. In order for shuttle buses to drop off visitors at the end of N. Beachwood Drive, a solution to the closed trailhead and private equestrian facility would have to be agreed upon, and again a full environmental review would be required to fully vet all impacts and allow for public comment.

Although a formal traffic study was not conducted for this Report, it is estimated that a high percentage of traffic on N. Beachwood Drive is from vehicles going to the end of Beachwood, turning around and then heading back down the street. Large numbers of pedestrians also contribute to traffic challenges on Beachwood, and there has also been a recent petition circulating for a new entrance to serve pedestrians only. **If the entrance to or near Sunset Ranch was reopened for tour vans or pedestrians, as an example, many residents are concerned that the dangerous conditions and gridlock that the judge ruled against on N. Beachwood Dr., and the easement road itself, would return.**

Ideas for aerial trams have surfaced over the years as ideas to provide alternative access to the Hollywood Sign, which would help relieve the influx of tourists into Hollywoodland. Griffith Park tram proposals date back to 1942 when preconstruction work began on the top of Mt. Hollywood. World War II brought an end to this project, and it was never reinstituted. The idea returned in 2003 as part of a much larger development idea in the Griffith Park Master Plan. This idea never moved forward either. The idea seems to have been resurrected again in 2017 when billionaire mogul Barry Diller offered a proposal to pay for a tram from the Los Angeles Zoo to the Hollywood Sign. After that, another proposal was brought forward from Warner Bros. Studios for a privately funded tram that would terminate near their Burbank studios. These ideas received significant opposition from the nonprofit conservation group Friends of Griffith Park.

The Dixon Report from 2018 also included potential ideas for trams. One of the plans under consideration is to build a visitor's center in the hills on the Glendale side of Griffith Park, with an aerial tram that would ferry people to the end of Deronda Dr. However, it is unknown what people would do once they arrived at this viewing point. They might still wander into the Hollywoodland neighborhood to search for different views of the sign, or perhaps hike up the hillside to Mt. Lee for a view of the sign from that vantage point. The city announced in July 2019 it had hired an engineering consulting firm to undertake the study, and the tram is promoted in the "TOURISM MASTER PLAN." Online public hearings took place in 2020 to discuss this idea, and there was much negative reaction to this proposal. Despite these negative reactions, the City continues to reintroduce this idea, and there are still no firm plans in place at this time.

A second proposal that has been floated over the past several years also involved a potential aerial tram, this one beginning at the Warner Bros. Studios on the north side of Mt. Lee. Presumably, the tram would bring visitors to the top of Mt. Lee, allowing visitors to view the Hollywood Sign.

Should either of these, or other similar ideas in the future find their way to reality, they could potentially create an imminent life hazard to the tourists and residents in the event of a wildfire evacuation of the Hollywoodland neighborhood. Yet it is unclear what efforts would be taken to accommodate visitors once they reached the view spots. The plans are not clear as to whether public facilities are being proposed that would keep people in a designated area, or would people be allowed to wander at will, and presumably cross back into Hollywoodland from the park. There have been no clear answers provided from these proposals to answer these and other basic questions. However, it is also not logical to think that any of these ideas would significantly reduce, let alone eliminate, the current problem. Despite alternatives, which could be heavily advertised as the primary option to view the sign, the fact remains that open, public streets – with no parking fees – invite tourists to gravitate up the Beachwood Canyon area to seek their iconic viewing spot within Hollywoodland. **From the resident's perspective, every effort to promote the sign in any way only increases the existing dilemma.**

DIXON REPORT

Starting in 2015, Dixon Resources Unlimited began working with the Los Angeles Department of Recreation and Parks (RAP) to help develop the Griffith Park Transportation and Parking Action Plan. In March of 2017, the Los Angeles City Council approved former Council Member David Ryu's request for a comprehensive study for improving access, safety, and mobility in and around Griffith Park and around the Hollywood Sign. This included the neighborhood of Hollywoodland, and data for the Dixon Report was gathered from a site visit on July 3, 2017, as well as traffic counts and additional data in September of 2017. The final Comprehensive Strategies Report (CSR) was released in January, 2018. **Residents were disappointed in this report, which was perceived by them as primarily a blueprint to increase tourism in Hollywoodland.**

Some safety goals within this report included enhancing pedestrian safety, improving traffic flows to reduce congestion and improving emergency vehicle access, among others. While broad in scope, most of the suggestions were poorly and barely vetted, and have come across to the residents as a "shotgun" approach with many ideas on paper. Some steps have begun, but none have been completed. To date, the residents are still lobbying for real and effective remediation's as tourist traffic and congestion has steadily increased in Hollywoodland.

PUBLIC INFRASTRUCTURE

Although wildfires usually do not destroy roadway surfaces, recent wildfires have destroyed utility corridors and other types of infrastructure. Hollywoodland's infrastructure will not be immune from these types of impacts, and in fact can increase risks for emergency personnel. Wildfires can expose this infrastructure to threats such as trees, powerlines, or other materials falling on the roadways, destruction of guardrails, and the possibility of mudslides following the fire. Likewise, the emergency responders are exposed to these fire related threats during the incident, as well as residents fleeing the scene.

From a wildfire perspective, the roads in Hollywoodland suffer from major design flaws. Many of the roads were built with only one way in and one way out and a majority of the roads suffer from being substandard paved width. On almost every street, each parked car prevents two-way traffic flow. Residents of Hollywoodland are compromised not only during a wind driven fire, but everyday life. The century-old infrastructure barely handles the daily needs of residents and is inadequate for additional impacts from tourism. The influx of tourists causes bottlenecks from people turning their vehicles around, illegal parking, and travel impediments from so many people walking along the streets, again because there are no sidewalks. In addition, all Hollywoodland streets have a gross vehicular weight limit of 6,000 pounds, as per Los Angeles Municipal Code Section 80.36.1. Vegetation located adjacent to roads in many areas is overgrown, which decreases the safety of those evacuating or responding to an emergency incident. In many areas, roadway shoulders typically serve several purposes, such as emergency parking areas for disabled vehicles to get off the main travel way. Unfortunately, Hollywoodland lacks this feature on many of its streets, and the



Figure 13: Tourists on illegal path viewing the sign



Figure 14: June 11, 2020 - cars parked illegally at end of Deronda Dr.



Figure 15: "No Entry" signs at end of Deronda Dr.



Figure 16: Signs attempting to block access onto the end of Mulholland Highway. These signs are routinely moved by motorists who then drive through.

ones that do exist are often congested with illegally parked cars attempting to view the Hollywood Sign.

The Department of Transportation and the Department of Recreation and Parks has placed signage on gates in addition to locating sandwich board signs on some streets within the hillsides of Hollywoodland. This is a tacit acknowledgement that there is an issue related to Public Safety. However, it has been observed that these portable signs are picked up by tourists to drive past on almost a daily basis. In addition, these signs are temporary and the city could remove them at any time. They prove to be no barrier at all to tourists on foot, and they have proven to be completely ineffective in deterring access from thousands of people seeking the perfect, iconic photo of the sign. Without more aggressive enforcement and supervision, they essentially provide no tangible benefit.

INFRASTRUCTURE AND ACCESS

Neighborhood and community infrastructure and access play an important role in how quickly firefighters and emergency crews can respond to an advancing wildfire. Road widths, turnarounds, road surface materials, and visibility of street signs affect emergency access to neighborhoods as well as how safely residents can evacuate. The requirements for these elements have changed dramatically over the 100 years since Hollywoodland was created. However, due to property and right-of-way restrictions, the current roadways – which are largely substandard compared to today's requirements – are mostly unable to be improved to meet today's standards. This creates an even greater need to optimize these factors where possible, and search for additional alternatives in order to address the current situation. The optimum conditions for infrastructure and access today include the following standards:

- Roads should be made of an all-weather hard surface with drivable 8-foot-wide shoulders and should have a width of 24 feet or greater, with a 60 foot or greater right of way width. Road curves should have a 50 foot or greater center line radius. Dead end roads should be less than 800 feet long, with cul-de-sac turn-arounds of a 50-foot minimum outside radius.

- Bridges should have a minimum 20-ton GVW capacity and minimum width equal to the road.

- Residential driveways should be at least 10 feet wide. With vegetation cleared on either side for a minimum of 5 feet when possible, and for a height of 16 feet.

- Access of two or more roads should lead in and out of every neighborhood, with a majority of residents having access directly off the main road.

- Street signs should be visible and should be made of nonflammable materials.

- It is important that while minimum requirements for sidewalks exist today, Hollywoodland has virtually no sidewalks at all, rendering pedestrians to walk in the streets that are already too narrow for today's capacity.

Clearly, the existing streets in Hollywoodland do not meet these standards, resulting in an increased risk of challenges during an emergency. Residents trying to evacuate during an emergency will have extreme difficulty due to the steep, narrow roads, tight turns, and limited visibility. If you add in the additional impacts of perhaps hundreds of tourist vehicles, and their occupants who, at any given time, will also be panicking and searching for a way out, as well as emergency responders attempting to gain access at the same time, it all adds up to a nearly impossible situation. An added impact is the increasing number of tourists who arrive via rideshare vehicles and are simply dropped off with no means of transportation other than their own two feet. There are currently no accommodations to help these people leave in the event of an emergency. The substandard limitations of the existing streets will simply not accommodate all of these needs simultaneously. Inevitably, an orderly evacuation due to an approaching wildfire is likely to fail. Unfortunately, we have seen disastrous situations occur during emergency evacuations of recent wildfires around the state. Any effort to reduce the number of people being forced to flee at any given time will help reduce this impact.

HILLSIDE STREETS

Hillside streets in Hollywoodland are often narrow, winding roadways that were created prior to the development of today's standards. In Los Angeles, the Department of Public Works has established a policy for hillside streets to be designed as Collector, Local, Standard, or Limited.

Hillside Collectors are defined as the primary streets leading into a hillside area. Hillside Local and Hillside Standard streets are narrower streets that branch off Hillside Collectors. The majority of the streets in Hollywoodland fall into these two categories. The following summary provides the basic design criteria for these various types of street capacities:

Hillside Collector:
Roadway Width: 40 feet
Right-of-Way Width: 50 ft.
On-Street Parking: both sides of street
Target Operating Speed: 15 mph

Hillside Local:
Roadway Width: 36 ft. min
Right-of-Way Width: 44 ft.
On-Street Parking: both sides of street
Target Operating Speed: 15 mph

Hillside Standard:
Roadway Width: 20 ft. min

Right-of- Way Width: 26 ft.
On-Street Parking: one side of street
Target Operating Speed: 10 mph

Hillside Limited:

Roadway Width: 20 ft. min
Right-of- Way Width: 26 ft.
On-Street Parking: one side of street
Target Operating Speed: 10 mph
Note: These streets branch off of Hillside Local Streets and typically provide access to a limited number of homes.

Virtually none of the paved streets within the Hollywoodland neighborhood meet these criteria. Furthermore, there is little, if any, improvements that can be made to meet these standards today. The lack of sidewalks impacts public safety and there is no room to add sidewalks due to the density and narrow roadways.

Existing retaining walls along with steep hillsides and private property boundaries rule out the likelihood that streets could be widened, sidewalks added, or additional parking can be increased due to the existing physical and topographical limitations.



Figure 17: Hydrant requiring maintenance

WATER SUPPLY FOR FIRE PROTECTION

To successfully control any wildland fire, suppression action must be taken while the wildfire is still small. The Hollywoodland hydrant system is connected to the water supply system operated by the Department of Water and Power, and is considered quite reliable. The LAFD recommends hydrant spacing and flow requirements for all new homes being built and/or remodeled. Where hydrants do not meet the requirements, residents are required to pay for these upgrades to the water system and all newly constructed homes are required to install interior residential sprinklers. The LAFD has the capability of deploying water dropping helicopters to help slow the spread of fast-moving wildfires. LAFD has also created a number of helipads in strategic locations to allow the helicopters to land, be filled with water from a waiting fire engine or hydrant system, and continue making critical water drops to help reduce the wildfire spread. One of these strategic helipads has been established on Mt. Lee at the area where the communication towers reside.

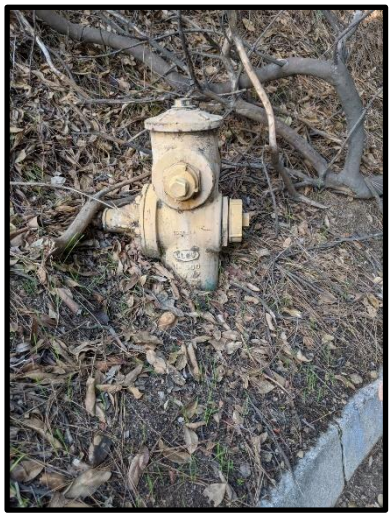


Figure 18: Hydrant requiring maintenance

Unfortunately, during this assessment, Mt. Lee Drive, the access road to the Mt. Lee helipad, was blocked on numerous occasions due to the abundance of illegally parked vehicles from tourists parked at the end of Deronda Drive. Should this road be blocked when a fire engine needs to make quick access to this

helipad during a fire, a significant reduction in response time and wildfire suppression would result, potentially allowing the fire to unnecessarily increase in size and severity.



Figure 19: LA County Fire Engine shown unable to access local street due to illegally parked cars.

In addition, there are a number of hydrants throughout the neighborhood that demand attention and maintenance to allow them to be used quickly during an emergency. The accompanying photos in Figures 16 and 17 are just two examples of hydrants that require better clearance for more immediate use. These conditions will delay firefighting resources from providing an immediate water supply because they will have to spend time cleaning the ground around the hydrants in order to make them usable.
Hollywoodland is considered to be a high-density residential area and requires 4,000 GPM of water from four adjacent hydrants flowing simultaneously. Hydrants are required to be spaced 300-450 feet apart and should be 2 ½" x 4" double fire hydrants. By all indications, the existing hydrant system in Hollywoodland does meet the minimum requirements for emergency water flow. However, while we did not take an in-depth survey of the hydrant system currently in place, this is one aspect of fire protection that could be improved if necessary.

The hillsides surrounding Hollywoodland are largely unprotected with no hydrants to the west of Hollyridge Drive. This surrounding undeveloped area is known as the Hollywood Gifted Park, as a result of the land that was donated to the City of Los Angeles by the original developer. **In the event of a wildfire, emergency equipment would need to return to the Hollywoodland area or the top of Mt. Lee to refill with water when needed.**

CUMULATIVE IMPACTS

The current situation for the residents of Hollywoodland is a cumulative impact of almost a century in the making. Adhering to standards of the time, neither the original developers nor the city of Los Angeles could have known that the creation of narrow, winding streets on steep hillsides in 1923 would result in the challenges faced by today's residents. There were far fewer vehicles on the road, and the only cars accessing these streets were the residents themselves, their guests, and some limited services. In 1923, the streets that were created for Hollywoodland would have been deemed adequate at that time.



Figure 20: No Vehicle Access

But that has now all changed. Over the years, the original Hollywoodland Sign, constructed as an advertisement to sell real estate, eventually turned

into the iconic, world-famous Hollywood Sign. While this sign has become a major tourist landmark in Los Angeles for many years, there has been a noticeable change in just the last decade. **The creation of personal cell phones now makes virtually everyone a photographer. According to the LA Tourism and Convention Board, there are approximately 50 million tourists coming to Los Angeles annually. A large percentage of them don't consider their trip complete without a photo of themselves, their family and friends posted on their social media sites with the Hollywood Sign prominently displayed in the background.** Modern GPS technology has made it easier than ever for anyone to simply point to a spot on the map, and head straight there. Despite numerous signs stating there is no vehicular access to the Hollywood Sign, as seen in Figure 18, people today tend to simply follow their GPS guidance system, with the knowledge that they are only one car with a single person or group of people who will capture their iconic photograph and leave. Personal ride sharing services have also contributed enormously to this impact as well. Tourists using ride-sharing services don't even need a car or worry about their GPS wayfinders. They simply call a driver who will drop them off, or drive them around the neighborhood to view the Sign. Advertising listing the Sign as a "must-see" destination has also increased, from billboards at airports to tourism magazines and websites. Regardless of the types of promotions for the Sign, they all result in an increased volume of tourists coming into Hollywoodland. Collectively, these are the cumulative impacts that continue to grow, and are now putting such a huge burden on the residents of Hollywoodland.



