



Venice Neighborhood Council

PO Box 550, Venice, CA 90294

www.VeniceNC.org



Minutes

Parking, Transportation, and Infrastructure Committee (PTIC) Meeting

Wednesday, March 25, 2026

6:30 pm to 8:00 pm (U.S. and Canada)

Meeting was Virtual

CALL TO ORDER: 6:35 by Selena Inouye, the Virtual Host of the meeting

1. BOARD ROLL CALL AND DECLARATION OF CONFLICTS OF INTEREST:

| | | |
|--------------------------|------------------------|-------------------------|
| Richard Stanger ✓ | Selena Inouye ✓ | Andreas Kemkes ✓ |
| Crystal Lopez ✓ | Colin Warn ✓ | David Wolf ✓ |
| | | |

2. **GENERAL PUBLIC COMMENT** – Two comments, one indicating concern about cars with darkened windows and also with the extend and use of flock cameras.

3. **APPROVAL OF MINUTES: February 25, 2026, Meeting** Approved (6-0-0-0)

4. **CHAIR COMMENTS:** Committee would like to have another member. If interested, contact Richard Stanger at VNC website.

5. OLD BUSINESS:

A. Update on Venice Bikeway Network Project including USC Student Involvement – Information Only (10 minutes)

The survey has been out for three weeks and may be completed until April 8th. The results of the survey will be reviewed at the April 22nd meeting of the committee. As part of the Bikeway Network effort, CD 11 has been working with students at USC to evaluate options to improve the bike lanes on Washington between the beach and Oxford Avenue. They will give a brief review of their work.

The Venice Bikeway Survey now has over 600 responses. Sean Silva introduced the USC graduate student group and their professor that have undertaken an evaluation of the Washington Boulevard “missing link” of the Marvin Braude Coastal Bike Path. Two students, Jilla Nadini and Robert Fiero, gave a brief presentation of their work, which also includes a survey.

Public Comments: One comment was that bicyclists heading south on the Braude Coastal Bike Path at its Washington intersection think the bikeway continues south from there, not east onto Washington Blvd. Better signage is needed.



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B. Update on City Planning's "Al Fresco" Study (20 minutes)

This technical study aims to quantify Al Fresco's impact on access and mobility to and from Venice via parking and other modes of transportation, and to propose mitigation measures to address these impacts. Sean Silva, CD 11's Venice Field Deputy, will provide an update.

Jeff Khau and Sean Silva gave an update on the study. Data collected indicates that 83 businesses in Venice have started al fresco dining using 193 curbside parking spaces. Fifty percent of al fresco dining, however, is done off-street. The study itself will be available in "late spring" for public review. There is a July deadline to establish a permanent program approved. It will allow each al fresco applicant to avoid its own costly permit application. The Venice Coastal Zone is the only(?) neighborhood in L.A. where al fresco businesses need a CDP, so one purpose of the study is "to level the playing field" with the rest of L.A.

A meeting was also held by the study team with the Coastal Commission. Its staff was concerned with the number of parking spaces lost. They also wanted to know how many parking spaces were needed for the people actually using al fresco dining.

Committee Discussion: One question raised was how SB 1740 would affect the study process as it might void the need to obtain a CDP for al fresco dining. No action was taken. Another was why the program as presently set up was in essence the buying of curbside parking spaces in perpetuity instead of renting of the spaces. Should a business fail or al fresco dining not be economically profitable, the parking spaces would still belong to the business.

C. Update on LADOT's Lot 731 Mobility Hub Planning (15 minutes)

LADOT is requesting \$175,000 from the Venice Coastal Parking Impact Trust Fund (VCPITF) to initiate a "Lot 731 Mobility Hub Feasibility Study for the creation of a cohesive and inclusive mobility hub". A letter from LADOT to City Council on the subject is a Supporting Document. A brief evaluation of the feasibility of including a bus center at Lot 731 is also included as a Supporting Document.

Richard Stanger introduced this item, saying it was for information only and was not an indication of the PTIC's position on the Venice Dell project.

Committee Discussion: The comment was made that: a) the use of the VCPITF for studies was not clearly specified in the Venice Land Use Plan; 2) it was a shame to use almost 20% of the VCPITF's balance for such a study when other uses would be more useful; and 3) why was a feasibility study even needed when most elements of a mobility hub were already at the Lot 731 site?



