

DRAFT

To: Councilman Mike Bonin (11th District)

Copies To: Chad Molnar, Krista Kline, David Graham-Caso, Len Nguyen, Eric Bruins, Alek Bartosouf, CD11 Board of Directors, Kenneth S. Alpern, Howard Weisberg, Saeed Ali, Michael Millman

In June and July of 2017, both the West Mar Vista Residents Association and the Mar Vista Community Council (MVCC) sent resolutions to you asking for city funding for a parking demand survey as provided for by AB 744. We were very pleased to hear last year that such a study was included in the 2019 budget for CD11. At our request, a steering group was set up, consisting of Alek Bartosouf and several MVCC members. The steering group met in late 2018 and early 2019. MVCC presented a proposed Statement of Work, we reviewed CD11's version of an SOW presented by Alek, and MVCC indicated changes in the CD11 version needed to align the study with the original intent of MVCC's request.

However, in February 2019 Alek notified us that CD11 now felt that our study would be "duplicative" of the upcoming effort in the Community Plan for Mar Vista update, and therefore our study was being cancelled in order to save money.

As you know, several MVCC members are heavily involved in the Community Plan for Mar Vista update. These individuals did not subsequently find any planned effort in the update that would provide data on parking demand in Mar Vista. At the July Traffic and Infrastructure committee meeting we communicated this to Alek, who then provided us with a series of other reasons why a parking demand study should not be carried out, for example expense. We did not find these reasons conclusive, and requested a meeting with Alek prior to the August 7 T&I committee meeting to work out a plan that would be acceptable to both CD 11 and the MVCC. Unfortunately we have not heard back from Alek.

We understand that many elected officials, the City Planning Department, and organizations such as the Council of Infill Developers and Abundant Housing LA strongly adhere to a "YIMBY" policy of cutting back on parking in order to discourage auto ownership and use. However we want to emphasize that many in the citizenry disagree.

Back in 2010, the MVCC conducted a survey of 280 residents, published in our minutes. In this survey, only six percent agreed that developers should be required to create less parking space to force people to use their cars less and use mass transit instead. Since then, speaking anecdotally, after construction of new, under parked projects, we have seen parking gridlock increase, creating unacceptable (and unnecessary) conditions for residents in various parts of Mar Vista.

We now ask you to put the parking demand study back on track, for two main reasons:

1. To show that you listen to your constituents, who strongly want such a study in order to be reassured that current plans will not lead to unwanted effects.
2. To show that, even if you support the current policy, you are open to a data-driven, evidence-based approach to determining the consequences of the policy regarding parking, even at the risk of finding evidence against the policy that you favor.

We would like to hear from you in time for us to take action on this matter at our September 4 Traffic and Infrastructure meeting.

Neighborhood Council Initiative Small Asphalt Repairs (SAR) aka Pothole Blitz Frequently Asked Questions (FAQs)

1. What is the Neighborhood Council Initiative (“Blitz”)?
 - Mayor Garcetti and Bureau of Street Services collaborating to meet the Mayor’s goal of *getting back to basics*

2. How is this program *getting back to basics*?
 - A pothole truck is assigned to work in a different Neighborhood Council (NC) every day.
 - Each Neighborhood Council receives personalized small asphalt repair service for a day

3. How does this program work?
 - The Bureau’s Neighborhood Council Initiative Representative contacts an NC Executive Board via e-mail.
 - The e-mail informs the NC Exec Board of the date the work is going to take place, the format to use when submitting locations for inspection, and the last day to submit locations for inspection.
 - The locations submitted are inspected and repairs are scheduled.

4. Who determines which locations will be addressed?
 - The NC Exec Board forwards its priorities to Street Services NC Initiative Representative.
 - The Bureau’s Representative determines which locations can be completed with the resources and time allocated.
 - The NC is informed which locations will be repaired.

5. What resources are allocated for this program?
 - 1 small asphalt repair (SAR) truck, consisting of 2 workers and asphalt, is dispatched to repair neighborhood selected locations.