Figure 21: Sidewalk Exercise Sessions

The impacts on residents' daily lives are difficult to construct. The simple act of driving to and from your home in the community of Hollywoodland has turned into a daily challenge, due to the increased car volume from tourists, ride share companies, large tourist buses (which are illegal because they exceed the weight limits), and **many people on foot walking in the streets because there are few sidewalks to use.** Residents have in fact reported large tourist buses that have driven up North Beachwood Drive, only to drop off passengers, and then back down to the intersection of Belden Drive and Westshire Drive because there is no room to turn around. This also happens on streets that are even narrower, such as Ledgewood and Rodgerton. This of course is a huge safety issue for anyone traveling along these streets at the same time. Once the tourists have been dropped off, they are left to freely wander anywhere they wish to go. They appear to have no concern about walking through private yards to glimpse a view of the Sign, they walk up and down the historic stone steps in the neighborhood, and as has been pointed out earlier, they may even knock at residents' doors to ask to use their bathroom facilities. The historic steps were never constructed with this type of foot traffic in mind. While they are old and in need of preservation, the impacts of many more people using them are accelerating their deterioration. A noted impact from many residents has recently come to light from impacts of the COVID-19 Pandemic. Because health and exercise establishments were closed for public health reasons, groups of patrons decided that the steps of Hollywoodland, as well as the streets themselves can serve as an outdoor gym. There have

been groups of people, complete with their exercise mats, doing yoga and stretching exercises on the sidewalks. Numerous pleas from residents were made to the city during the height of the shutdown asking for the historic steps to be closed to the public, as many residents felt it presented a health risk to their neighborhood. However, these requests were ignored, contributing to many resident's opinions that the City continues to neglect safety measures for Hollywoodland. Again, this highlights the significant safety concerns for both tourists and the residents.

Anyone confronted with these daily impacts would reach a breaking point. Not only are the residents in the Hollywoodland neighborhood past that point, there is added concern related to the very real potential of a wildfire igniting in the hills above their homes, which – given the right conditions – could have a devastating impact on the community. **The reality is that most fires (more than 95%) are human caused ignitions. The influx of so many tourists into this neighborhood have dramatically increased the potential for an ignition source from one of these visitors.** Statistically speaking, it would most likely be an accidental ignition, as opposed to someone lighting a fire on purpose. However, even if the ignition is an accident, the daily occurrence of tourists ignoring "No Smoking Signs," parking restrictions, and property violations contributes to the likelihood that negligence will be a contributing factor. If that ignition source aligns with just the right weather conditions, such as a Red Flag Warning Day with high temperatures, low humidity, and high winds, a frightening and potentially disastrous scenario could result.

The residents of Hollywoodland have attempted to bring these issues to their elected officials for quite a long period of time, with little to no results. Letters and emails have gone unanswered for lengthy periods of time. Calls for help with increased influxes of tourists on holiday weekends have resulted in little being done to help reduce the number of people converging into this area. Parking issues become worse during many of these weekends, when there are more tourists in town. And consequently, as stated above, the corresponding probability of an errant ignition source from one of them likewise increases.

This report is a result of the Hollywoodland Homeowners Association taking matters into their own hands and asking for a realistic assessment of their neighborhood related to a wildfire potential. It is important to point out that their concerns are quite real, and should not be ignored. **The past fire history in this area implies that another fire, with likely more disastrous consequences, is entirely possible – it is not a question of "if" but "when."** And while this report focuses on a wildfire scenario, it is also important to recognize that other natural disasters such as earthquakes, landslides, or other events can also benefit from the findings and recommendations in this report. Having a more concrete preparedness plan, evacuation proceedings, and knowledge of the shortcomings of the community will help heighten citizen awareness of being prepared, regardless of the type of emergency event.

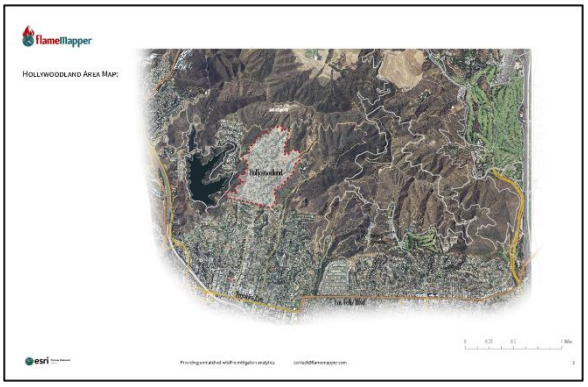
WILDFIRE PREDICTION

In order to provide a realistic estimation of a wildfire impact on the Hollywoodland community, this report has utilized the wildfire predictability models provided by FlameMapper, a company specializing in wildfire risk and prediction. The following 10 pages show a series of maps and predictability models of a possible wildfire impact on Hollywoodland as follows:

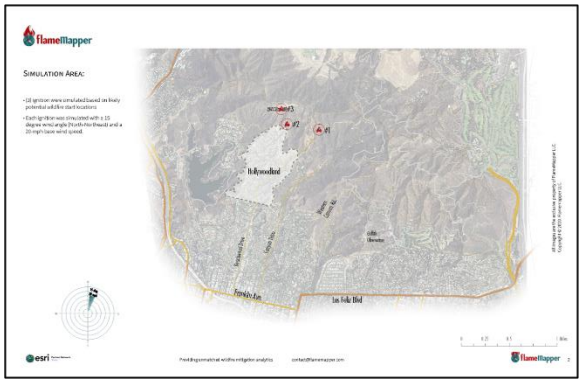
Sheet 1	Hollywoodland Area Map
Sheet 2	Simulation Area
Sheet 3	Simulation Area – Wind
Sheet 4	Simulated Fire Pathways – Ignition Point #1
Sheet 5	Fire Progression Map – Ignition Point #1
Sheet 6	Fire Progression Map – Ignition Point #2
Sheet 7	Fire Progression Map – Ignition Point #3
Sheet 8	All Fire Progression Maps – Comparison
Sheet 9	Extended Fire Progression Map – Ignition Point #2
Sheet 10	Structure Loss Prediction Model and Probability Heatmap

The following narrative provides a detailed explanation for each of these maps, and provides a more thorough explanation in order to understand the information this predictability model tells us.

Sheet 1: Hollywoodland Area Map – This sheet serves as both the cover sheet for the predictive maps, but also provides the geographic area reference for Hollywoodland with the surrounding landscape. Hollywoodland is the area surrounded by the red dotted line. **Although we are aware the southern boundary of Hollywoodland is not necessarily a straight line, the scale of this map benefits from simplifying this geographic area.**



Sheet 2: Simulation Area – This sheet mirrors the Area Map on the previous page, and identifies the simulated ignition points for this study. Three points were chosen for this simulation, all to the north of Hollywoodland. **The decision to place all ignition points to the north is based on the desire to simulate a wildfire scenario during typical Santa Ana wind conditions.** There was much discussion regarding where and how many ignition points to study. In the end, these three points provide the best compilation of all the choices that were suggested. One choice bears some explanation. Based



on past wildfire history, the 1961 fire event (described earlier in this report) started at or near 3009 N. Beachwood Dr., which is near the southern portion of Hollywoodland. There was some discussion regarding a simulation using this same approximate ignition point, but there are a couple of explanations as to why we chose not to run that simulation.

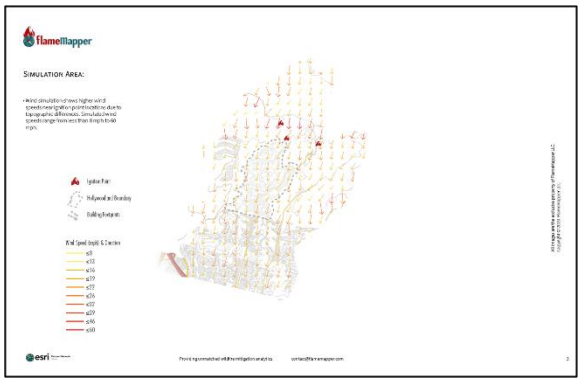
First, there is a need to explain the current science behind wildfire scenario modeling. In all cases, no computer model in existence today has the capability to "read" structures on the landscape, and accommodate them as part of the fire spread modeling. This is due to the reality that because homes are so different from one another, a computer model cannot differentiate between these differences, and would therefore provide a false outcome. This is not a fault of wildfire modeling software, but the reality of current modeling science. Wildfire modeling is quite sophisticated in accommodating variances in different types of vegetation, topography and weather conditions. All of these variables have absolute values that can be inputted to the computer modeling scenarios, resulting in very accurate predictions. But the technology has simply not progressed to the point of being able to "read" the individual differences for each structure – differences in materials, window openings, and orientation on the landscape, among many others. There are many researchers and scientists around the globe working on solutions to this gap in modeling, but today, that information is simply not available. Due to the fact that this gap exists in all modeling software, by default it provides a commonality amongst all models, and therefore allows consistency within the final results. We know structure ignitions are a major contribution and impact from wildfires today, but the following models provide the most accurate and progressive conclusions available.

An additional clarification on this particular wildfire modeling is the results do not include any suppression action being taken. As with the structure explanation above, the variables for suppression actions are so vast that it could result in thousands of different models. In order to be as consistent as possible, the following maps show outcomes without suppression action.

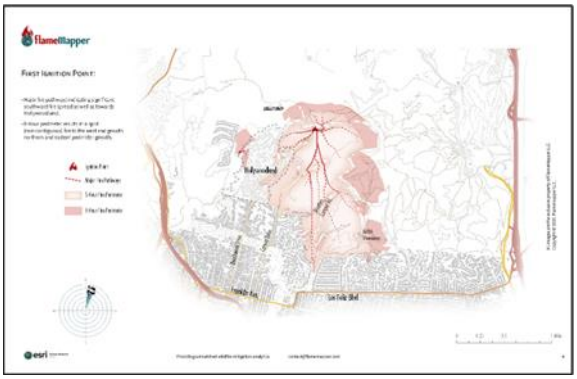
With that explanation provided, the points chosen allowed the modeling software to read the data available outside of the dense structural areas, and show a more accurate model of fire impacts and progression. This brings us to a description of each ignition point:

> **Ignition Point #1:** This point was chosen near the popular Hollyridge Trail area northeast of the end of N. Beachwood. This area is a popular hiking area for both Los Angeles residents as well as tourists, and has a high potential for an accidental ignition.
>
> **Ignition Point #2:** This point represents an ignition that could occur in the vicinity of the end of Deronda, or along Dirt Mullholland. For a simulated wildfire scenario, either of these locations are so close together that the results would be the same. These areas are both heavily occupied by tourists viewing the site daily, and therefore provide a likely location for an accidental ignition.

Ignition Point #3: This point represents a potential ignition in the near vicinity of the Sign itself. While there may be fewer people who trek up to the Sign on a daily basis today, future plans could bring more people to this location, and increase the likelihood of an accidental ignition. But because of the popularity of the Sign as a destination spot by itself, this location was chosen as one of the potential locations for an ignition point.

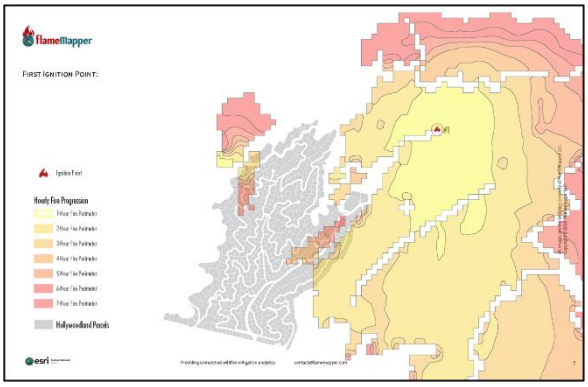


Sheet 3: Simulation Area – Wind –This map shows the estimated wind speeds and directions for the simulated wildfire predictions. As mentioned earlier, the scenarios are designed to occur during a typical Santa Ana wind event, which is reflected in this wind calculation. Topography plays a significant factor in how and where the wind blows during these types of events. As shown, the winds are primarily blowing from the North/Northeast, which is the normal direction of wind flow during Santa Ana conditions. Typically, wind speeds are at their strongest as they cross over ridgetops, and then are slowed as they move downhill and through canyons and ravines. In these scenarios, the computer models indicate winds with a 20 mph base model, which translates into peak windspeeds at 60 mph over the ridgetops, and as low as 8 mph in some more sheltered locations. This is quite normal for these types of events.

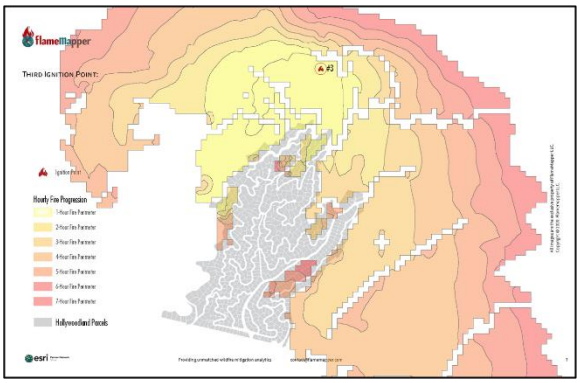


Sheet 4: Simulated Fire Pathways – Ignition Point #1: This map shows the primary pathway the fire would likely take from Ignition Point #1. In this specific scenario, the fire spread is projected through the first eight hours of burning. As can be seen by this predictive map, the primary spread from this ignition point, utilizing the wind speed and direction chosen, the path of this fire would impact the areas to the East of Hollywoodland more significantly than the neighborhood itself. **However, it is important to also note the "jump" of the fire across the neighborhood to the area of Lake Hollywood Park, and also down into the N. Beachwood Drive area, further south in the neighborhood. The significance is this is to understand that, although the primary fire spread may be outside of the neighborhood, it clearly shows that fire can, and most likely will, ignite on both sides of the neighborhood, dramatically increasing the vulnerability of the northern portion of Hollywoodland. The second significance is the impact of N. Beachwood Dr., which is the major route in and out of most of Hollywoodland. This will create major access and egress problems, and will be discussed in more detail later.**

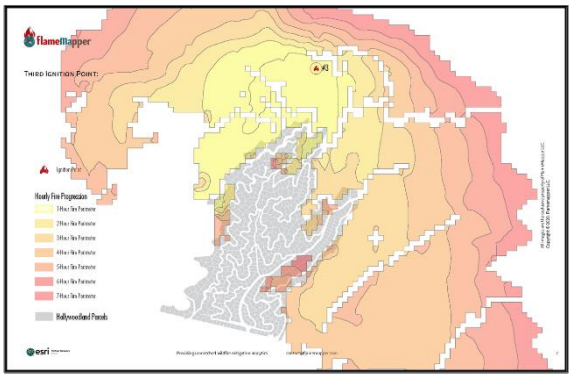
For this presentation, similar pathway maps were not printed for Ignition Points #2 and #3. These pathway maps would be similar, and the following progression maps show the actual spread of the fire itself, without needing the pathway maps for additional explanation.



Sheet 5: Fire Progression Map – Ignition Point #1 – As referenced above and on Sheet 4, this map shows ignition point #1, with an hourly progression of the fire spread from the ignition point. In all of these scenarios, the choice was made to limit the scenario after hour eight. As is normal in fire behavior, the highest rate of spread traditionally occurs in the early stages of a fire, and this map reflects that reality. Because the ignition point is to the Northeast of Hollywoodland, and the chosen wind direction is primarily from the North, it makes sense that the initial spread of the fire would be to the South, which places it to the East of the neighborhood. **However, as mentioned above, the fire spread to the Lake Hollywood Park and in the N. Beachwood Dr. area is a major concern, as these two locations represent the primary access and egress point into and out of Hollywoodland.**



Sheet 6: Fire Progression Map – Ignition Point #2 – This map indicates the initial spread of the fire traveling directly into the northern reaches of Hollywoodland in the vicinity of Deronda Dr. and Dirt Mullholldand. The continuing spread in this scenario indicates significant spread flanking the entire neighborhood on both sides. Again, keep in mind the computer scenario is not "reading" structures as potential ignition sources, and therefore will tend to focus on the vegetation. However, the reality is that additional homes will definitely be impacted by this ignition. Also, the fact that the fire spread envelops the neighborhood causes great concern from the amount of smoke and heat impacts it would spread across the area. The level of panic and outright fear from this scenario would impact the ability for people to escape safely, and add to the difficulty of responding emergency personnel.



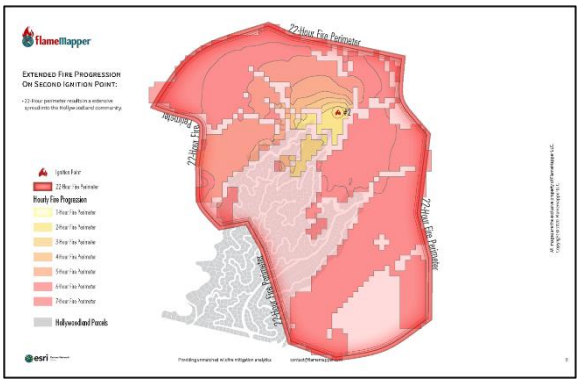
Sheet 7: Fire Progression Map – Ignition Point #3 – This map shows the greatest impact of a fire impact, primarily due to the higher wind speeds near the ridgetops where this ignition point was selected. Again, the initial spread quickly dips into the northern portion of Hollywoodland, while quickly flanking both the East and West sides of the neighborhood. The model suggests this fire spread rapidly travels across a much broader portion of the landscape,

encompassing more areas of Griffith Park itself, while simultaneously impacting adjacent neighborhoods.

