

OFW MAY 2019 MINUTES

632 – meeting to order. Therese Dietlin (TD), Jason Moore (JM), Casey Parker (CP), Mel Sheer (MS), & Colleen Saro (CS) present. Katherine Conway, Noel Johnston & Peter John Ruiz not in attendance. Quorum met.

632 – TD moved to approve minutes as presented. JM second motion, passed

632 – JM moved to approve agenda as presented. TD second motion, passed

633 – Noel Johnston (NJ) and Peter John Ruiz (PJR) arrived

633 – Item 3 – Brennan Lindmer – announced Herb life Triathlon –

645 – Item 4 – Arturo Gonzales from Wheels, Capt., Morrison and SLO Muther from LAPD & Zach Gaidzik from Supervisor Kuehl's office were in attendance.

David Boren suggested an interactive map for the city to not be within a radius of bike businesses & feels they are due restitution due to the loss of business because of the devices illegally on OFW & Bike Path

Darrell Preston - suggested restriction areas for parking so as not to invade business areas

Javier Cernas – re-iterated the prior 2 PC and mentioned the additional stress due to lack of business

Daryl Barnett – concerned about devices being docked and left and never picked up & saturation issues

Kimre Bendie – agreed with prior PC and concerned about Canal areas

Beth Allyn – agreed with prior PC and commented how the public should not have to be responsible to report violations, as the companies should be responsible

Susan – agreed with prior PC and wants them off of the walk streets – concerned about children being hit and stumbling over devices being left

Nick Antonicello – agreed with prior PC and feels the companies need to be made responsible and fined as opposed to riders

Alan Pick – agreed with prior PC and voiced additional concerns regarding the Canals

Arturo Gonzales took questions and concerns and handed out his card in promising he would return calls and address the concerns personally.

Capt. Morrison addressed concerns as well pertaining to this issue

745 – Item 5 – JM moved to pass, MS 2nd, 4, 0, 1 – motion passed:

MOTION: NO FILM PERMITS IN RELATION TO SCOOTERS ON THE BOARDWALK AND BIKE PATH

WHEREAS, per 63.44, motorized devices, except ADA compliant devices are prohibited on the Bike Path & OFW Boardwalk

WHEREAS, advertising media show devices on the Bike Path, which is against 63.44

WHEREAS, as of Memorial Day 2019, DOT & LAPD are enforcing geo-fencing for no motorized devices on the Venice Bike Path & OFW Boardwalk,

THEREFORE, BE IT RESOLVED, the Venice Neighborhood Council urge the City of LA, CD11, Film LA & County Supervisor 3rd District not allow filming with motorized devices for the exception of ADA on the Bike Path and OFW Boardwalk, for any reason, to help prevent misinformation regarding motorized vehicles being allowed.

748 – Item 5 (TYPO SHOULD BE 6)

JM moved to pass, PJR 2nd – 6, 0, 0 passed – motion passed

MOTION: LIMITATION OF AMOUNT OF MOTORIZED DEVICES WITHIN THE VENICE COMMUNITY:

WHEREAS, motorized devices are saturating the Venice Community,

WHEREAS, the device companies have not voluntarily offered to contain their counts within the Venice Community

WHEREAS, it is estimated that there are between 1200 and 1500 devices within the Venice community alone

THEREFORE BE IT RESOLVED, the Venice Neighborhood Council urge the City of LA, DOT & CD11 agree all device companies are limited to no more than 50 devices within the Venice community, to have a total of no more than 550 devices within the Venice Community.

752 – Item 7 - **MOTION: DEDICATED SCOOTER PATH ALONG VENICE BEACH:**

PJR moved to pass, NJ 2nd, 3,3,0 – motion failed

WHEREAS, the proliferation of motorized electrical scooters have saturated the roadways, streets and sidewalks of Venice, and WHEREAS, these devices have become a pedestrian hazard and are in conflict with the speed and efficiency of a traditional and non-motorized bicycle, and WHEREAS, the current bike path that routes through Venice Beach is not designed for motorized and non-motorized access for safety reasons, and WHEREAS, the drivers of these scooters are in constant non-compliance of safety concerns, lack of helmets, dual-riding and alike, and WHEREAS, these devices

while popular with tourists are a burden to the Venice community and the vendors who provide these scooters do little if any self regulation, THEREFORE BE IT RESOLVED, that the Venice Neighborhood Council urge the City of Los Angeles in cooperation with the County of Los Angeles have a feasibility study to investigate the construction of a scooter only lane that begins at the Venice Pier and ends at the border of Venice and the City of Santa Monica. BE IT FURTHER RESOLVED that a letter be sent to CD11 as well as all members of the LA County Board of Supervisors as well as LA DOT and the California Coastal Commission for their input, and that the cost of construction be in part subsidized in a private/public partnership between the approved scooter vendors and the City and County of Los Angeles.

755 – Item 8 – PJR moved to pass, CP 2nd, 6,0,0 – motion passed
MOTION: SHOW SUPPORT TO CD11 OFFICE IN SUPPORT OF RESTRICTING CHAINS ON THE BOARDWALK.

CD11 Motion:

The Venice community in the City of Los Angeles is experiencing a significant amount of investment and redevelopment due to a strong local economy and robust housing market. This has resulted in economic pressure on commercial properties such as rising rents and the displacement of locally-owned independent retail businesses. Ocean Front Walk, in particular, is experiencing these impacts. Locally-owned independent businesses are a hallmark of a healthy community and help to safeguard the public welfare. Neighborhood-based businesses are important contributors to the identity of Venice and help to sustain the social fabric of the community by providing local services to residents in a walkable environment. Other cities such as San Francisco, CA and Jersey City, NJ have enacted land use planning and zoning rules to preserve the “sense of place” and unique neighborhood character in their communities by supporting small businesses and independent retail uses. These so-called “formula retail ordinances allow a local government to shape the mix of businesses in their city. Some ban all chain stores from certain neighborhoods; some cap the number of retail chain stores allowed within a neighborhood; and others require a case-by-case approval of proposed retail use projects. I THEREFORE MOVE that the Department of City Planning study the impacts of independent retail uses on the social fabric of a community and to report back on the levels of economic, social, and cultural activity such uses support, including the number of jobs per square foot and the diversity of residents. I FURTHER

MOVE that the Department of City Planning, in consultation with the City Attorney, report of the feasibility of using zoning and other land use planning tools to encourage the siting of independent retail uses on Ocean Front Walk in the Venice community.

THEREFOR, BE IT RESOLVED, the Venice Neighborhood Council send a letter to the City of LA, and the Planning Commission in support of CD11. 758 – Item 9 – NJ moved to pass, PJR - 2nd, 6, 0, 0 – motion passed

MOTION RE: REMOVE, REPLACE OR REPAIR THE VENICE LIFEGUARD TOWER.

Whereas, the deteriorating structure at 2300 Ocean, known as The Venice Lifeguard Tower, has been unoccupied and unusable for the past 4 years,

Whereas, Supervisor Keuhl's office has recently been granted 50,000.00 for the Feasibility Study and the community looks forward to answers and action.

THEREFORE BE IT RESOLVED, the Venice Neighborhood Council urge the City of Los Angeles CD11 in cooperation with Beaches & Harbors, and County Supervisor 3rd District LA County to remove the top level of the Lifeguard Tower to resolve this issue.