6. What type of repairs can be addressed with this program?
 - Small asphalt repairs include:
 - Potholes and pop outs
 - Skin patching of eroded or cracked areas
 - Some sidewalk repairs(holes, missing concrete, loose)
 - Some repairs on concrete streets

7. What happens in case of inclement weather?
 - In case of rain or inclement weather the neighborhood council is informed of cancellation and the work is rescheduled.

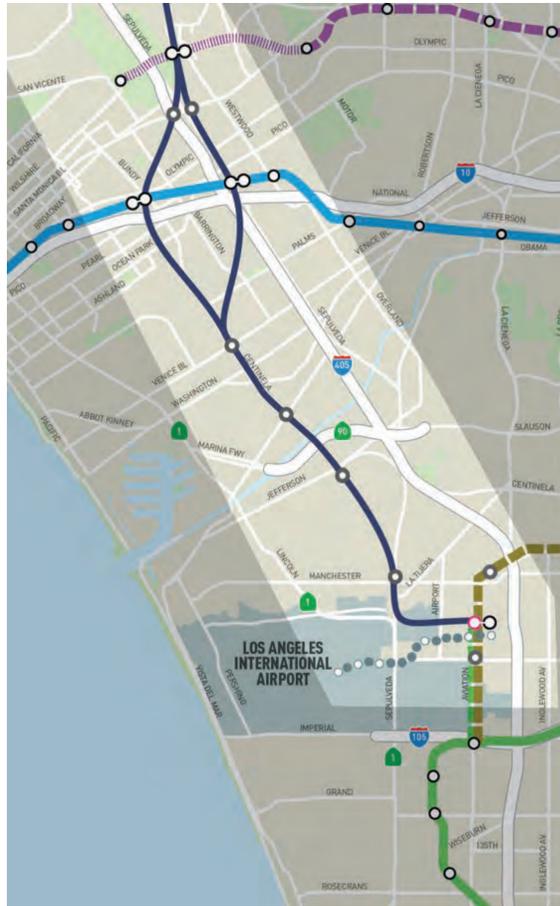
8. Which neighborhood councils are involved?
 - Every NC is invited to participate in the program by submitting locations important to their neighborhood when they receive the notice from the Bureau’s Representative.

Westside-LAX Concepts

HRT or MRT I-405



HRT Centinela



Heavy Rail Transit (HRT)



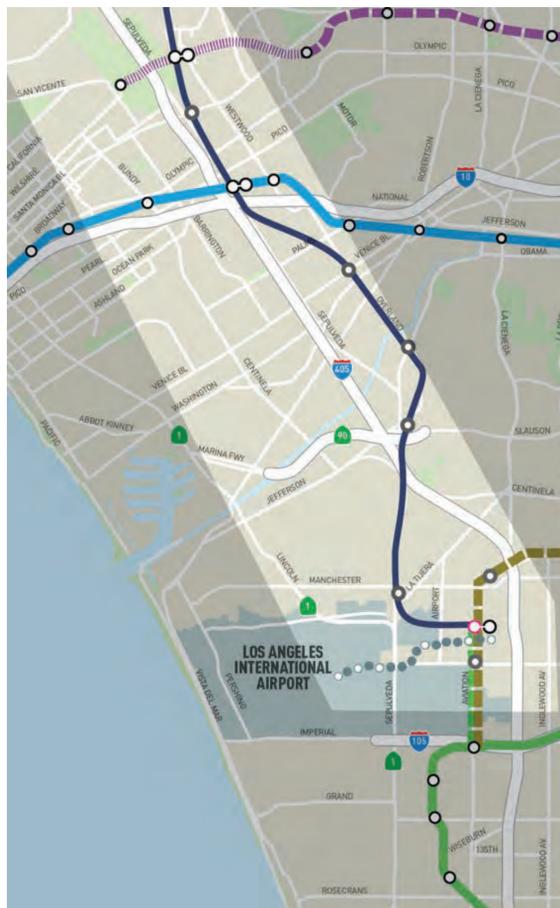
Monorail/Rubber Tire (MRT)