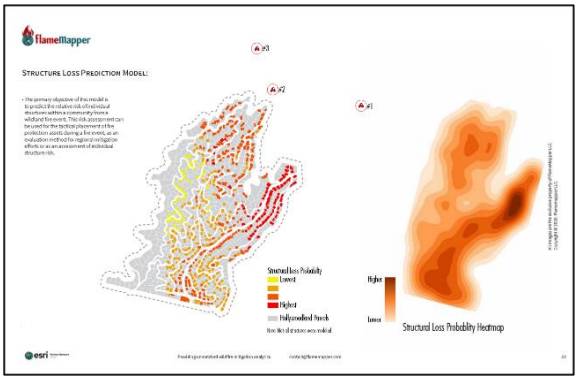


Sheet 8: All Fire Progression Maps – Comparison – This page shows all three fire progression maps side by side, allowing a quick visual comparison between the three scenarios.

Sheet 9: Extended Fire Progression Map – Ignition Point #2 – (See next page for map) – In discussing these predictions, we decided to pick one of the ignition point (in this case, #2) and continue the fire spread simulation for a longer period of time. **This map shows a simulated fire spread covering 22 hours of burning after the time of ignition. In this particular scenario, the fire has encompassed virtually all of the Hollywoodland neighborhood, which would result in catastrophic impacts to the entire area.**

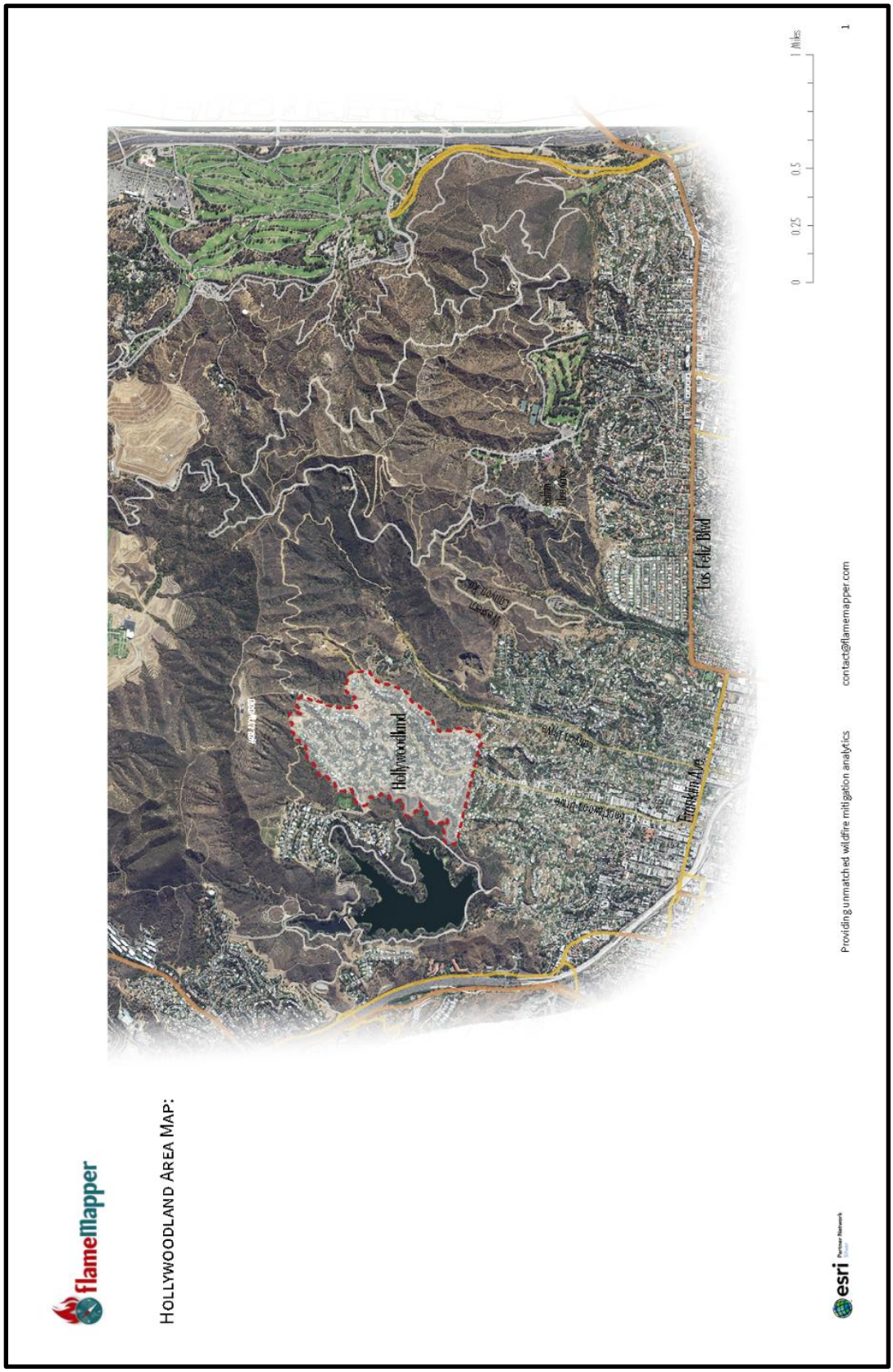


Sheet 10: Structure Loss Prediction Model and Probability Heatmap – This sheet provides potentially the most significant information resulting from this fire predictive model. There are two side by side maps, showing the potential impacts to the Hollywoodland neighborhood itself. This map is a unique feature of the FlameMapper modeling software, which can provide a risk assessment to individual structures based on wildfire modeling. The map on the left of the page shows individual lots and structures, indicating their relative probability of being destroyed during a wildfire event. In this map, not every structure within Hollywoodland was able to be analyzed, however the majority were. The map indicates four levels of probability of loss, ranging from red being the highest, to yellow being the lowest. Factors determining this probability include location of the structure to neighboring structures, topographic conditions, and general influence of fire behavior in the various scenarios.

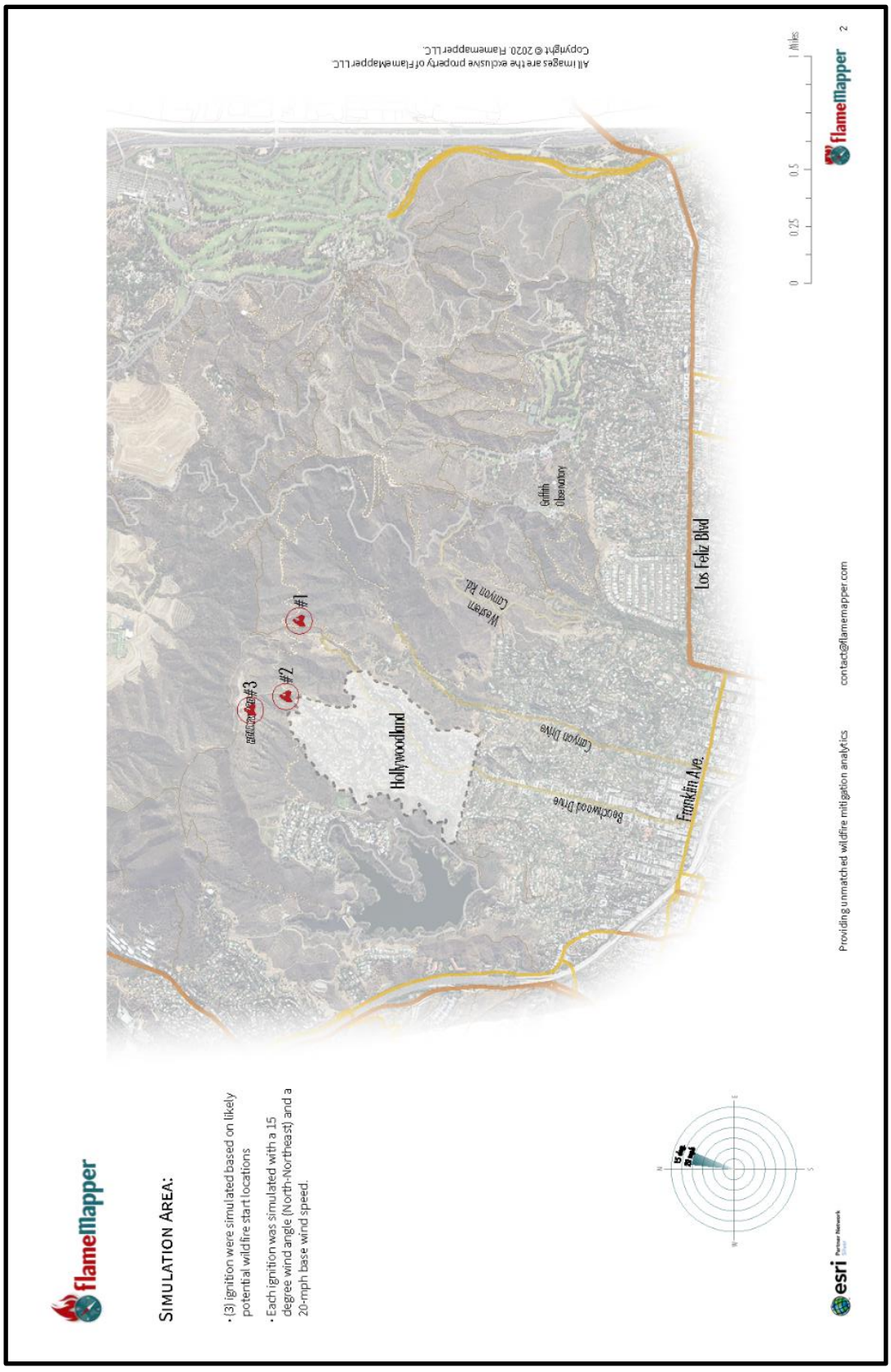


The adjacent map on the right of this sheet shows this same relative structural probability loss in a "heatmap" format. In other words, the highest probability of loss in a general area is aggregated to form a heat shade color – dark red representing the highest probability of loss, down to yellow indicating the lowest probability of loss. **This map tells an important story, and unfortunately some potentially disturbing information. You can clearly see that the highest loss probability is in the eastern portion of the neighborhood. This heatmap aligns almost perfectly with the route of N. Beachwood Drive, which has been identified multiple times as**

the primary access and egress route for most of Hollywoodland. What this tells us is that the highest probability of structure impacts and loss may potentially occur at the exact location where most people – both residents and tourists alike – will be attempting to escape during a wildfire emergency. Simultaneously, emergency responders will also be attempting to gain access to the neighborhood along this same route. Yet, this model suggests that route has the highest likelihood of being impacted by the most damage and destruction of structures, placing it as a very dangerous location during a wildfire. We cannot overemphasize the contradiction this predictive modeling points out. It is clear that the current challenges with traffic impacts on a daily basis would likely render this area to reach complete failure mode during a wildfire emergency. It demands serious consideration by the city of Los Angeles and the Los Angeles Fire Department to review these predictions, and provide the residents with updated plans to address these serious concerns.