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6. NEW BUSINESS:

A. Motion In Support of AB 647 to Authorize the City Of Los Angeles to Tow and Destroy Unrepaired and Unsafe Recreational Vehicles with an Appraised Value of Less Than \$4,000 (20 minutes)

Purpose:

The purpose of this legislation is to allow the City of Los Angeles to facilitate the removal of unrepaired and unsafe, RVs and OV's from Los Angeles streets.

Background:

- Broken down and unsafe recreational vehicles are parked on many Venice Streets, including Washington Blvd., Venice Blvd., and Main Street. They impair the health, safety and enjoyment of the neighborhoods on and around those streets.
- On February 13, 2025, California passed AB 630 which authorizes Los Angeles and Alameda Counties to tow and destroy recreational vehicles, as defined by Health & Safety Code Section 18010, parked on public streets and areas which are valued at less than \$4,000.
- On June 6, 2025, the Los Angeles City Council passed a resolution supporting AB 630.
- On February 20, 2026, a judge of the Los Angeles Superior Court in *CD 11 Coalition for Civil Rights v. City of Los Angeles* (LASC Case 6STCP00040) issued an order that AB 630 does not apply to public agencies which serve the incorporated cities of Los Angeles and Alameda Counties but only applies public agencies which serve the unincorporated areas of those counties to enforce AB 630.
- On January 26, 2026, the California Assembly passed AB 647 which would authorize public agencies which serve the incorporated cities within Los Angeles and Alameda Counties to tow and dispose of recreational vehicles worth less than \$4,000 after providing due process notice to the owners, lien holders and occupants of those vehicles.
- AB 647 is presently pending before the California Senate.
- The City of Los Angeles, and Venice in particular, need AB 647 to remedy the problem of broken down and unsafe recreational vehicles on city streets.

The relevant legislation and court documents are included in a Supporting Document.

The Parking, Transportation, and Infrastructure Committee therefor asks that:

Motion: The Venice Neighborhood Council requests the City to support the text of AB 647 as passed by the Assembly and to urge the State of California to enact it as law. The president of the Venice Neighborhood Council shall forward this Motion to appropriate officials of the City of Los Angeles.

Richard Stanger made the presentation. The PTIC had approved AB 630 in January, which was then found by the court to apply only to the County of Los Angeles and not to the municipalities within the County. AB647's purpose was simply to extend the application of AB 630 to the municipalities.



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Committee Discussion: Questions were asked about the specifics of the existing law (AB 630) which were answered by either Stanger or Clark Brown.

Motion Made by: Richard Stanger Seconded by: David Wolf

Vote: Yes - 4 , No - 1 , Abstain - 1 , Absent - 0 .

B. Noise Impacts on East Venice from Santa Monica Airport Operations

Over the past year, aircraft operations at the Santa Monica Airport have substantially increased. Almost all of the increase has been caused by flight training takeoffs and landings ("touch-and-goes") by flight schools from Van Nuys Airport – up to 18 per student. To do this the aircraft takes off, circles back to the south over East Venice, and then circles again to touch down - then immediately takes off to repeat the process. The noise impacts on East Venice are substantial. Santa Monica Airport operations appears to be deliberately directing these touch-and-go exercises over East Venice instead of over Sunset Park within the City of Santa Monica. This is at a minimum unfair.

A proposed motion was introduced by Richard Stanger.

The Parking Transportation, and Infrastructure Committee asks the Venice Neighborhood Council to approve this motion: The Venice Neighborhood Council supports a re-assessment of the Santa Monica Airport’s operational impact on the East Venice community. We consider the present training flight pattern, in particular, disproportionately and unfairly affects East Venice while shielding the Santa Monica community to the north from the inherent noise, air pollution, and potential safety aspects of those operations.

Letters with this motion should be sent to Councilmember Traci Park, the Santa Monica City Council, and the Santa Monica Airport Commission.

Brigid McBride from East Venice gave the presentation. There has been a 43% increase of flights departing from Santa Monica Airport year-over-year. Most of them by flight school operations out of Van Nuys and Torrance airports that come to SMA to perform touch-and-go training. The increase in noise, air pollution (prop planes still use leaded aviation fuel) and safety concerns is unfair to residents of East Venice.

Motion Made by: Andreas Kemkes Seconded by: David Wolf

Vote: Yes - 5 , No - 1 , Abstain – 0 , Absent - 0 .

ADJOURNMENT: 8:25



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