HRT Sepulveda



HRT Overland



Purple Line Extension



Washington Blvd Stormwater Diversion Project

Story

In order to comply with the Los Angeles Regional Water Quality Control Board's Municipal Separate Storm Sewer System Permit and the Marina del Rey Enhanced Watershed Management Program Plan, the City is constructing the Washington Boulevard Stormwater and Urban Runoff Project.

The Project will reduce pollutants from reaching the Marina del Rey Harbor and our beaches by diverting the discharge of stormwater and dry-weather runoff into the sanitary sewer system.

Lane Closure Info

All Lanes Except One Lane West and Two Lanes Going East Will Be Closed

No street parking will be allowed on Washington Blvd from Walnut Ave to Tivoli Ave while construction is in progress.

**Summer 2019
thru December
2020
LANE CLOSURES**

**It's
Coming
this
Summer**

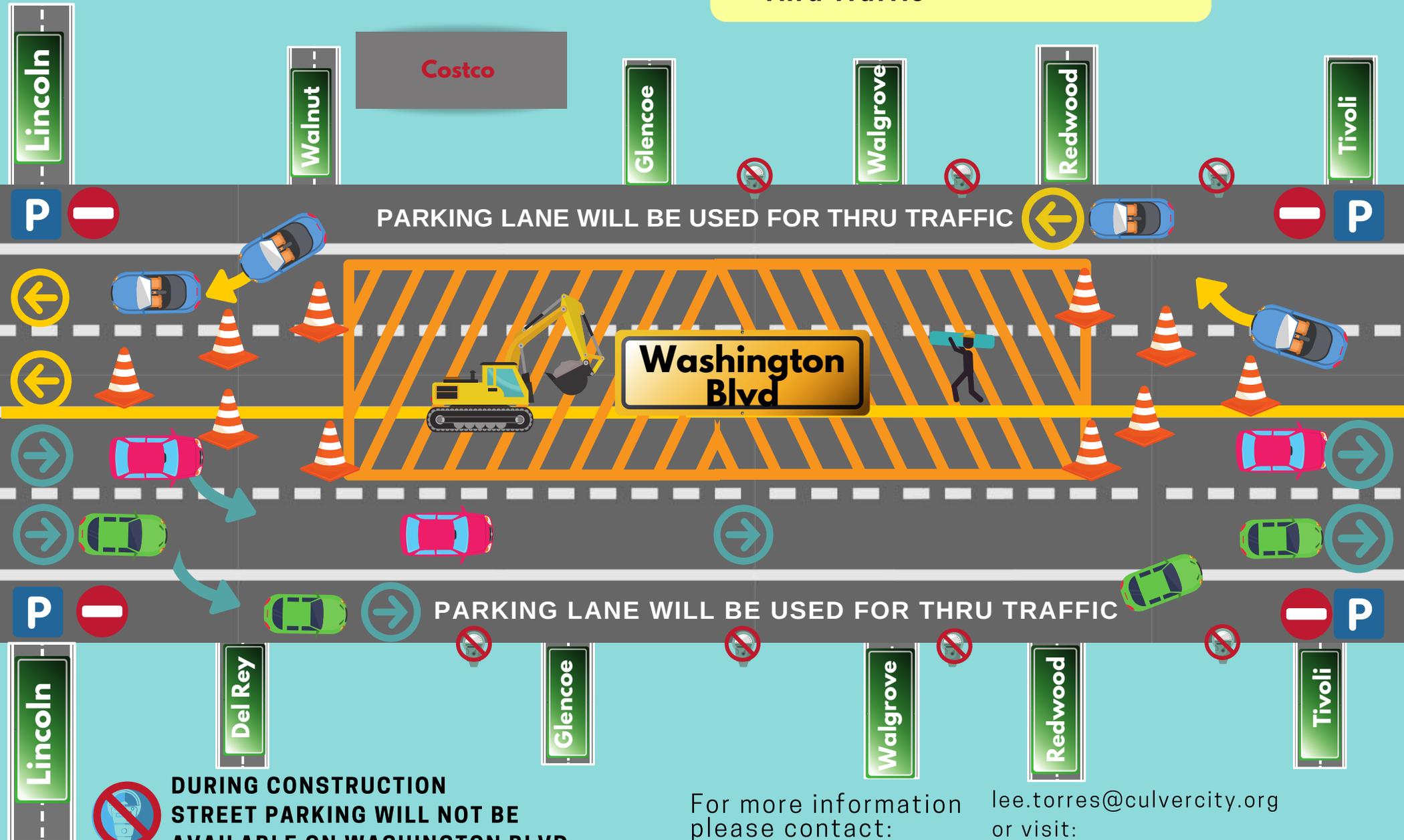
**Washington
Boulevard
Stormwater
Diversion
Project**