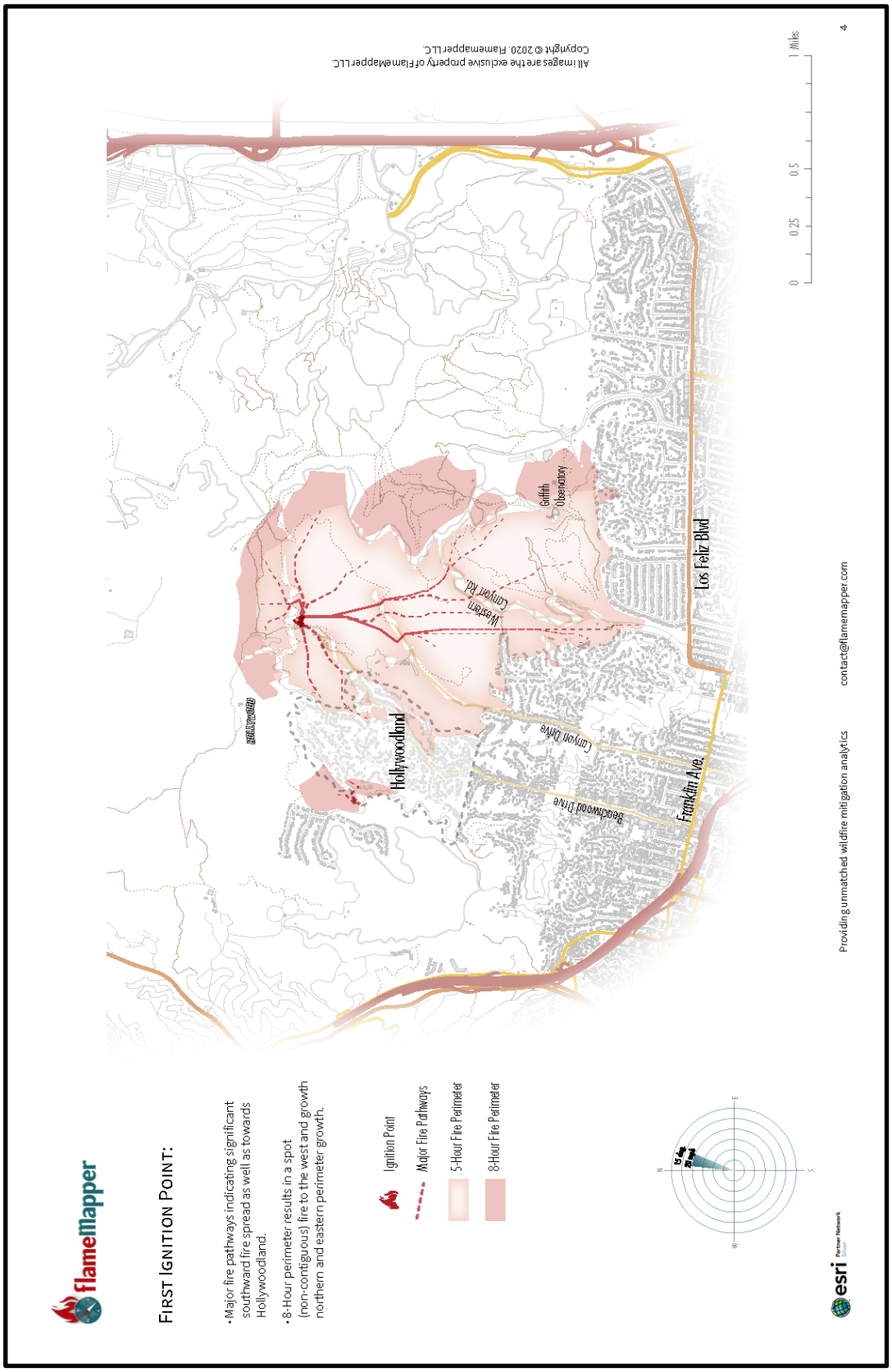


Sheet 1: Hollywoodland Area Map and Cover Sheet

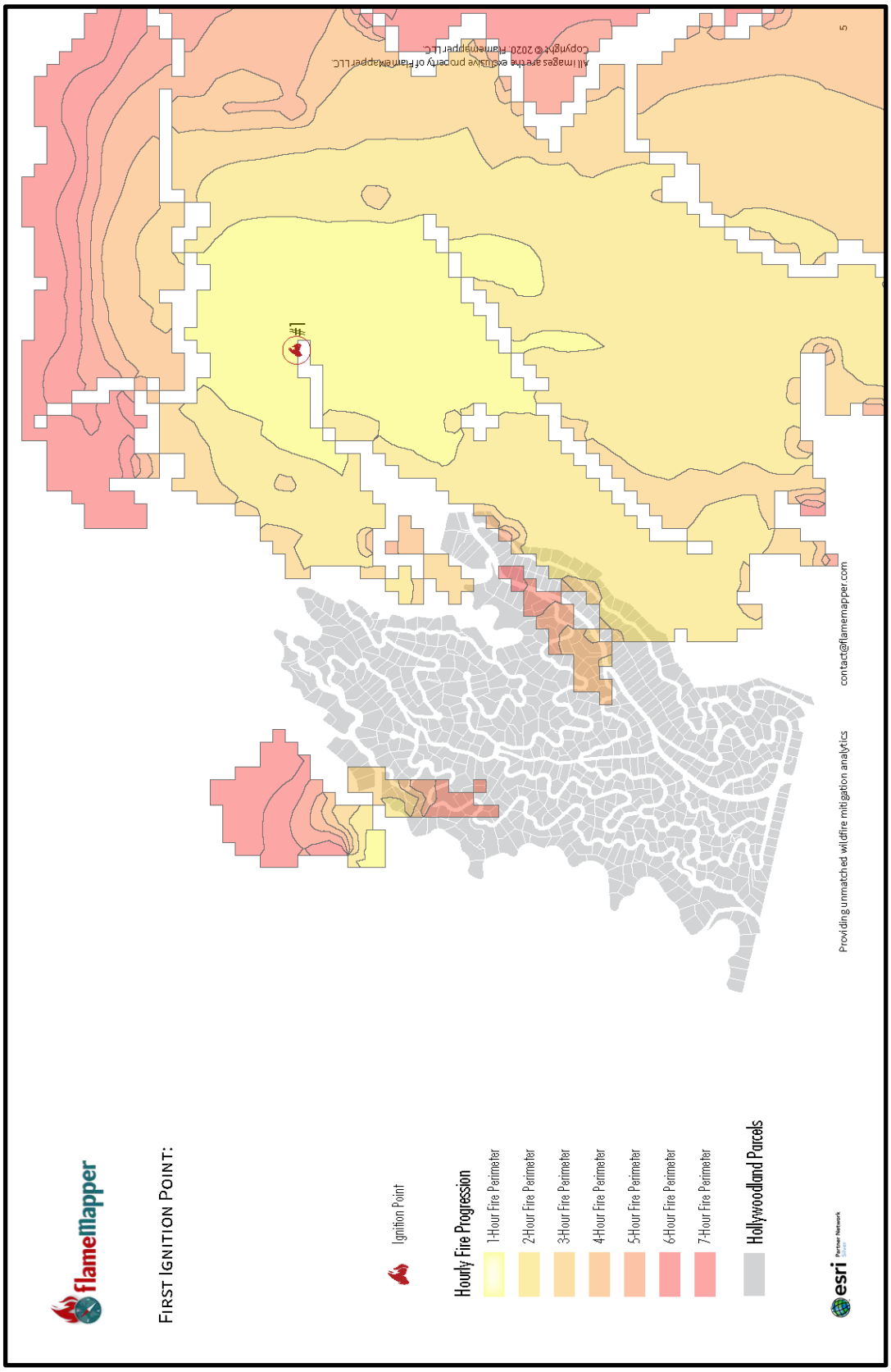


Sheet 2: Simulation Area Map

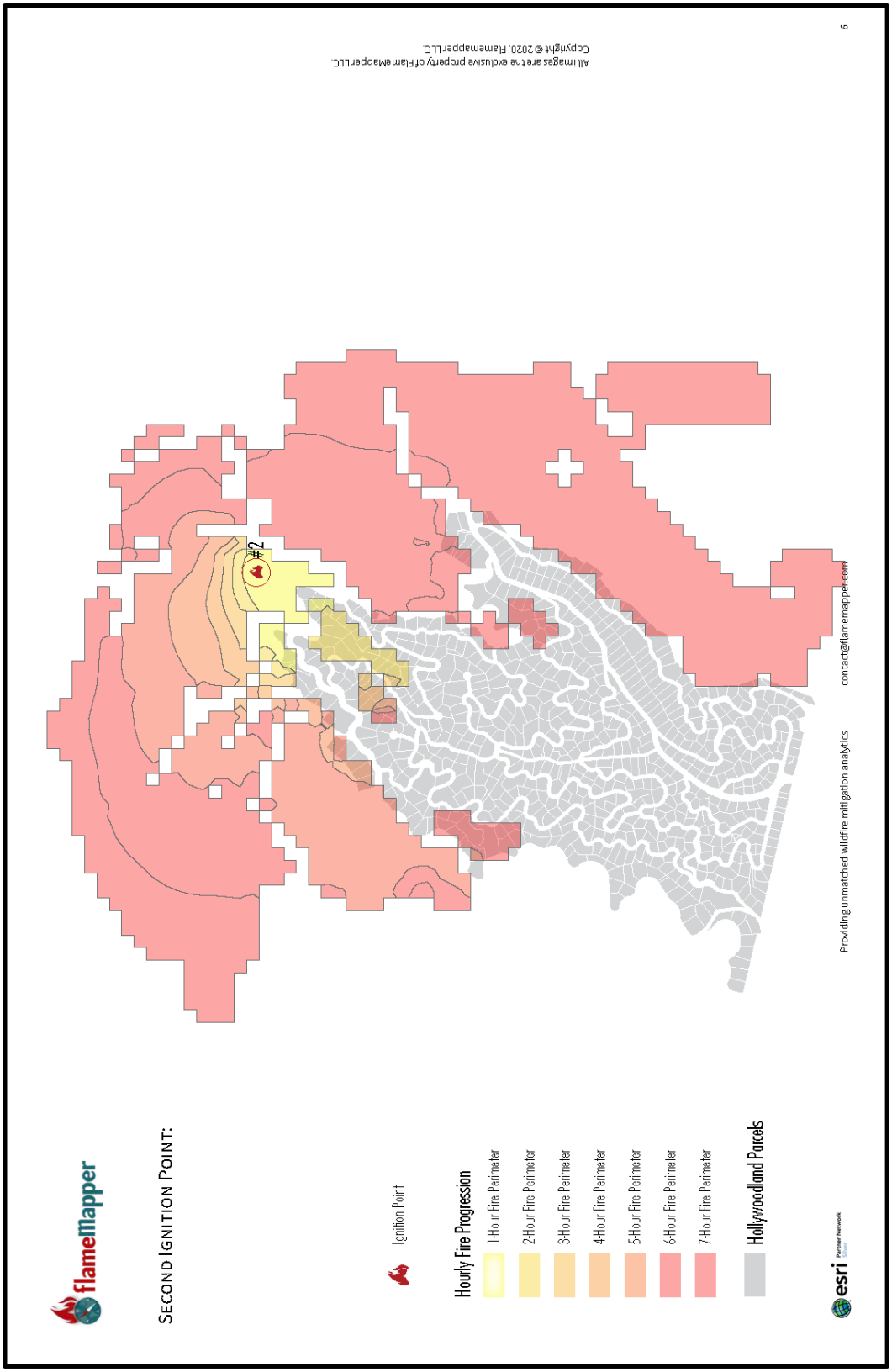
Sheet 3: Simulation Area Map - Wind



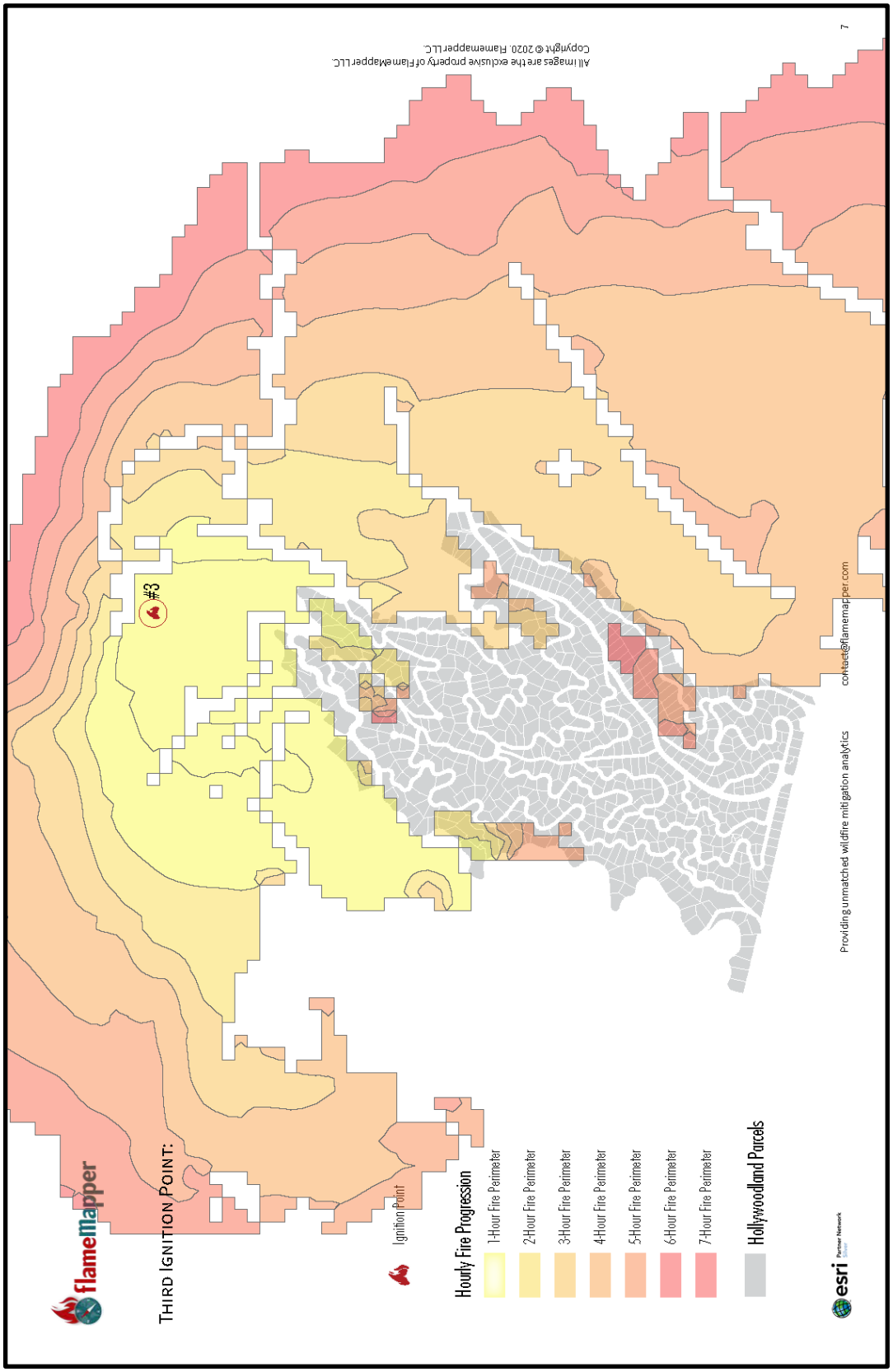
Sheet 4: Simulated Fire Pathways – Ignition Point #1



Sheet 5: Fire Progression Map – Ignition Point #1

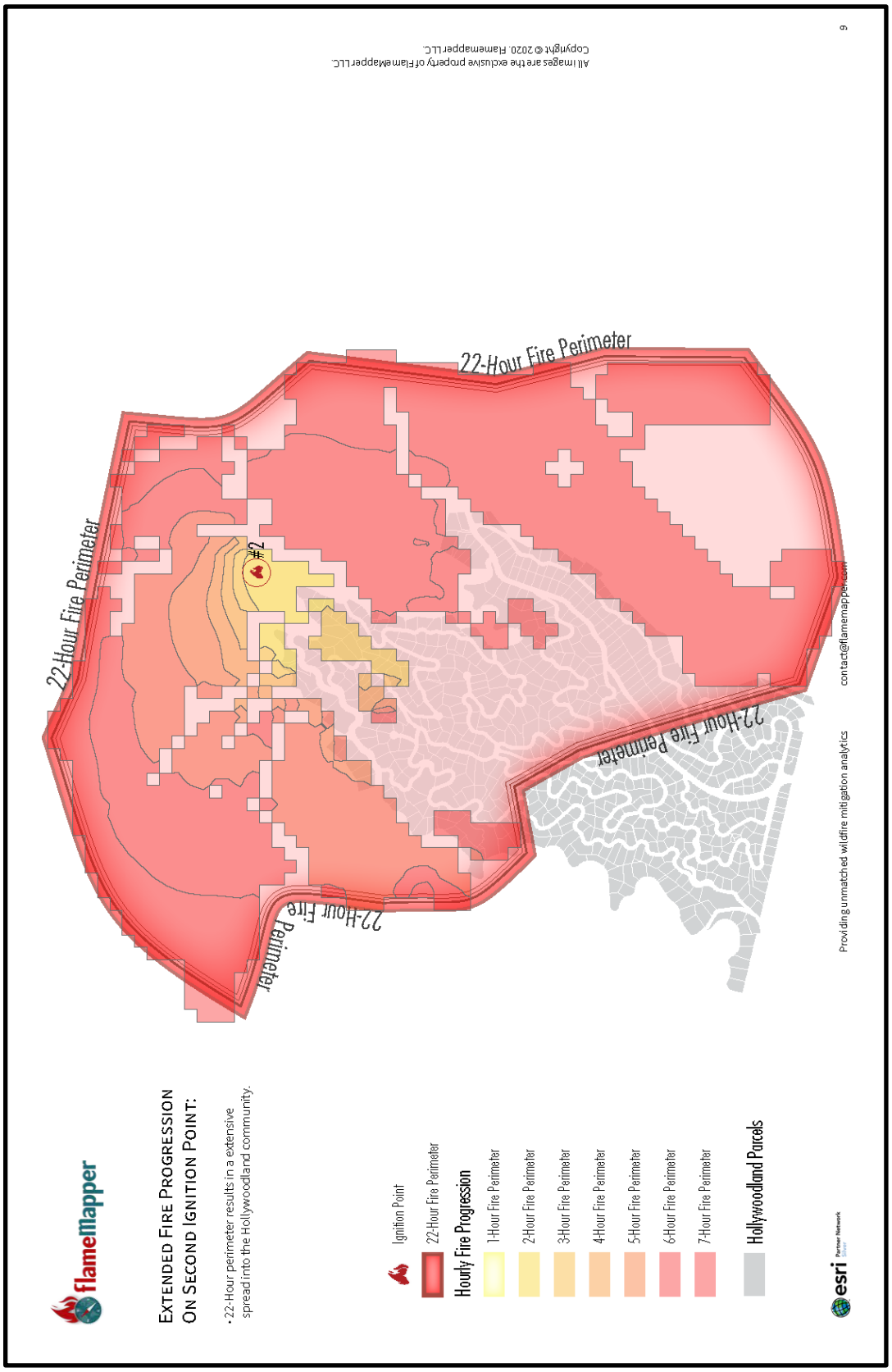


Sheet 6: Fire Progression Map – Ignition Point #2



Sheet 7: Fire Progression Map – Ignition Point #3

Sheet 8: All Fire Progression Maps



Sheet 9: Extended Fire Progression Map – Ignition Point #2

Sheet 10: Structure Loss Prediction Model and Probability Heat Map

PROPOSED SOLUTIONS AND RECOMMENDATIONS

As a result of the contents of this report ranging from Hollywoodland history, wildfire environment, fire history, risk analysis, wildfire predictions, and overall cumulative impacts, there are a number of conclusions to be made. It is clear that some of the existing infrastructure and resulting limitations are not able to be altered to obtain a better outcome. The following recommendations take into account that some of these situations are givens, but reaches into the opportunities that may exist to improve the overall wildfire risks that Hollywoodland is faced with today. They include the following items, accompanied by detailed explanations.

Recommendation #1: Create a Gated Community

One of the most significant factors affecting public safety in Hollywoodland is the substandard circulation system. Street widths are narrow, there are very few sidewalks, roads are steep in many areas with hairpin, blind corners, along with inadequate on-street parking. The residents are challenged by these limitations on their own on a daily basis. With the influx of tourists in private vehicles, tour buses, ride sharing vehicles, and on foot, the conditions have become dangerous. Comments in LAFD reports frequently mention the limited and difficult access during emergency responses as a significant issue. Due to all of these factors, it becomes clear that reducing the number of vehicles causing these impacts can help provide improved conditions. Also, by reducing the number of visitors, this should reduce the number of people who are smoking which can potentially reduce potential fire ignitions. **Therefore, this report recommends that one of the primary solutions to protecting Hollywoodland and increasing wildfire prevention measures is to install gates for limited access to the community. In our opinion, this solution should be able to greatly reduce potential incidents of fire ignitions, as well as reduce congestion of vehicles on the streets and at the magnet sites. It will also allow the best possible option for evacuation of residents and visitors while improving access by emergency vehicles.**

Currently, state law prohibits the closure of public streets in a way that would allow only a select group the right of passage. This fact was highlighted as one of the observations in the Dixon Report. A right-of-way established for the purpose of a public street may not be closed by use of a security gate. Most of the streets in Hollywoodland are dead-end roads with no turnarounds, and they were designed for limited traffic. Aside from restricting tourists from having closer access to the Sign, this solution would have little to no impact on the public overall when considering traffic flow. Gating an area near Hollywood has been done in the past. In September of 2011 the Los Angeles City Council approved a plan to install a gate for 18 months on a temporary basis on Solar Drive. This was approved because of community outcry to then Council Member Tom LaBonge. The area has several “no loitering” signs in that neighborhood, and the Council Member acknowledged the signage by itself was not working. He coordinated efforts with the residents and the Los Angeles Police Department for a City resolution after the LAPD informed him that gating the community was the best option. This

recommendation was partly based on the fact that the LAPD did not have the staffing for regular patrols, and residents agreed to pay for the funding of the gate. In addition, the Getty Center agreed to pay for gates in neighborhoods off of Sunset Blvd. when this complex was built. This was in response to concerns from residents about potential tourist impacts once the Getty Center was completed. These examples show that gating of neighborhood streets, known as "street vacations," can and have been done in the past. Hollywoodland would benefit from a similar solution.

