



Joint meeting of Parking and Transportation Committee and Board of Directors – Agenda

Meeting Date: 10/5/2020
Meeting Time: 7:00pm
Meeting Location: Webinar online zoom meeting
Contact: James.Murez@venicenc.org

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1.

James Murez (Chair)		Nick Antonicello	
Selena Inouye		Jonathan Deer	
Alyson Wilson		Robert Thibodeau	
		Ira Koslow (ex-officio)	

2. 07:00pm – Call to Order and Roll Call
3. Start time + 00:05 -- Approve Agenda as Presented
4. Review, Comment and Adopt Minutes from prior meeting
5. PUBLIC COMMENT – non-agenda items related to Parking and Transportation Committee only
- Old Business: *(carried over from prior meetings)*
6. PTC 2016-2019 Report
 - a. Item for discussion and possible action,
 - b. Public Comment
 - c. Committee Discussion
 - d. Motion:
7. Certified Land Use and/or Community Plans
 - a. Item for discussion and possible action, review
 - Planning Webinars
<https://planning.lacity.org/plans-policies/community-plan-update/westside-events/draft-concepts-westside-plans-webinars>
 - Venice Community Plan video:
https://cdn2.webdamdb.com/md_A5qL0nrtqR12.mp4?1596227077
 - Concept Boards:
https://planning.lacity.org/odocument/e5dff6ba-719d-4583-bd10-31031f7d0a3e/Venice_Land_Use_Draft_Concept_Boards_Summer2020.pdf
 - Historic Timeline:
https://planning.lacity.org/odocument/fb8ab74e-4e83-43f4-b115-90705a43b6aa/Venice_Timeline.pdf
 - Existing Community Plan:
https://planning.lacity.org/odocument/b1cc0423-e344-4dc1-8dfe-3f493eaddf6c/Venice_Community_Plan.pdf
 - b. Public Comment
 - c. Committee Discussion
 - d. Motion: Recommend the VNC send the following statement to LA City Planning in reference to the Venice Draft Community Plan update (VDCP).

The VNC recommends that the following items be amended to the draft Community Plan.

- i. The heritage of our unique beach front community shows that Venice of America was created to be a visitor serving destination, occupied by uses that enhanced the amusement experience while nourishing all classes of local residents.



- ii. Venice's founders laid out the entire city around visitor access to be provided through several modes of transportation, starting with the arrival and departure by railroad. Then, once in the region, local circulation occurred by smaller shuttles and other means of mobility, which included horse drawn buggies, boat rides, bicycles and walking. Several of these original forms of transportation no longer exist. For example, the right-of-ways which were dedicated for railroad use have been converted into substandard automobile streets. Many of the historic boat canals were filled in and now service as oversized streets. These adaptations need to be reconsidered as to how to best serve the current needs, particularly where limited ADA compliant walking access exists.
- iii. All future transportation designs for Venice must address local needs while also serving visitor access.
- iv. Local requirements for parking need to offer solutions that allow preservation of the historic nature of the community to exist. Smaller commercial lots cannot meet the minimum parking requirements mandated by ADA while also meeting the vision of having vibrant resident and visitor serving uses.
- v. The tract map dedications for streets and alleys must accommodate transportation goals while addressing the character, scale and mass of private property development. Increasing the street widths to comply with the 2035 Mobility Transportation must be stopped.
- vi. Transportation related issues for commercial corridors must serve their workforce and customers without creating negative impacts on surrounding residential neighborhoods.
- vii. All forms of visitor serving uses need to address access and transportation requirements.
- viii. Parking and transportation demands must consider access to public beaches and ocean front walk in addition to private property requirements.
- ix. Property intensity and trip traffic generating uses must be factored into a comprehensive analysis that balances transportation capacity, travel time and quality of life indicators for existing and future development.
- x. Thoroughfare uses need to address local needs and discourage commuter cut through traffic on all roadways excluding Lincoln Blvd. (CA #1) and Venice Blvd. east of Lincoln Blvd.
- xi. Bus routes need to serve commercial and residential uses with a frequency and scale that does not restrict access nor oversaturate service based on ridership load or drop-off demands. When ridership demands within the coastal zone drop below 50% of service capacity on north/south bound routes, buses should be detoured to Lincoln Blvd.
- xii. Bus Layover Zones should be restricted to loading and unloading of visitors with a 10 minute maximum layover allowance. Public buses should be restricted from any form of non-operation, including end-of-route layovers or resynchronizing of bus schedules, within the coastal zone.