WASHINGTON BLVD CONSTRUCTION



- Only One Westbound Lane and Two Eastbound Lanes Open
- Parking Lane Will be Used For Thru Traffic



**DURING CONSTRUCTION
STREET PARKING WILL NOT BE
AVAILABLE ON WASHINGTON BLVD
BETWEEN WALNUT AVE AND TIVOLI AVE**

For more information
please contact:
LEE TORRES

lee.torres@culvercity.org
or visit:
culvercity.org/WashBlStormwater



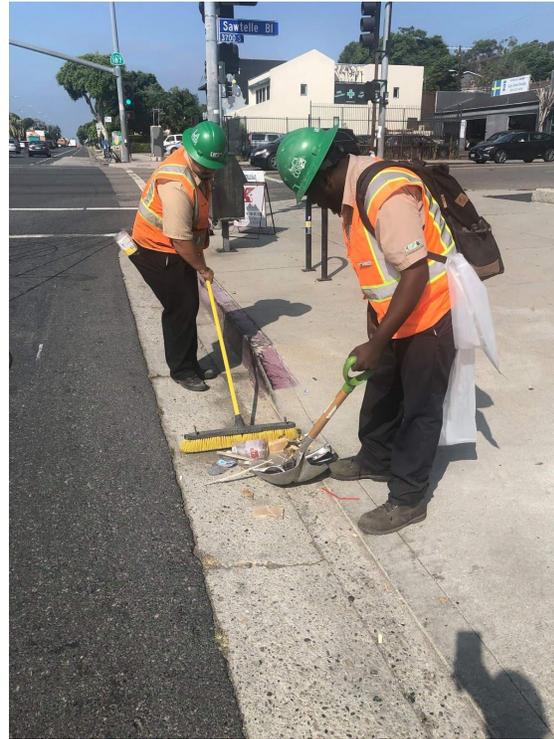
Councilmember Mike Bonin ...