While it is a true statement that Los Angeles cannot restrict access to public streets except on a temporary basis, there is a process at the Sacramento level that can allow this to happen. It is important to mention that should this process move forward, it involves turning the public streets in a neighborhood into private streets, with residents picking up the costs of ongoing maintenance. This process could take up to a year to gain approval, however we have provided the requirements as outlined in the Los Angeles Municipal Code Section 57.503.4.2 for the homeowners to lean forward and begin the planning process.

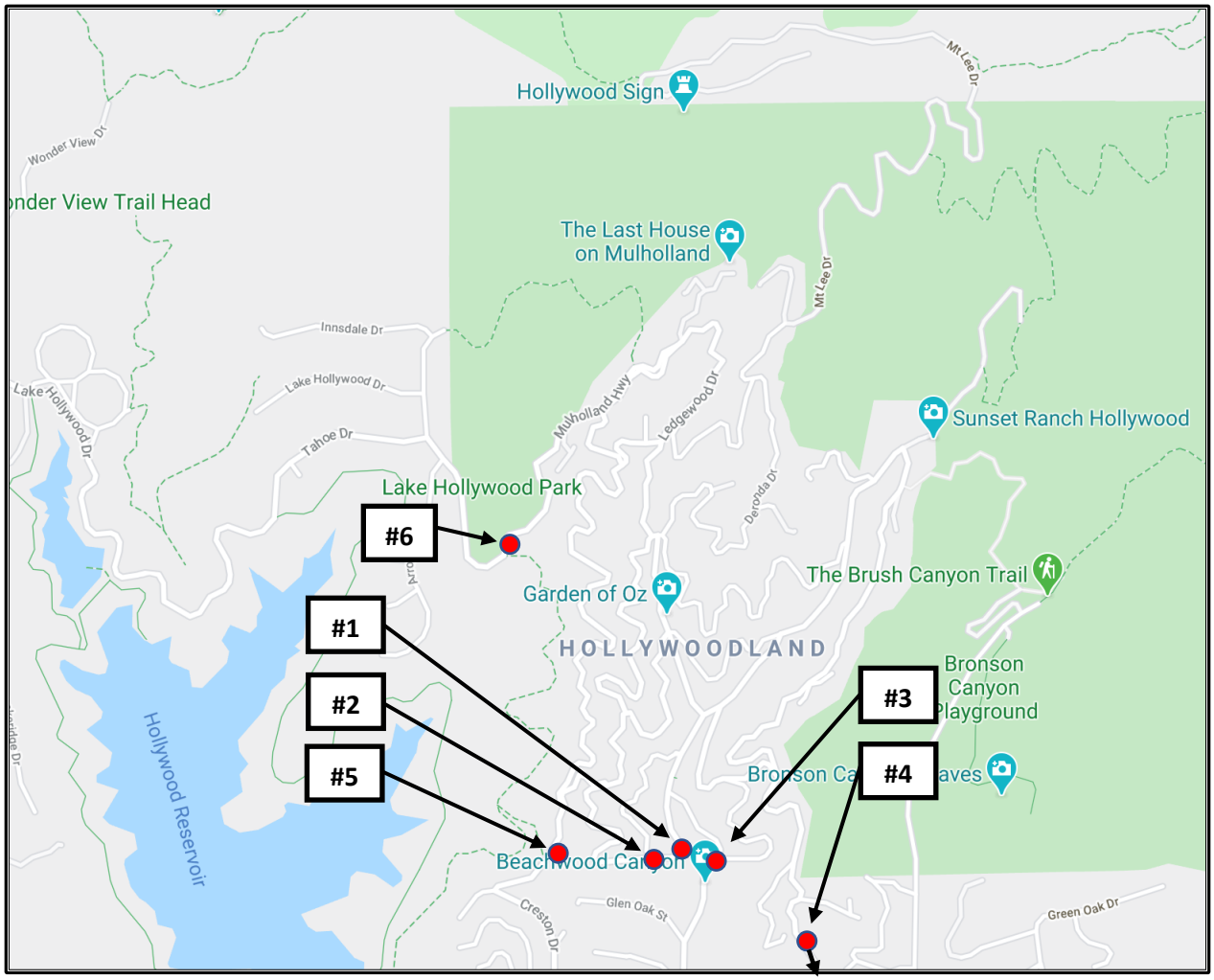


Figure 22: Google Map image of Hollywoodland identifying proposed locations of access gates into the neighborhood

The map above shows the six proposed locations for gates that could restrict access to daily tourists simply looking for a photo opportunity with the Hollywood Sign. They are:

Gate #1: North Beachwood Drive, just north of intersection with Belden Drive

Gate #2: Belden Drive, just east of intersection with Woodshire Drive

Gate #3: Westshire Drive, just west of intersection with Woodhaven Drive

Gate #4: Hollyridge Drive (to be determined)

Gate #5: Durand Drive, just north of intersection with Creston Drive

Gate #6: Mulholland Highway, just north of intersection with Canyon Lake Drive
For further clarification, this report will provide minimum standards for several different types of gates as outlined in the 2000 Edition of the Los Angeles City Department of Public Works. Appendix A provides drawings from that document showing examples of gates and ancillary details that could be approved in these locations.

Minimum Standards for Security Gates – Gates shall not reduce the required roadway width to less than the minimum width required by the Fire Department (20 feet free and clear, see Appendix A). An adequate stacking lane shall be provided based on the projected volume of traffic for the project. The stacking lane is for visitor traffic waiting for permission to enter through the gate, without blocking the cross street.

Manually Operated Gates – When closed and locked, manually operated gates shall be locked with a chain and padlock. The chain shall be limited to a 3/8 inch diameter non-case hardened metal link. Multiple padlocks may be used as links of the chain.

Power Operated Gates – Power operated gates shall be equipped with a Fire Department approved security gate override device.

Security Override Device Requirements – The override device shall consist of the following:

> **1. Fire Department Access Box -** A weather proof metal box approximately 6 inches wide by 7 inches high. The front of the box shall consist of a hinged metal door with hasp for a padlock. The box and the door shall be painted red. FIRE DEPARTMENT ACCESS shall be painted on the front of the box with 1 inch high by 1-1/4 inchwide white letters. The door shall be locked with a Fire Department padlock or with an expendable padlock which can be cut off with a small bolt cutter.

2. Placement of Fire Department Access Box - The box shall be installed on a gate support pillar or post adjacent to the gate. The box must be visible to anyone approaching the gate at all times.

3. Override Operation - Mounted within the box shall be a high quality two position toggle switch. Position one shall be for normal operation. Position two shall be the override operation. When the switch is in the override position, the gate or gates shall open and remain open until the switch is placed back in position for normal operation. A Knox Company (L.A. City Fire Department approved) key operated two position switch or a spring-operated switch inside the box which automatically moves to the override position when the box is opened, are acceptable alternatives.

4. Timing of Override Operation - When the switch is moved to the override position, the gate/gates shall fully open within 1O seconds.

5. Fail Safe Operation Requirements - In the event of a power failure, including battery back-up, the gate/gates shall automatically open, by spring tension or other non-electrical method, or the gate must be capable of being pushed open without additional steps having to be performed.

Recommendation #2: Become Recognized in the Firewise USA® Program

This recommendation is based on actions that can be taken by the residents themselves, and does not involve any legal or regulatory actions. **Although this recommendation may not restrict the ignition of fires themselves, it can help reduce the potential spread and impacts on the neighborhood should a fire ignite.** The National Fire Protection Association (NFPA) has encouraged and supported more than 1800 communities across the country to be recognized in the Firewise USA® Program, and Hollywoodland should be added to that list. In essence, joining the Firewise USA® Recognition Program is a choice made by the residents of a neighborhood who recognize their risk to wildfires. These communities choose to take action into their own hands to help reduce that risk by improving landscaping around their homes, or "hardening" their homes to reduce the risk of wildfires from igniting structures. As discussed earlier in this report, the primary ignition source during a wildfire is known to be embers. If residents can help reduce the risk of embers from igniting their homes, the vulnerability of the entire neighborhood goes down. Because this is a "grass roots" effort, it is something the community can do on their own, and take that extra step that does not require governmental approval. Gaining recognition involves four simple steps:

A. **Get Organized –** The neighborhood gathers consensus to help reduce the risk of wildfires, and agrees to join the Firewise USA® Recognition Program.
B. **Create a Neighborhood Assessment –** The NFPA Firewise USA® website provides advice and templates for the neighborhood to create an assessment, identifying their primary challenges, and goals to help reduce wildfire risk. Work with your local

fire department and the California state liaison with NFPA to formally adopt your plan and assessment. This step will also provide guidelines to help create a map that identifies the exact area to be included as part of your Firewise USA® Program.

C. **Get Busy and Do The Work –** This involves residents taking steps to achieve the goals outlined in the assessment. Everyone has their own time frame and budget restrictions, but moving forward is the goal. Any work done now is better than doing nothing, and achieves incremental steps towards reducing the communities' risk and vulnerability from wildfires.
D. **Share Information on What You Have Accomplished –** Once you begin making forward progress toward your goals, share your successes! This can easily be achieved through posting your actions and information online through the portal that was created when you applied for recognition. You will be joining thousands of other communities in creating a more fire resilient neighborhood!

Becoming recognized in the Firewise USA® Program also offers the potential for insurance companies to look favorably upon customers for home insurance. USAA Insurance Company has offered premium discounts for a number of years, and recently Mercury Insurance Company has also announced they will be offering benefits to clients who live within a community recognized in the Firewise USA® Program. Others in the insurance industry are also recognizing that residents who take action towards creating a more fire-safe environment in their neighborhoods deserve some positive benefit for the efforts they are taking. Joining the Firewise USA® Recognition Program will continue to pay dividends over time as these benefits continue to improve. It is worth noting that this recommendation may reduce the progression of a potential wildfire, as well as reduce the number of structures from igniting. **However, on it's own, it will not necessarily reduce potential ignitions nor the increasing congestion of traffic that is currently a barrier to safe evacuations by residents and tourists, as well as access by responding emergency vehicles.** It should also be noted that this assessment can be used as part of the application process to become recognized as a Firewise USA® site.

Recommendation #3: Create a Community Wildfire Prevention Plan (CWPP)

Once Hollywoodland has established themselves in the Firewise USA® Recognition Program, the next step should be to create a more focused CWPP. While the Firewise assessment will provide some information towards this goal, a CWPP goes into much more depth and planning for wildfire prevention, planning, and actions. This will be done in conjunction with the LAFD, LAPD, and other entities involved in emergency planning, such as Public Works, Office of Emergency Services, Recreation and Parks, Department of Transportation, and elected officials. A CWPP provides a much more detailed plan of which Firewise will be one component, but will expand from that beginning to address in far more detail how the community will prepare, react, and recover from a wildfire. **As stated with Recommendation #2 above, this recommendation may also not restrict the ignition of fires themselves, however it may help reduce the potential spread and impacts on the neighborhood should a fire ignite**. **Note that the same limitations mentioned above in Recommendation #2 also apply here.**

Recommendation #4: Encourage the use of NFPA 1140 Risk Assessment

The National Fire Protection Association (NFPA) provides standard guidelines that are used around the globe to provide fire and life safety for buildings and surrounding environments. This new Standard, which is the 2022 Edition, combines previous standards for wildfire impacts, including NAPA 1144, which is the "Standard For Reducing Structure Ignition Hazards From Wildland Fire." The goal of NFPA 1144 is to reduce the likelihood of structure ignition during a wildfire event. This is used as part of a cooperative approach among key disciplines, and provides guidance in the design and development of the Firewise USA® Program in or near wildfire-prone areas. This is essential for community preparedness and protection, and provides a methodology for assessing wildfire ignition hazards around existing structures. It also provides requirements for new construction to reduce the potential of structure ignition from wildland fires. NFPA is currently creating new online training programs that will further assist residents to identify steps they can take to reduce the impacts of embers and wildfires. This Standard should be used in conjunction with LAFD during the assessment for the Firewise USA® Recognition Program, as well as the broader CWPP. **Again, it should be noted that the same limitations mentioned in Recommendation #2 above also apply here.**

Recommendation #5: Limitations During Red Flag Days

Los Angeles has guidelines to address restrictions during Red Flag Days, both watches and warnings, such as limited parking along streets. But these regulations are not consistently enforced. The city has also taken steps to close certain areas due to high fire danger, but has rarely restricted traffic into Hollywoodland during these times. While the residents are moving toward solutions for a more permanent gated solution, the city should ensure that Hollywoodland is included as one or the top priorities to restrict tourist access during these times of high fire danger. This action could help reduce potential ignition sources during these times. Enforcement of limited parking and restricted access (should the recommendation of gates be delayed) can greatly reduce potential ignition sources as well as reduce traffic congestion for evacuations and emergency access. **However, this solution will only offer temporary relief during times of high fire danger, and it is important to recognize that fires do not only occur during Red Flag Days.**

Recommendation #6: Encourage Changes to Wayfinding Services

One of the primary reasons people find their way to the Hollywoodland neighborhood is through wayfinding apps on their mobile devices. While efforts are being considered to help change the current apps, there are no noticeable results on the ground. The impacts of tourists finding their way to the various illegal view sites continue unabated. The city should make this a high priority to help redirect tourists to other locations outside of the Hollywoodland neighborhood. This is again another recommendation that could potentially help reduce potential fire ignitions. By diverting tourists to other view locations for the Sign, it may also help reduce traffic congestion. **But this recommendation is far from a comprehensive**

solution, and should be considered in conjunction with other solutions that can help reduce online references for open access to illegal magnet view sites of the Sign.

Recommendation #7: Create a More Aggressive Evacuation Plan

With large wildland fire events occurring every year, evacuations from neighborhoods have become commonplace during these events. It is important for residents to know what to do in the event of an evacuation. The ability for you to safely evacuate your home and community during a wildfire or other emergency is critical. The ability for emergency responders (police, ambulance, fire department) to identify your residence and safely access your property in a timely manner is equally critical. Access to and from properties in Hollywoodland is limited due to the existing substandard street system. The majority of homes in this community have only one point of ingress and egress making this community extremely dangerous on any given day. As this report has pointed out, the existing infrastructure does not accommodate the daily load that it is being subjected to. This hampers emergency response on a daily basis for traditional responses, and could prove to be catastrophic in a more extreme situation. A structure fire that occurred in 2019 placed a spotlight on the access limitations. No effort was made to limit access into the Hollywoodland neighborhood when this incident occurred, and emergency equipment struggled to gain access due to parked cars and construction traffic on the narrow streets. Los Angeles does have emergency evacuation plans, which are presented in detail in Appendix B. **But the residents of Hollywoodland overall are not well educated on these plans. Even if local residents were well-rehearsed in these plans, there is no ability for the thousands of tourists to understand how to react in the event of a mandatory and immediate evacuation order.**

The state of California has witnessed many large, devastating wildfires in the past several years, and we have unfortunately been witnesses to the unprepared panic and failure of evacuations when these have occurred. The worst outcome has been a growing number of lives lost because of the speed that these events are occurring, and the fact that people were unprepared when they did happen. But there are also success stories. Some communities have prepared detailed evacuation plans, and actually practiced them on a routine basis with the citizens. Records show that communities who have practiced these plans and are fully aware of them result in a much better outcome than those who have not taken these steps.

It is not too late for the City of Los Angeles to take this matter much more seriously than in the past, and create a more positive connection with the residents of Hollywoodland. These steps can provide positive outcomes, and must be taken in order to reduce the negative impacts when a wildfire occurs.

CONCLUSION

Hollywoodland is no stranger to wildland fires. Along with beautiful natural features, the community also enjoys a varied landscape that provides a rich setting for homes, businesses and tourists. It is this interface between homes, tourists and the landscape that increases the risk of great losses from a wildland fire. Both natural and human-caused fires pose great risks to the Hollywoodland communities, infrastructure, economies, natural resources, and habitat. Wildfire season is now considered to be in effect year-round, and we applaud and support the efforts of Hollywoodland residents taking responsibility to reduce risks around their homes and properties and prepare themselves for a wildland fire when it occurs.