8. Streetscape, Landscape and Sidewalks

a. Item for discussion and possible action

PTC recommends the VNC sends a letter to the CD11 and City departments reminding them we have a Coastal Commission approved landscaping plan for Venice Blvd, a roadway specified in the Certified Land Use Plan as the "Ceremonial Gateway to Venice Beach". The VNC further asks the City to adhere to this landscaping plan and prior to altering any portion of its design allow the VNC to comment on such proposed alterations. Furthermore, any existing violations to the plan should be cited and/or required to be returned to the plan or brought to the VNC for consideration before such violations are allowed to exist.

b. Public Comment

c. Committee Discussion

d. Motion: Recommend considerations

9. Bus Stop and Layover Locations (carry over)

a. Item for discussion and possible action,

MTA, Big Blue Bus and Culver Green Line consideration for Venice location(s).

b. Public Comment

c. Committee Discussion: give update

d. Motion: Recommend considerations

10. Mobility Station, LADOT 701 (carry over)

a. Item for discussion and possible action: Proposed landscape, hardscape and infrastructure improvements, evaluate needs and solutions to address community issues.

b. Public Comment



c. Committee Discussion

d. Motion: Adopt proposed revisions to approved permit as shown on

drawings

NEW BUSINESS

11. Venice Blvd Median Project (Case: VTT-82288 & CPC-2018-7344-GPAJ-VZCJ-HD-SP-SPP-CDP-MEL-WDI-SPR-PHP)

a. Item for discussion and possible action:

The City is lacking of public parking for beach visitors as well as commercial and residential projects throughout the Venice Coastal Zone, and whereas this location is one of two parcels where the City owns properties large enough to make a sizable deficit to this short coming, and whereas the California Coastal Commission has made it clear to the City by denying two prior Permit Parking Coastal Development Permit Applications that any removal of on-street public parking must be replaced at a 1:1 ratio with off-street parking before they will approve the application request and whereas any development project that does not address the traffic congestion that occurs on Venice Blvd and Pacific Ave during warm weekends and holidays is not addressing a major regional transportation problem. Furthermore, Venice Blvd has an approved and adopted Landscape Plan that is tied to the CCC Certified Land Use Plan whereby it specifies this roadway as the "Ceremonial Gateway to Venice Beach" and as such the proposal to remove mature trees would violate the intent and prior CDP that approved planting native trees at this location. Additionally, the proposed project intends to remove a huge amount of dirt during construction thereby causing a lot of disruptions to local traffic which can't be fully mitigated in this residential neighborhood. And finely, the proposed project is described to incorporate LADOT Lot #701 where the Venice Farmers' Market operates serving the local community with farm fresh produce on a weekly bases and any impacts on Fridays during operation hours will force the market to shut down and cease to exist.

b. Public Comment:

c. Committee Discussion:

d. Motion: The VNC send a letter to LA City Planning, Mayor Garcetti, County Supervisors and California Coastal Commissioners recommending denial of proposed project.

12. Four-way stop sign at 5th and Vernon Avenue (Roberta Tishman)

a. Item for discussion and possible action:

This intersection in the Oakwood Subarea of the Venice Land Use Plan has been a location of many near fatal accidents. At present, the east/west bound traffic is unrestricted while the north/south bound traffic has a stop sign. The line of sight for the north/south automobile operators is severely restricted when cars are parked on Vernon which causes a blind spot. The proposed solution will force the cars in both directions to come to a stop thereby improving the safety of this intersection.

b. Public Comment:

c. Committee Discussion:

d. Motion: VNC to write a letter to LADOT requesting stop signs be installed on Vernon Ave at the corner of 5th Ave.

13. Metro (Selena Inouye)

a. Item for discussion and possible action:

b. Public Comment:

c. Committee Discussion:

d. Motion: The VNC send a letter to the Metro (Los Angeles County Metropolitan Transportation Authority) requesting:

To lower Metro's COVID-19 Max Load limit for 60' busses from 30 to 20 in order to enable safer Social Distancing and increasing frequency of affected routes to make up for the reduced seating capacity. (page 10: <https://metro.legistar.com/View.ashx?M=F&ID=8440603&GUID=9EF26710-8673-4084-9E00-857DF87460E5>),

and

To postpone the adoption of the LRTP (Long Range Transportation Plan) for at least a year. The LRTP in its current form is based entirely on pre-COVID-19 data. It would make more sense to wait until we have a better understanding of how the COVID-19 crisis reshapes working and commuting behavior before adopting a plan for the next 10+ years of transit policy.



14. Telecommuting (Selena Inouye)

- a. **Item for discussion and possible action:**
- b. **Public Comment:**
- c. **Committee Discussion:**
- d. **Motion:** The VNC supports submitting a Community Impact Statement (CIS) regarding telecommuting for Council Files 20-0584 and 20-0498 as follows:

CIS: The VNC supports motions (City Council File: 20-0584 and 20-0498) introduced by Councilmember David Ryu/Koretz and O'Farrell/Martinez to create incentives for employees of businesses and for government officials and employees to work from home.

While remote work is not a panacea for the climate crisis, making the practice more widespread and available in Los Angeles could help to reduce commuter traffic, which would have the benefit of reducing vehicle air pollution and greenhouse gas emissions.

Teleworking is just one of many tools in our toolbox that we must utilize to fight the climate crisis and create sustainable air quality improvements to our region.