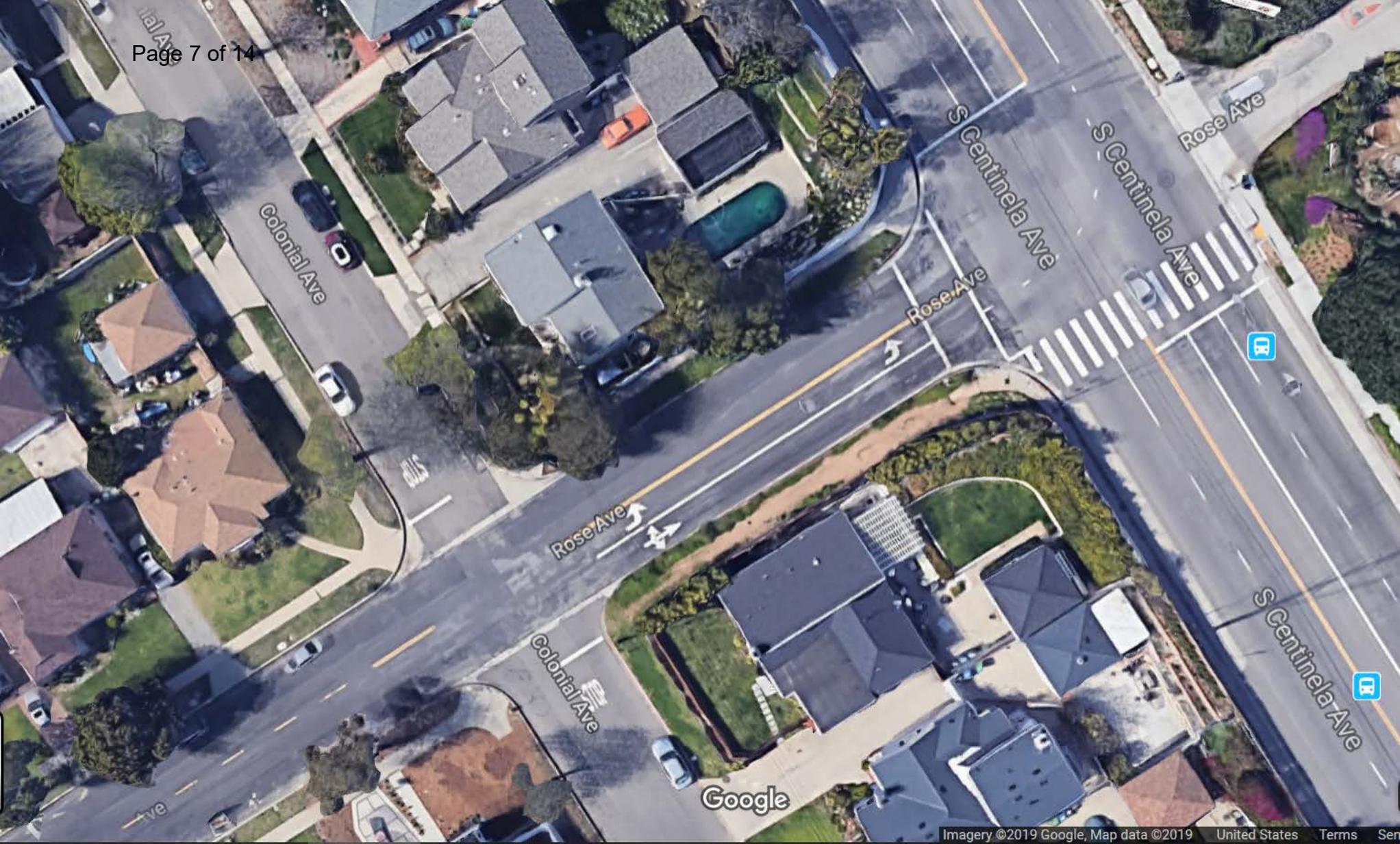
1 hr • 🌐

Our dedicated "Clean and Green Team" got off to a fast start last week, cleaning 29 blocks on Venice Boulevard in Mar Vista and Venice, removing nine bulky items, clearing 21 storm drains and collecting a total of 1,410 pounds of trash and debris.

The five-person team from the **LA Conservation Corps** will focus on high-profile corridors in our neighborhoods, clearing overgrown vegetation, picking up litter, removing graffiti, and removing bulky items from the right of way. The teams will also work with other city departments to make sure service requests are reported through the MyLA311 smartphone app, and that Westside neighborhoods are looking great.

Make sure to say "hi" if you see the team working in your community!