When bad things happen, citizens call on city leadership for guidance and answers, in addition to questioning when something happens that could have been prevented. **This community has been pleading with the City of Los Angeles for years to take action on an extremely hazardous situation and thus far there have seen very little effort to mitigate their concerns.** Overall, there is a tone of submission to the current status quo of problems in Hollywoodland, with no big sweeping ideas to make improvements. The Dixon report acknowledges over and over the impacts of tourists on the residents, while recommending band aide approaches that will not truly solve the problems. In fact, the report comes across as leaning more towards accommodating the tourists themselves rather than helping the residents who live there. **Any expansion of visitor access and accommodations to this area should be taken out of consideration unless thorough public comments are allowed, along with taking significant steps to mitigate the current challenges. Any alternative options could border on negligence.** All future actions must involve concrete solutions that help mitigate and reduce the current impacts of tourists and visitors to the Hollywoodland neighborhood. Should the City of Los Angeles move forward with improvements – after requisite public hearings – the lack of public infrastructure to accommodate tourists, including sanitary facilities, parking, and overall enforcement of existing requirements should be considered a top priority

The residents of Hollywoodland have witnessed the growing wildfire problems throughout the state and beyond, and are rightfully concerned about a similar situation occurring in their back yard. They do not feel prepared, and despite calls for help to city leaders for many years, they also feel ignored. This Assessment should serve as a catalyst to turn this around. The issues facing Hollywoodland will not be resolved quickly, but can be achieved over time if steps are taken now to start planning for success. The alternative to continue down a path of inaction is an extremely dangerous option. Hollywoodland, the City of Los Angeles, and this world-famous site deserve nothing less. **While the list of the adverse consequences of poor planning in Hollywoodland is alarming, the leaders of Los Angeles need to understand the consequences of what happens when inaction to a dire situation goes unchecked.**

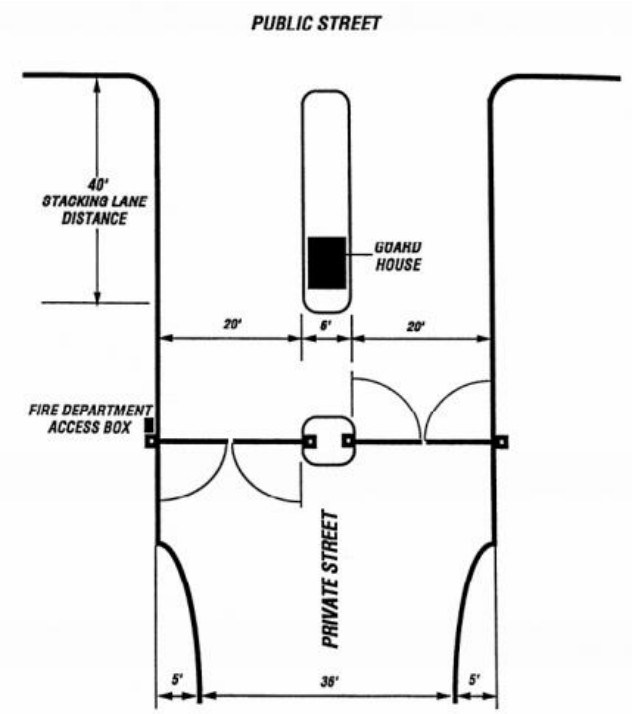
But this Report will end on a positive note. The Hollywoodland Homeowners Association should be applauded for their recognition of potential wildfire risks, and how the impacts of tourism due to the Hollywood Sign significantly increase these risks. They have been

attempting to plead their case for many years, with little to no avail while conditions have only worsened. However newly elected officials, and new managers for various departments provide new opportunities for collaboration and change. The residents are willing to do everything in their power to improve the wildfire safety of their own neighborhood. But they cannot do everything necessary on their own. They must have the support and efforts from the City to achieve any significant changes. There are positive changes that can be made that will make a difference, and there must be hope that everyone working together can achieve these changes. Identifying the problems and proposing solutions is the first step – and this is what this Report provides.

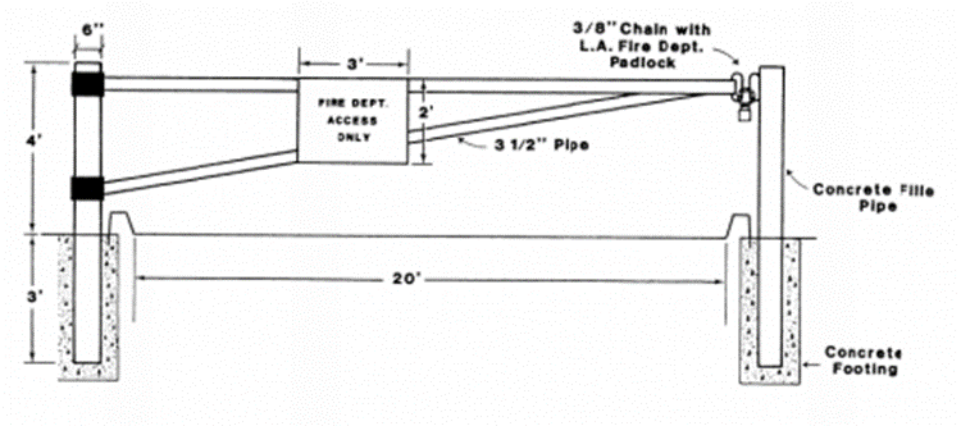
APPENDIX A: STANDARD DETAILS

The following drawings provide standard details for Gates, Hydrants, and Guard Posts within the City of Los Angeles. These can be found in the 2000 Edition for Standard Plans within the Public Works Department.

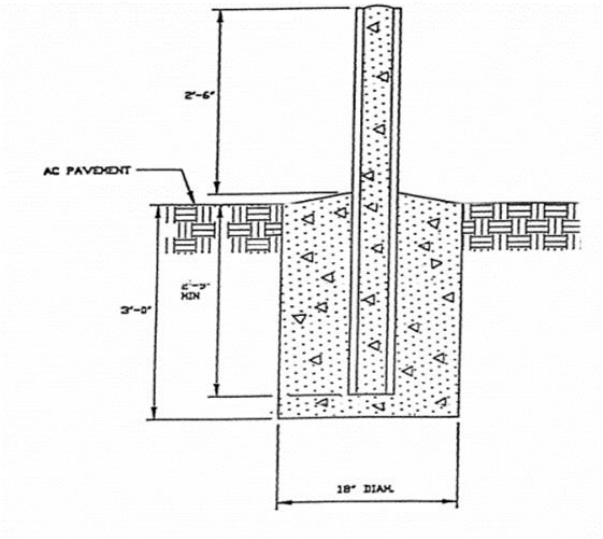
Detail #1: Street widths and gate locations:



Detail #2: Metal Pipe Swing Gate with Posts:



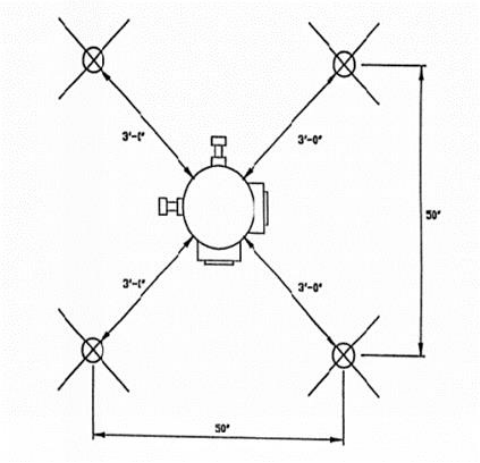
Detail #3: Guard Post Spacing and Details:

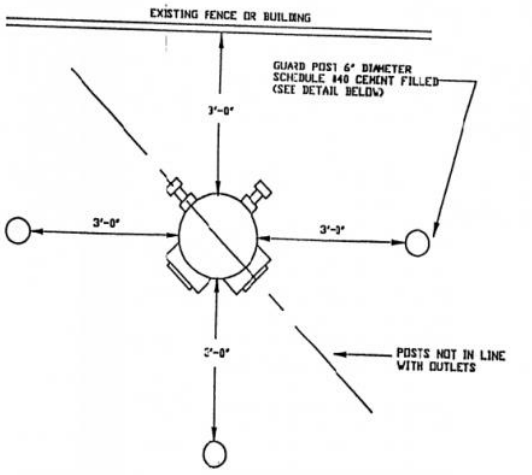


Typical Guard Post Construction Notes:

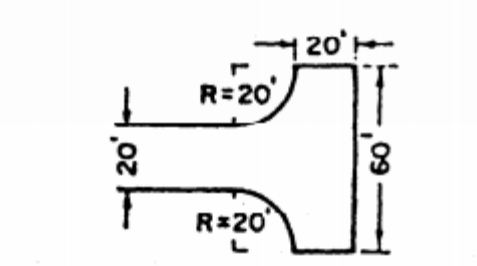
1. Guard Posts are Schedule #40, 6" diameter steel pipes
2. Concrete footing is 3' deep with an 18" diameter
3. Post is exposed 2'-6" above pavement, with 2'-9" minimum bury
4. Observe 3'-0" clearance from hydrant

Detail #4: Hydrant Details

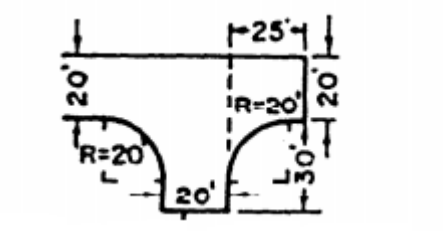




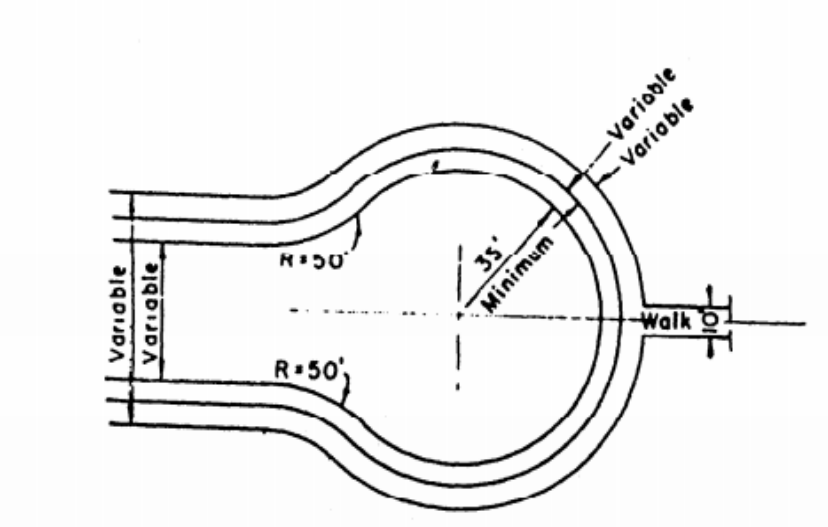
Detail #4: Standard Turning Areas (Plan View)



Detail #5: Minimum Turning Area (Plan View)



Detail #6: Typical Cul-De-Sac (Plan View)



APPENDIX B: EVACUATION DATA

The information contained within this Appendix includes evacuation information for the Community of Hollywoodland.

- BEACHWOOD CANYON AREA

The Los Angeles Fire Department (LAFD) has overall responsibility of wildfire incidents within the City of Los Angeles. The Los Angeles Police Department (LAPD) includes within its' mission to support the LAFD Incident Commander during a wildfire incident. The LAPD and the LAFD have concurrent jurisdiction in emergencies involving evacuation within the City.

The LAPD'sObjectives During a Wildfire Event Are To:

- Direct the Department's initial response.
- Provide an evacuation situation estimate.
- Coordinate with LAFD/ other city departments.
- Control emergency vehicle ingress/egress routes (Establish/maintain the perimeter around the closed area).
- Communication to persons within the involved area, warning them to leave, and directing them to the "initial evacuation center" (i.e., door-to-door, public address system from a vehicle).
- Interior patrol of the evacuated area, if practical and safe to do so.
- Identify all areas affected by the incident as either safe, sheltering in place, or the type of level of evacuation required. Be specific – use street names or other predominate geographical features to identify the boundaries (N, S, E & W) for all sides of each area.
- Identify Traffic Control Points for public access and egress.
- Identify Public Evacuation Routes. Ensure the routes do not conflict with the LAFD's Incident Traffic Plan for emergency vehicles. Utilize signage traffic cones, tape, and other physical barriers as necessary.
- Identify public shelter locations and/or public safe refuge areas. Coordinate with the Red Cross. Ensure these locations are safe and do not conflict with the Incident Command Post or other incident facilities and sites.

The LAFD and LAPD use terminology that the community needs to understand and obey. Not evacuating when told to do so by fire personnel and law enforcement has been proven to be a deadly decision many times. To better understand this dynamic, residents need to understand the following terms:

- Sheltering In Place
- Voluntary Evacuation
- Mandatory Evacuation

Sheltering InPlace: The concept of sheltering in place is an available option in those instances where physical evacuation is impractical. This procedure is effective for dwellings in the "Hot Zone" or "Red Zone," but may also include large hospitals, convalescent homes, and other facilities which house a high percentage of non-ambulatory persons. Sheltering in place attempts to provide a safe haven within the fire area. When using structures, it involves shutting off the outside air supply to a facility, closing all doors and windows, and waiting for the hazard to pass. The Incident Commander will use specific, quantified data to determine if ordering a Shelter In Place option is viable and prudent.

Voluntary Evacuation: In less immediate hazardous situations where a homeowner, or occupant, desires to stay in place and protect their property, consideration must be given to their wishes. It is the responsibility of personnel assigned to the Evacuation Group to advise civilians of the potential risks. Each civilian must be given information, direction, and assistance if required and available. Animals must be considered during this type of evacuation.

Mandatory Evacuation: Mandatory evacuation is reserved for incidents of extreme severity or imminent loss of life. Mandatory evacuations involve the complete removal of all civilians from a given area. Hopefully, this evacuation order will be complied with willingly by all persons involved. If the hazardous condition warrants forcible removal of civilians, it may be necessary for the LAPD to make arrests. Animals will be considered during this type of evacuation.

Note: Authority to close an area and the ordering of evacuations in Los Angeles resides with:

1. Penal Code Section 409.5
2. Los Angeles City Charter Sections 131 and 132
3. Los Angeles Municipal Code Section 57.501
4. Los Angeles Administrative Code Section 22.224

The LAFD'sObjectives During a Wildfire Event Are To:

- Establish the location of the emergency utilizing street boundaries and canyon/hillside names.
- Provide apparent direction of the fire including wind direction and speed.
- Size of the involved area.
- Type of area threatened (canyon/hillside, vegetation – trees, brush, etc., structures, business, residential, etc., crucial locations – hospitals, schools, rest homes, camps).

Evacuation Objectives During a Wildfire for Hollywoodland and Surrounding Communities:

- Evacuation of residents/tourists to non-hazardous areas.
- Maintain clear access routes for emergency resource response.
- Identify Primary/Secondary evacuation routes for canyon residents.
- Develop traffic guidelines with PD/DOT control points.

- Identify Regional Shelters, Community Safety Sites, and Neighborhood Survival Sites.

Regional Shelters for Hollywoodland and Surrounding Communities:

- Hollywood High School – 1521 N. Highland Avenue
- Fairfax High School – 7850 Melrose Avenue
- Marshall High School – 3939 Tracy Street
- North Hollywood High School – 5231 Colfax Avenue

Los Angeles Department of Recreation and Parks is the first point of contact for all sheltering issues. Requests for the Red Cross, LAUSD, Salvation Army and other agencies to provide food, clothing and shelter are coordinated through the Recreation and Parks.

Animal Evacuation Shelters for Hollywoodland and Surrounding Communities:

Los Angeles Animal Services Department is responsible for and coordinates all animal sheltering. Small animals will normally be sheltered at or near the Evacuation Shelter(s). Large animals will normally be sheltered at the following shelters:

- Pierce College–6201 Winnetka Avenue, Woodland Hills
- Griffith Park Equestrian Center – 480 Riverside Drive, Burbank
- Hansen Dam – 11770 Foothill Boulevard, Lakeview Terrace

The Los Angeles Animal Services Department shall be the first point of contact as they have the primary responsibility for the control of stray animals during evacuations and will provide assistance at evacuation centers.

BEACHWOOD CANYON AREA

Canyon Description: The Beachwood Canyon Area consists of four distinct areas, consisting of 1) Hollywoodland, 2) Lake Hollywood Estates, which are both composed of single-family residential structures, 3) the developed area between Hollywoodland and Franklin Avenue, which is comprised of a mixture of single family and multi-family residential structures, and 4) the undeveloped open hillsides within Griffith Park that surround Hollywoodland. Beachwood Canyon includes open areas surrounding Hollywoodland which was undeveloped land that the original developer deeded to the City of Los Angeles in 1944. **In 1946, the Recreation and Parks Commission deemed the land surrounding Hollywoodland as a dangerous fire area and closed public access at that time. This designation has never officially been changed.** This area is bordered by Mount Lee to the north, Franklin Avenue to the south, Griffith Park to the east, and the 101 (Hollywood) Freeway to the west. It is a densely populated area covered with medium to heavy brush. Franklin Avenue is the primary access both canyon areas.