By improving air quality, we also create healthier Angelenos. Air pollution is linked to a host of health problems and makes people more vulnerable to COVID-19. A recent UCLA study found that approximately 14,000 premature deaths could be avoided annually if California decreases greenhouse gas emissions to net-zero by 2050. Underserved communities who suffer the most from air pollution would see disproportionately higher level of benefits from cleaner air, the study also found.

The VNC supports the City studying these issues further and exploring its implementation in the City of Los Angeles.

15. Making Slow Streets Permanent (Selena Inouye)

- a. **Item for discussion and possible action:**
- b. **Public Comment:**
- c. **Committee Discussion:**
- d. **Motion:** The VNC supports submitting a Community Impact Statement regarding making Slow Streets permanent for Council File 20-0838 as follows:

CIS: The VNC has multiple concerns about the feasibility of developing a permanent network of Slow Streets, specifically:

1. There should be thorough outreach to stakeholders before this program is implemented and a requirement for Neighborhood Councils to be part of the process
2. There should be clear criteria for how neighborhoods opt-in to the Slow Street program
 - a. The report should address issues regarding liability for sponsoring organizations
 - b. The report should address the current lack of consistency in street selection and establish criteria for what is an appropriate street for a Slow Street
3. There should be a requirement for ongoing follow-up studies and publicly available data on whether these changes actually yield the desired outcomes
4. The report should identify the means of enforcement, whether by LAPD, LADOT, Parking Enforcement or another entity. In addition:
 - a. Will street sweeping be enforced on a Slow Street?
 - b. Will overnight parking restrictions be enforced on a Slow Street?
5. The report should address the problem of cut-through traffic when drivers re-route to avoid Slow Streets
 - a. The report should also address ways to minimize driver confusion with the new signage and street usage



The VNC encourages the City to redouble its efforts to find appropriate green space, i.e. new parks, walk streets, pedestrian plazas, etc. versus taking away needed transportation infrastructure to meet green space needs.

The VNC would like to see these issues be addressed in any feasibility study and see this feasibility study made publicly available.

16. CONRAC LAX (Selena Inouye)

- a. **Item for discussion and possible action:**
- b. **Public Comment:**
- c. **Committee Discussion:**
- d. **Motion:** The VNC supports filing a Community Impact Statement supporting Council File 19-1586 as follows:

Planning ahead for rental EVs at LAX just makes sense. The VNC supports Council File 19-1586's call for a study of the feasibility of reaching up to 80% electric car rentals at LAX by 2024. This could save money and help reduce smog.

17. Motor Vehicle Idling Time (Selena Inouye)

- a. **Item for discussion and possible action:**
- b. **Public Comment:**
- c. **Committee Discussion:**
- d. **Motion:** The VNC supports Councilmember Koretz's motion to limit parked motor vehicle idling time – Council File 19-0604 as follows:

CIS: The VNC, representing more than 40,000 resident stakeholders, supports Councilmember Paul Koretz's motion to ban parked vehicle idling. It is necessary to address the issues of poor air quality in Los Angeles in light of concerns about the climate emergency.

At least 7 states, and many cities, have already implemented a car idling ban. NYC has had one of the strongest all-vehicle parking idling laws for decades. We are in support of adopting the best practices from these other states and cities. There are exemptions for extreme temperatures, the health and the well-being of passengers, safety or emergency vehicles and commercial vehicles. This will not hurt low-income or homeless people, it will not be enforced in any way if the health or wellness of vehicle occupants are at stake, it will not interfere with necessary emergency and safety vehicle functions, and it will not interfere with commercial vehicle functions that require a parked idling engine.

Research has consistently found that it's less polluting and more fuel-efficient to turn off a modern, fuel-injected vehicle than let it idle for more than 10 seconds long. Limiting needless vehicle idling to one minute or less will protect everyone. We need an effective ordinance coupled with a good educational campaign by LADOT. This motion would raise consciousness to turn off parked idling vehicles.

The VNC calls on LA City Council to support Koretz's parked vehicle idling ban and post "Clean Air Zone - No Idling Allowed" signs in sensitive areas.

18. Comments on items not on the agenda for consideration

19. ADJOURN

PUBLIC INPUT AT NEIGHBORHOOD COUNCIL MEETINGS: The public is requested to fill out a "Speaker Card" to address the Neighborhood Committee on any agenda item before the Neighborhood Committee takes action on an item. Comments from the public on agenda items will be heard only when the respective item is being considered. Comments from the public on other matters not appearing on the agenda that are within the Neighborhood Committee jurisdiction will be heard during the General Public Comment period. Please note that under the Brown Act, the Neighborhood Committee is prevented from acting on a matter that you bring to its attention during the General Public Comment period; however, the issue raised by a member of the public may become the subject of a future Neighborhood Committee meeting. Public comment is limited to 1 minute per speaker, unless adjusted by the presiding officer.

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