Google

McLaughlin northbound to go onto Palms Blvd can make a right turn on green indication. In order to make a right turn on red indication, they have to yield to pedestrians and upcoming traffic on Palms Blvd, just like they would at any other intersection. In order to shift traffic to No. 1 lane on Palms LADOT would need to Cat-Tracks all traffic in a short distance and they are not going to do that. According to LADOT the last 5 year available reported crashes by LAPD does not show a pattern of crashes associated with this issue. In fact, it does not show a single crash of a vehicle driving eastbound hitting a driver going northbound making a right.

And third, the stakeholder suggested that heading northbound on McLaughlin Avenue at Palms Boulevard drivers are very confused because the right turn lane is over 20' wide. There needs to be a separation point from the lane going straight along McLaughlin Avenue to make a Right turn to Palms Blvd. East Bound.

Mr. Guevera stated that the No. 2 lane is around 19.5 ft. wide because part of the area is to allow for parking on the side of the street. He stated that signs and markings are appropriate as is, and cannot be changed. He did indicate that they will consider widening the middle island indicators to show a clearer separation. **This item will be placed in Old Business for follow-up at the next meeting.**

3. Consideration Requested by Bob Gallion and Holly Tilson

Request for installation of a sidewalk on Rose Ave. between South Centinela Ave. and Colonial Ave.

At this time there doesn't seem to be any regular path through City channels to create an additional sidewalk on Rose Ave. The street in question does have a sidewalk on one side, and the City seems to think that if there is at least a sidewalk on one side, then there is not a priority to justify construction of a sidewalk on the other side as well. Many streets in the City have this situation. Including one street a couple blocks over from Rose, also between Colonial and Centinela. Mr. Guevera discussed the possibility of adding crosswalk markings at the intersection, but that is not feasible if there are no curb ramps cutouts, and if there is not a stop sign to support the crosswalk. And installing a stop sign so close to the intersection of Rose and Centinela seems problematic.

If the stakeholders who made the request want to continue the pursuit of a sidewalk it would probably be best to do so through the advocacy approach of a Neighborhood Council resolution, etc.

4. Consideration Requested by Mariana Lem:

Request for additional weight limit signs on Inglewood Blvd. & Palms, along with enforcement of existing weight limit restrictions on Inglewood Blvd.

LADOT currently posts weight limit signs at entrances onto local or collector streets from major roadways. Currently there are weight limit signs posted at the following intersections.

- Inglewood & Venice Blvd. (going north on Inglewood)
- Inglewood & National (going south on Inglewood)
- Palms & McLaughlin (going west on Palms)
- Palms & Centinela (going east on Palms)-no picture

LADOT does not post additional signs within these configurations, so they will not be adding additional signs. CD11 has asked that LADOT send out an inspector to check the existing signs, and replace them if they are faded or in some way not visible. LADOT will do so.

Additionally, according to Mr. Guevera, SEC.80.36.1 (RESTRICTED USE OF CERTAIN STREETS) of the City Codes, has specific exceptions to enforcement of the weight limit signs. And these exceptions include passenger busses (such as school busses and LADOT LANOW shuttle busses), along with commercial vehicles that are going to or from locations within the neighborhoods serviced by the streets in question. These exceptions seem to make enforcement of the weight limits rather

MOTION

Venice Beach is many things to many people. Simultaneously, it is a residential neighborhood, a small business district, a Parks & Recreation facility, and an internationally known tourist destination that draws millions of visitors from around the world to Los Angeles. Despite its iconic status, the City of Los Angeles has consistently failed to appreciate, maintain and invest in Venice Beach.

Despite attracting millions of visitors, Venice has a chronic parking shortage, and provides significantly less public or visitor parking than other coastal communities. Although the neighborhood is the soundstage for countless movies, television shows, and commercials, Venice Beach's facilities are often dirty and unpleasant, lacking necessities such as sufficient public restrooms. While residents and local businesses suffer significant inconvenience from the large crowds that litter, make noise, and stress law enforcement resources, the City fails to invest sufficient resources to preserve and protect public safety and quality of life. At the same time, the rapidly rising cost of land risks making affordable housing in Venice a relic of a previous decade. Venice deserves better, and Los Angeles can do better.