Special Considerations:

- Number of Residents:

Hollywoodland	1,053
Lake Hollywood	522
Lower Beachwood Canyon Area	15,198
Total:	16,773

- Number of Homes: 2,484 (Hollywoodland and Lake Hollywood Only)
- Length of canyon: 2.2 miles, from dead end of Deronda Drive, to Franklin St.

Traffic Plan Objectives:

- Prevent all traffic from entering the area.
- Prevent all northbound traffic and divert residents from impact area.
- Close eastbound traffic at Franklin Ave. and Vine Street.
- Close westbound traffic at Franklin Ave. and Wilton Place.
- Traffic southbound on Beachwood Drive diverted to the west or south.
- Traffic southbound on Canyon Drive diverted to the east or south.

Initial Proposed PD/DOT Traffic Control Points:

- Beachwood Drive x Franklin Ave
- Bronson Ave x Franklin Ave
- Canyon Drive x Franklin Ave
- Fern Dell Drive x Franklin Ave
- Western x Franklin
- Westshire x Beachwood

Primary Evacuation Routes:

- West of Beachwood Drive: take Durand Drive to Vine Street continue south to Hollywood Blvd.
- East of Beachwood Drive: take Hollyridge Drive to Bronson Avenue continue east on Franklin Ave.
- Cul-de-sacs off Beachwood Drive: take Beachwood Drive to Franklin Avenue and continue west
- North of Beachwood/ Ledgewood Drives: go to Mulholland Highway west past Hollywood Reservoir
- **NOTE:** It should be noted that although these streets are listed as the primary evacuation routes, the reality is they are not capable of providing the capacity to remove the number of vehicles for both residents and tourists during an emergency.

Fire Department Access Route from the:

- North: Cahuenga Blvd.
- South: Vine Avenue
- East: Franklin Avenue
- West: Santa Monica Blvd.
- Distant Resources: 101 Hollywood Freeway exit Hollywood Blvd.

Community Safety Sites:

- Dog Park – Canyon Lake Dr.

Neighborhood Survival Sites:

- 2400 Park Oak Drive
- 3116 Arrowhead Drive

Disclaimer: The number of residents and homes is an approximation based on using census data and Los Angeles City Navigate LA tool.

In November 2019 the Los Angeles Fire Department and allied agencies conducted an "evacuation" drill of the hills in the Hollywoodland area. This drill was obviously a "check the box" scenario and not realistic nor did it match the LAFD's internal plans for evacuation during an emergency.

The following issues were identified:

- **Only 12 homes on Beachwood north of Rodgerton received notification of this drill**
- There was a similar very limited and targeted evacuation in the Lake Hollywood Estates
- No pets were allowed to participate in the evacuation exercise
- Residents were only given 2-day notice, or provided notice that day
- Tourism and traffic into Hollywoodland were not considered or factored for this exercise
- Residents were recommended to "walk" down the hillsides for this exercise

The issues above in no way were sufficient to help residents identify issues related to an actual emergency evacuation. The limited and very short notice did almost nothing to help provide awareness and education to the majority of residents in this area, simply because so few of them participated or were even aware the drill existed. But perhaps the most glaring omission was the complete disregard for how any of the tourists in the area – even during the "drill" – would be dealt with during an actual event. To the residents who did participate, this omission is inexcusable, and further solidifies their feeling of being disregarded. As of the writing of this Report, there are no residents who feel that any serious evacuation plan is in place, and the City has taken a position that they will simply deal with it when it happens, doing the best they can. But the daily reality of tourists walking in the streets, vehicles clogging the roadways, and jockeying for positions to find the perfect photo all but guarantees failure on a massive scale when the actual emergency event occurs. Should the City provide a more realistic evacuation drill that includes far more residents, as well as take into account tourists and visitors, the capacity issues of substandard streets will become a glaring problem.

APPENDIX C: MAGNETS (Note: These are all illegal and unapproved view sites)

Magnet One: The End of Beachwood Drive

There has never been a public entrance into Griffith Park from the end of N. Beachwood Drive. Beachwood Drive does not meet the minimum street standards as it heads uphill into Hollywoodland. It culminates at a dead-end location with no turn around. Currently there is a locked gate that was erected in 2015 at the end of N. Beachwood that provides access to a private, narrow "road" that goes up to the Sunset Stables, which is a private business that has been part of Hollywoodland since the 1920's. There is no view of the Hollywood sign from this part of Beachwood Drive. In 2002, an illegal switchback “road” that was never publicly reviewed or approved, was bootlegged by the City to join for the first time the Stables easement road with the Hollyridge Trail. This grew to be one of the larger tourist magnets in Hollywoodland, resulting in hundreds of car trips per day. Tourists routinely parked illegally at this location and trespassed onto the lands of Sunset Stables and into Griffith Park searching for a view of the Sign. The large number of tourists arriving at this location resulted in a level of congestion that was overwhelming to this area. In an attempt to help deter the growing number of people entering Griffith Park at this location, the City constructed a vehicular and pedestrian gate in 2015, which was legally approved by a judge in 2017.

The private road to Sunset Stables has been in existence since 1923. For over 70 years, residents would occasionally hike across an empty lot on Hollyridge Drive near the end of Beachwood (about 15 yards away) to reach a trail within Griffith Park. In 2001 a house was built on this empty lot which blocked access and put an end to the trespassing. In 2002 the City purchased an easement from the owner of the house to use part of his property as a way to gain access into the park. The agreement states that the City needed this easement because without it, there is no access to this area of Griffith Park from either Beachwood Drive or Hollyridge Drive. The intent was for the City to use it for emergencies, and gates would be installed to prevent unauthorized public use. Shortly after this easement was created, the City, guided by Councilman Labonge, constructed an unapproved switchback trail that connected the road to Sunset Stables at the end of N. Beachwood up to the hiking trail. **This switchback was done completely off the books with no legal approval, and created a major tourist magnet.**

Beachwood is 29 feet wide with hardly any sidewalks, parking on both sides of the street, two-way traffic along its entire length, and is bookended by dead end points at both ends of the street. When cars are parked on both sides of the street, two-way traffic is not possible in some areas. It is Hollywoodland's widest street, though still below minimum standards, and will serve as the main evacuation route in case of emergencies. By 2014 conditions grew so intolerable that Council Member Labonge requested temporary closures of this new trailhead and requested agency assessments. **In February of 2014 Captain Luke Milick of LAFD found that "The fire department shares your concerns and acknowledges that there is a real public safety problem related to traffic on Beachwood Drive."**

In 2015 - 2018 the Sunset Stables took action and sued the City, claiming they maintained sole ownership of the stable's road beyond the gate at the end of Beachwood Drive, and that the visiting crowds were dangerous and interfering with their business**. During the proceedings the City stipulated as a matter of fact that there has never been a public entrance into Griffith Park at the end of Beachwood Drive**. The Court ruled the easement road is a shared road to the Stables and was intended to be used by the Stable and Griffith Park employees only, and that access should remain closed to the public due to safety reasons. Visitors to Sunset Stables are allowed to place a phone call requesting access through the vehicular gate, but it is not legally open for the general public. City employees of the Department of Recreation and Parks also gain access to Griffith Park through this route. Unfortunately, the ruling was amended to allow for the pedestrian gate to be left unlocked from the Griffith Park side to be used for an emergency exit only from the park. The reality is that this gate is routinely used as a regular exit from the park – not just for emergency purposes. It is often left propped open, which allows for access to and from the park. The original ruling should be enforced to require the gate to be locked from the Hollywoodland side at all times.

There is currently an effort to establish public access into Griffith Park at this point by creating a stairway to be built so people can climb stairs up the hillside in order to bypass the gate and allow public access into the park. Any effort to establish such an access would require an environmental review and full public hearings because there has never been a legal pubic access into Griffith Park at this location. **The questions of public parking and other types of infrastructure, increased traffic impacts and congestion along N. Beachwood Dr., as well a host of other safety factors, would have to be analyzed before any such effort could move forward.**

If the illegal switchback were to be removed, and the area returned to its original condition, it could potentially help eliminate this location from serving as an illegal tourist magnate.

Magnet Two: The View Site and Lake Hollywood Park

When Lake Hollywood Estates was developed in the 1960's on land originally belonging to Tract 6450, excess dirt from this development was dumped at a site immediately to the east, next to the existing Hollywoodland development. After the homes were finished, it was identified that this area provided an overlook with views of both the Hollywood Sign and downtown Los Angeles. Because the area contained a relatively flat area, it would make an ideal limited pocket park to meet the needs of both Lake Hollywood Estates and Hollywoodland residents, whose hillside lots contained little to no flat land. Lake Hollywood Park adjoins Griffith Park, and forms a peninsula that separates the two developments. When this park was first approved, permanent fencing was supposed to be installed along Canyon Lake Drive and Mullholland Highway. But these fences were not installed at that time. There are sidewalks in some areas along the park, and although there is no off-street parking lot, there is street parking on both sides of Canyon Lake Drive as it travels up to the intersection with Mulholland Highway.

For decades this was a quiet, local park with a playground that was mostly used by nearby hillside residents and their children for recreation, baseball games, soccer games, birthday parties and neighborhood get-togethers. There were rarely ever more than a dozen cars parked there. Because it was a pocket park, whose purpose – like all pocket parks – is to serve just the immediate geographical area, there was little concern at the time the park was created to deal with vast numbers of tourists. The connection of Canyon Lake Drive to Mulholland Highway was an obvious improvement as a daily circulation route and emergency access for the residents of Hollywoodland. But in the 1960's, wayfinding services had not been envisioned that would ultimately lead thousands of tourists to find their way to this pocket park, with its view of the Sign, through Hollywoodland on its substandard streets. Mulholland Highway measures only 19 feet in some areas above the park, with half a dozen blind curves and no sidewalks. But this narrow roadway posed no significant problem in the 1960's, as traffic was limited to mostly residents, and it remained a relatively quiet place to live.



Figure 23: Lake Hollywood Park, with the current green screening over chain link fence along Mulholland Highway in the background

In 2011 Council Member Tom Labonge, with apparent support from the City, made it clear that he wanted greater promotion and closer access to the Hollywood Sign. In order to accomplish this, he decided to take actions into his own hands, and along with staff members and later City employees, created the view site at Lake Hollywood Park. This action was most likely illegal because it never received any formal review or approval process, including public notifications or hearings.

With no notice to residents, Councilmember Labonge's office staff showed up one morning at the overlook and began removing the landscaping at the intersection of Canyon Lake Drive and Mulholland Highway. This unapproved activity was done with the sole purpose of transforming this green area into a dirt pad more hospitable to tourists and taking pictures. To the residents, it felt as though his actions were completely focused on turning this location into a world-wide tourist destination, with little or no concern on how those impacts would affect the neighborhood. Not only was this done without any notice, warning, studies, or required public hearing process, the work was performed not by Department of Recreation and Park employees – those who responsible with maintaining the park – but by Labonge's office staff, who had been given no approvals to remove vegetation from a public park. The work went on for hours and was



Figure 24: Undated photo of fire engine on Mulholland Highway attempting to gain access to a vegetation fire near Lake Hollywood Park – note traffic blocking engine access.

photographed by residents. Soon after large boulders were placed at the overlooks on both sides of the road to facilitate visitors as a place to sit, smoke, congregate, and take photographs. **Almost overnight, a major bootlegged visitor destination had been created that would dramatically transform this location and negatively impact the entire neighborhood. This magnet and the adjacent roads are over capacity, as most streets in Hollywoodland. An attraction this large would have required public review and comment, as well as an Environmental Impact Report (EIR), but without any of this, it is unknown whether this magnet would ever have been approved with such limited infrastructure.** The residents noticed the impacts of this action almost immediately, as this rapidly became one of the most popular spots to photograph the Hollywood Sign. The area became filled with vehicles, pedestrians, and tourist vans and buses, some of which had no legal licensing to function in this capacity. At times, it is not unusual to see six or more of these tourist vehicles parked at this location, sometimes vying for a parking spot along with food trucks. Residents have reported that they have counted almost 100 cars parked near this unofficial view site during the busiest times of the day. The narrow and winding section of Mulholland Highway became filled with people walking along the edge of the street – there are no sidewalks in this location – and cars that often stop in the middle of the street to take pictures of the Sign, while dangerously signaling traffic to go around them into blind curves. The fact remains that this site has become a major – if still unofficial – viewing spot for the Sign that draws hundreds of people daily, and sometimes even more. Despite these large numbers of tourists present, there is little supervision or effective enforcement of any safety restrictions. On July 9, 2012, a wildfire ignited just below these boulders in the dry vegetation. While there was never any official cause given for the fire, it could very likely have been a tourist who tossed their cigarette butt into the nearby dry grass and brush. Shortly after this fire occurred, electronic signs were brought in to display "No Smoking." Discarded cigarette butts can be picked up by the hundreds on a daily basis in this area, despite the signs clearly posted announcing no smoking is allowed. Again, this points out the lack of sufficient enforcement for even the most basic safety precautions. As mentioned previously in this Report, the fact that no effective evacuation plan exists for this area potentially places these unaware tourists in harms way in the event of a serious wildfire emergency.

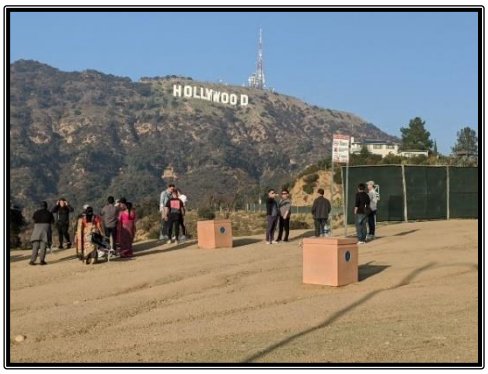


Figure 25: Tourists at view site above Lake Hollywood Park



Figure 26: No smoking sign at view site above Lake Hollywood Park, with green screening on chain link fence along Mulholland Highway to the right

While this assessment was being prepared, the City erected a new chain link fence covered with a green canvass along this winding portion of Mulholland Highway, effectively blocking the view

of the Sign along that portion of the road. It has helped reduce the number of pedestrians walking along the narrow street, and cars no longer stop in the middle of the street to take photographs. The City has stated the fencing and canvass was erected to protect new plantings along the roadside. **While the plantings seem to be minimal, the fence and canvass appears to have helped eliminate cars from dangerously stopping in the middle of the street. There are signs at both ends of this stretch of road saying that no pedestrians are allowed. While this has cut down on the number of pedestrians in the street, it is rare to drive there and not see some pedestrians who simply ignore the signs. When this pocket park was created in 1962, the original plans called for a fence to be constructed on both sides of Canyon Lake Drive due to the steep terrain in this area. But this fence was never completed. The City of Los Angeles should consider completing this initially planned feature, which would improve public safety and allow for closures should they become necessary during emergency events.**

The number of tourists and vehicles at this magnet view site are often beyond capacity, with cars and tour vans jockeying for position and attempting to perform U-turns in the roadways. There are even food vendors who regularly arrive to cater to the large number of tourists at the site. It is a given that in the event of a wildfire emergency, these tourists would have little to no understanding on how to safely evacuate this area. While the City of Los Angeles has routinely shut down parts of Griffith Park due to visitor capacity limits, this same action has not taken place for many years where the viewing magnets of the Sign exist.

Magnet Three: a very small street on Mulholland Highway referred to as "Dirt Mulholland"

Ledgewood Drive goes through Hollywoodland to the top where it ends at Mulholland Highway. At this intersection, Mulholland is divided into two separate levels, upper and lower Mulholland, divided by a formally designated historic granite wall (currently crumbling from age and the increased tourist traffic). Mulholland then leads down to the narrow and blind-curved section that goes to the Lake Hollywood Park. At the end of Ledgewood to the right is a street known as "Dirt Mulholland," which gets its name from the unpaved section of road that was never finished, but is now heavily impacted by tourists.

The length of this very narrow street is very short with just a few houses. The paved portion of this street dead ends at the last house with no turnaround at all. The remaining portion of the street appears on paper, but is an undeveloped dirt surface part of the street that continues and joins Deronda Drive on the other end. The attraction of "Dirt Mulholland" is that it lies directly beneath the Hollywood Sign and is the shortest route to the Hollywood Sign by leaving the dirt trail, which – although it is illegal, is still used by hikers on a daily basis. Griffith Park has posted many no trespassing signs in this location starting at the very curb of Mulholland. Signage has been there for almost eighty years. There are no trailheads here, but this

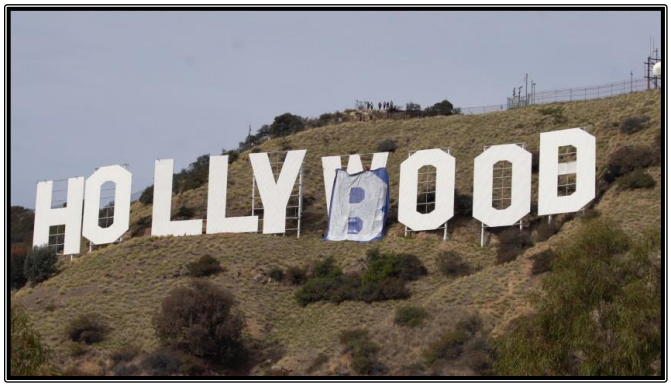


Figure 27: Illegal defacing of the Hollywood Sign on Feb. 1, 2021

view underneath the Sign is in reality better if one does trespass. Due to this superior view and close proximity to the Sign, it has proven to be another popular photography magnet, despite the numerous signs stating no access or trespassing. **This area of Dirt Mulholland is one of the most vulnerable and dangerous fire areas within Hollywoodland because there is little to no access for fire and emergency equipment.**

Through the years most of the acts that have involved illegally occupying or changing the Hollywood Sign, such as the alteration seen in Figure 27, have used this location as their starting point to hike to the Sign. On New Year's Eve of 2019, trespassing hiker climbed up to the Sign, and illegally climbed onto the Sign itself, spending hours there before being removed, and many others have taken free access as well. Other alterations of the sign have recently occurred, the most notable being the complete rewording of the sign to read, "Rams House" to celebrate the LA Rams Super Bowl victory in February, 2022. Other impacts that have recently taken place include lighting of the Sign at night and projections onto the Sign from homes located just below the sign itself. This has occurred in concert with the BET Awards, but residents in the neighborhood have never been consulted nor even notified this would happen. They simply saw the Sign lit like everyone else. When these events have occurred, even more tourists than normal flood into the neighborhoods to see the alterations during their short lifespans.



Figure 28: Alteration of the Sign to celebrate the Los Angeles Rams Super Bowl victory in February 2022

Hundreds of visitors have been observed on a daily basis to seek out this illegal viewing spot for the superior photographs available at this location, past the end of Deronda Drive. Some new homes are currently under construction or in the planning phases for vacant lots along this area, and as a part of these developments, a newly paved section of Mulholland is expected to extend to these new homes.

Over the years, as tourist traffic increased, sawhorses have been placed along the beginning of the street, as seen previously in Figure 16 on page 27. Residents get out of their cars twice to move these sawhorses as they leave, and move them back after passing through. But non-residents are seen doing this also on a daily basis. A growing number of pedestrians, which is estimated by residents who have monitored this activity to exceed five hundred per day, pass through the sawhorses and walk in the street to get to the magnet below the Sign. While the sawhorses most importantly prevent most visitor vehicles from entering this street, potentially causing gridlock because it is so narrow with no turnaround, there remain still more negative aspects. **Pedestrians, many of whom are witnessed smoking, still pour into this area despite all the signs. The large number of smokers is obvious from the number of discarded cigarette**

butts found littering this area. The fear of a carelessly discarded cigarette on a hot, dry, windy day is one of the primary reasons for this assessment. It is painfully clear that the numerous no smoking signs and no trespassing signs have proven to be no deterrent for accessing these magnet sites. And because there is very little to no enforcement of any kind, there is no fear of ignoring these signs to capture that iconic photograph.

At this intersection near Ledgewood, residents have observed and reported frequent gridlocks for as long as ten minutes. While the sawhorses are helpful and appreciated – and preferable to doing nothing at all – it is really nothing more than a temporary band aid due to no full-time enforcement. These sawhorses are a result of past complaints by residents, and are a tacit acknowledgement by the City that this is a potentially dangerous and vulnerable situation. But they are not a real or permanent solution. In fact, some residents are fearful that the City could remove them at any moment with no notice for any reason, as this has happened before. A more substantial fence or gate that effectively cuts off both illegal pedestrian and vehicular traffic will help to mitigate that safety problems at this magnet view site. Also, residents have reported that over the years, temporary signs have sometimes been removed, causing a dramatic jump in negative activity, after which the signs return. This on-again, off-again reaction to deal with a severe public safety issue is indefensible and unsustainable. A more permanent solution to deal with the illegal pedestrian and vehicular access issues is desperately needed. Restricting access by privatizing the street and installing gates at Dirt Mullholland and Ledgewood would help reduce these impacts.



Figure 29: Tour group hiking along the Innsdale Trail through thick, dry vegetation.



Figure 30: No Trespassing signs at beginning of the Innsdale Trail at end of Canyon Lake Drive.

Yet another source of major foot traffic that more and more heavily impacts this location is a dirt path that is referred to as the Innsdale Trail. This "trail" is the remains of an uncompleted street that departs from the end of Canyon Lake Drive in the Lake Hollywood subdivision. This dirt "trail" has numerous signs at the gate restricting vehicular access stating that all entry is restricted, as shown in Figure 29. However, as seen in

Figure 28, not only is entry not being restricted, this photo depicts a tour group who was on a hike along the trail with a tour guide relaying historical notes and facts about Los Angeles. This "trail" winds its way through very dense and dry brush, and ends up at the upper Mulholland Road where it is split into the upper and lower sections. From here, hikers typically then walk up Dirt Mulholland to the end of Deronda. Some continue hiking up to the sign, others begin the hike back down to Canyon Lake Drive, while others simply wander through the neighborhood at the upper ends of Hollywoodland.

Magnet Four: End of Deronda

Deronda Drive is a very narrow street that winds through Hollywoodland. The last segment, north of the intersection at Rockliff Drive, terminates as a dead end at the Mt. Lee service road that goes to the top of the mountain. Deronda ends at a segment of Mulholland Highway. There is a fence and gate at the end of Deronda where the Mt Lee service road begins. On it are numerous no trespassing signs on locked gates, as shown in Figure 15 on page 27. The top of Mt Lee is a very sensitive area and must be protected, not only for the Hollywood Sign, but also for the communications towers and equipment that reside there. For years, Mt. Lee Road and the bordering area was off limits to the public.

In 1989, several new homes were built at the dead end of the street where the undeveloped portion of Mulholland meets Deronda Drive. The homes were gated off so the dead end remained in place. At that time, the gates were given an irrevocable permit from Public Works. However, while former Councilmember LaBonge was in office, he created the ability for pedestrians to walk up to the Sign via Mt. Lee Road. Today, there are significant mixed messages. On one gate, a sign clearly reads "No Hiking Allowed to the Hollywood Sign." However, this sign is adjacent to the pedestrian gate announcing the park closes from sunset to sunrise. Many tourists pass this sign, despite the message that it is not allowed. Again,



Figure 31: Sign adjacent to pedestrian gate, clearly stating No Hiking Allowed to the Hollywood Sign. A group of tourists can be seen in the background, having just passed through the gate that is posted as a "RESTRICTED AREA."



Figure 32: Pedestrian gate allowing full access to Sign, despite contradicting signs stating no hiking to the Hollywood Sign is allowed.

this activity was never provided any public input or review – it simply happened, and safety concerns continue to be ignored.

In 2016 the Mt. Lee Facility Improvement Project that cost the City millions of dollars was completed. Among the many improvements, the amount of diesel fuel that could be stored at the top was increased to 3,000 gallons, surveillance capabilities were improved, and a pedestrian gate was installed at the end of Deronda to better secure this sensitive area. It originally was left open during the day, but was always secured at night. The new pedestrian gate has recently been broken through, and currently allows free access past the old vehicular gates that clearly state no trespassing. Many tourists walk into Griffith Park in this manner, and along Mt. Lee Road with no deterrent of any kind. In a glaring disregard to this free access into the Park, there are growing number of days during high fire danger where other public access areas are closed off, while almost never making any effort to shut this area down. In reality, the "pedestrian gate" is essentially non-existent because it has become a wide-open access point into the Park. While this Report was being prepared, a new fence with a gate was installed as an attempt to make this area safe again. The new gate along with the wall that was constructed also included a pedestrian gate that was designed to be locked at all times. The door, however, remains unlocked, and hikers routinely pass through it to access Mt. Lee Road. Despite the large, visible "No Trespassing" signs on the larger vehicular gate, many tourists can be seen at any time hiking through this area, often hundreds per day.



Figure 33: Parked cars blocking street near intersection of Rockcliff and Deronda

In January 2018 the Dixon Report contained a recommendation to put an aerial tram destination at the end of Deronda. This was also mentioned and heavily promoted in the 2021 Tourist Master Plan. Heavy promotion will encourage more people to visit the sign magnets for free. The proposal for an aerial tram has undergone further studies, and a proposal containing three possible City routes – all with different starting locations but all ending at the end of Deronda, is being presented at public meetings. The study actually anticipates a thousand visitors per hour, or up to ten thousand per day! The proposed termination point for this tram is only 50 feet from nearby houses. Actual supervision is not mentioned, nor any suggestions as to what might be done to accommodate this number of people at that location. There is no mention of public facilities, nor what steps might be taken to prevent these visitors from walking the short distance into Hollywoodland, and continuing their visit in the neighborhood, potentially adding to the existing problems. **Perhaps even more disturbing is the lack of discussion on any supervision or public safety, and how visitors would be evacuated in case of an emergency. The pedestrian gate needs to be locked, and the "No Trespassing" signs needs to be enforced.**

The end of Deronda has recently become one of the most visited sites in Hollywoodland, with tourist blocking roads and driveways on a daily basis. As has been mentioned a number of times in this report, emergency access and egress is constantly compromised. In an actual



Figure 34: LA County Fire Engine access is blocked due to illegally parked cars.

emergency, it is highly unlikely that any of the streets identified as evacuation routes would ever be capable of handling the amount of traffic by residents and tourists alike to safely leave the area. Emergency equipment have been blocked to the point where cars need to be towed in order to allow access, requiring an unacceptable delay to provide public safety requirements.

The photo above is reproduced from previously in the report as it provides another example of tourist cars parked randomly, cutting off the end of Deronda and blocking access of a fire engine. This particular photo captures an incident that was not during an emergency, but points out the likely problem emergency personnel will find on any given day. This is not an isolated incident, and these types of street blockage are becoming more and more common. Over the past year alone, residents have noticed an increase in tourism impacts like the ones pictured in the immediate photos above. Traffic is spreading to the surrounding streets like Rockcliff and making them impassable. It is these types of impacts that have both degraded the quality of resident's lives, but shows no signs of stopping. Not only is daily life being impacted, but the heightened risk of wildfire to the neighborhood continues to increase as these types of events become more prevalent. Not only do these examples hinder daily access and movement by residents, they heighten the alarm that substandard, narrow streets throughout the community restrict two way traffic flow when cars are parked in this manner. Emergency access and egress would be severely impacted by residents, tourist, and emergency responders.

Magnet Five: Anyplace throughout Hollywoodland where a view of the sign exists

This "location" does not specify any spot in particular. Rather, it is a general statement that emphasizes the frequent act of tourists stopping randomly at any given point on a road to jump out of a vehicle and take their iconic photo of the Sign. Or in the case of pedestrians, they simply stand in the middle of any street or on private property to do the same. Narrow misses are a daily occurrence, and it seems inevitable that a serious accident or perhaps a fatality could occur by an oncoming car not being able to stop in time for one of these viewers. As traffic increases, it is no longer just the streets leading up to the magnets themselves, but streets adjacent to these primary routes which are also being impacted. Many of these adjacent streets, such as Rodgerton, Ledgewood, Rockcliff and Mulholland to name a few, are

even narrower than the primary routes. This leads to even more serious traffic flow problems and gridlock when these adjacent streets are blocked. More aggressive enforcement may provide some relief, but will likely not solve the problem until more permanent solutions are enacted. Because these impacts affect the entire community of Hollywoodland, and are not limited to the magnet locations alone, an increase in enforcement and supervision must be implemented to ensure public safety throughout the neighborhood.

The sign shown in Figure 35 at right provides yet another example of how the City appears to acknowledge the traffic problems that exist. This particular sign is located at the intersection of Beachwood and Ledgewood, and is representative of a number of similar signs scattered throughout the neighborhood. The sign implies that the road is closed one mile ahead, and only local traffic is allowed to proceed. Yet the City has never established any formal road closures, which begs the question as to why these signs exist at all. Questions to the City asking for clarification on the purpose of these signs have gone unanswered for many years. It is widely believed that these signs provide evidence the City tacitly acknowledges the traffic and capacity issues in the neighborhood, and these signs were installed with an intent to help limit traffic. Yet they have proven to be completely ineffective, and with no actual closure or supervision, they essentially serve no purpose to combat the tourist and traffic problems.



Figure 35: A "false" road closure sign located at the intersection of Beachwood and Ledgewood

One final note to discuss related to the viewing magnets is the increasing use of shuttles that are being used to deliver more and more people to these sites for a view of the Sign. This issue has been discussed previously in this Report, but it bears mentioning again due to the implications it poses for public safety and evacuations during an emergency, particularly during a wildfire scenario. There are currently many private companies who are using various types of shuttle vans and buses to bring tourists into the neighborhood. Some simply drive through allowing passengers the opportunity to take pictures of the Sign while they are passing through. Others drop off their passengers, and return later to pick them up at a designated location and time. But residents have recently learned that the City has held conversations about introducing public shuttles to bring tourists to these viewing magnets. As has been mentioned previously, the introduction of public shuttles would only exacerbate the problem. In addition, the current streets in the neighborhood are already beyond capacity, and additional shuttles and other magnet “improvements” would only make this problem worse. Shuttles also exceed the current weight limits on these streets, which means that current vans and busses bringing tourists into the neighborhood continue to cause additional deterioration of the existing

infrastructure. In all of these scenarios, if members of the public are left on their own, there has still never been any plan discussed with the Hollywoodland community as to how these people would be kept safe in the event of a wildfire event or other natural disaster. On any given day, the number of tourists who are wandering through the neighborhood simply have no means to take shelter or find safety in the event of a wildfire, and the inevitable panic that would result will make any evacuation for residents even more difficult. The suggestion of introducing these types of services should be openly discussed with residents to hear their concerns about plans like this. Based on the current impacts and unresolved issues that have been outlined throughout this Report, it is critical that the City have a more open dialogue with residents within this community before considering any additional impacts that may be piled upon the ones that already exist.

Many issues that have been discussed previously in this Report also apply to this scenario. However, many of the solutions and recommendations provided with this Report could also help mitigate or avoid these negative impacts and situations. **The guiding focus for all future actions must keep in mind that Hollywoodland was originally designed as a residential community, and was never intended to evolve into the tourist attraction it has become. Ignoring these issues will only compound life safety factors when – not if – a wildfire event occurs.**

APPENDIX D: ABOUT THE AUTHOR

David Shew retired from CAL FIRE in August, 2018, after 32 years of service. He promoted from the ranks of Seasonal Firefighter to Staff Chief, completing his career at the California State Fire Marshal's Office in Sacramento. In addition to responding to numerous fires across the state, he also served as the Fire Marshal for Napa County, applying codes and life safety requirements to all construction approvals. He also served 11 years as the lead Public Information Officer for California's Incident Management Team 3, dealing with media and the public at large emergency events across the State. David taught upper-level management and supervision classes for CAL FIRE, and attended the Executive Fire Officer Program at the National Fire Academy. David completed his career as the Staff Chief for CAL FIRE's Planning and Risk Analysis Division, which included oversight of the Strategic Fire Plan for California. He was instrumental in helping establish new electronic data collection programs across the state for both pre and post fire inspections, established a new Land Use Planning program for the State, oversaw new GIS and mapping technologies to better understand wildfires, and oversaw a large grant allocation program to distribute money for wildfire prevention projects across the state. He led the development and implementation for the Damage Inspection Program in CAL FIRE, known as DINS, which collects data on structures damaged or destroyed by wildfires across California. This program now has almost 60,000 entries, making it the largest database of its kind in the world, and is being used by researchers across the globe to help identify ways to reduce structure ignitions during wildfires. Prior to his fire service career, David received his architectural degree from the University of Cincinnati, and practiced as a licensed architect, designing structures in both Northern and Southern California. This background in design, construction, and land use planning, coupled with over three decades of wildfire experience on the fireground and at the executive management level, have provided him a unique perspective on how to provide solutions to today's extreme wildfire impacts.

Upon his retirement, David established Wildfire DefenseWorks, a consulting firm investigating ways to improve community wildfire resilience with improved data analysis and science-based wildfire research. He works part-time with the National Fire Protection Association to help with the Firewise USA® Program. With the knowledge that embers are now the cause of up to 90% of all structure ignitions during a wildfire, David is focused on reducing the number of structures lost from ember ignitions across the country. He has become involved with numerous efforts to create more effective wildfire protection plans, better land use planning designs, improved risk analysis methodologies, and fire resilient measures that can benefit homeowners, large landowners, and communities as a whole. He has consulted with numerous insurance and reinsurance companies to help them better understand their wildfire risk analysis strategies. He has also given numerous presentations on these subjects to conferences across the country and internationally, and has been a guest lecturer for classes at Stanford, UC Berkeley, MIT, and for the Rand Corporation. David resides with his family in Napa, California.