On September 29, 2014 Governor Brown signed SB 628 (Beall) into law, authorizing the formation of Enhanced Infrastructure Financing Districts (EIFD). Under the authority of this new law, the legislative body of a city or county may establish an EIFD and use tax increment and other sources to finance public capital improvements or other projects of community wide significance, including brownfield restoration, affordable housing and industrial development, public facilities, highways, streets, parking facilities, open space and recreation facilities. This measure provides a unique funding opportunity that the City of Los Angeles should explore as a way to benefit and improve already vibrant communities, such as Venice. Its beautiful beach and diverse mix of activities serve as attractions that promote economic growth in Venice and around the City of Los Angeles. Promoting infrastructure improvements, affordable housing and other eligible projects may further the advancement of this particular community.

I THEREFORE MOVE that the Economic Workforce and Development Department, with assistance from the Bureau of Engineering, the City Administrative Officer and the Chief Legislative Analyst be directed to report within 30 days on the feasibility of creating an Enhanced Infrastructure Financing District (EIFD) as a potential funding source to support infrastructure improvements, affordable housing and other vital economic development initiatives in Venice.

PRESENTED BY:

MIKE BONIN

Councilmember, 11th District

SECONDED BY:

ORIGINAL

How one small city could show way for California housing challenge

By Tal Kopan

La Verne, a small city of 32,000 in east Los Angeles County, doesn't like to be first in launching new policies. And it didn't want to make itself a proving ground for the best new tool California communities have to transform themselves.

But La Verne is about to become a California leader anyway.

That's because this city — for its own reasons — has formed one of California's first EIFDs. The acronym stands for enhanced infrastructure financing district, a new government entity that the Legislature has championed for addressing California's massive housing shortage and infrastructure deficit.

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But EIFDs are unproven, and only a handful of California places have established them. In fact, EIFDs are a much weaker tool than the redevelopment agencies that localities relied upon for major projects before 2012, when redevelopment was eliminated because the agencies grabbed revenues that otherwise would have gone to schools.

EIFDs work similarly — designate a certain area for improvement and then capture the increased tax receipts — but state lawmakers put limits on their ability to take revenues from other taxing entities.

Which is why La Verne's EIFD is being watched statewide, including by advocates of revitalizing the Los Angeles River and of extending BART through downtown San Jose.

Local governments have few other good options for financing infrastructure. California's pension and budget systems keep its cities cash-poor. Most places are wary of big initiatives.

So is La Verne, as City Manager Bob Russi and Community Development Director Eric Scherer explained on my recent visit. "Trailblazing is not the La Verne way," said Russi.

But opportunities have converged in La Verne in a way the city couldn't ignore. As part of Los Angeles County's expansion of its Metro Rail system, La Verne is scheduled to get a new light rail station in 2026 at a site with potential: next to its successful Old Town, near the University of La Verne, and across Arrow Highway from the Fairplex, home to the County Fair and other major events.

So the city combined its Old Town plan with the priorities of the Fairplex and the university to create a new vision for the station area, including 1,700 new residential units, new retail, a business park, and a 150-bed hotel.

But how could a small city fund something so big? A consultant advised that the state's EIFD legislation matched the things—transit, infrastructure, housing—that La Verne wanted to develop. In 2017, La Verne became the first city in the county to establish an EIFD.

The EIFD will finance \$33 million in public infrastructure projects to attract developers for the housing, retail, business park, and hotel. The money for those improvements should be paid back by capturing some of the increase in taxes that results from the new development. The EIFD also could sell bonds, though 55 percent of voters in the district would have to approve.

La Verne's EIFD is modest, but, since most California cities are small, it could become a model if it succeeds.

Will it? The answer is likely to be yes if EIFDs can build partnerships with multiple local governments, taking advantage of the fact that EIFDs can cross jurisdictions. La Verne is now waiting to hear whether Los Angeles County will join its EIFD, which would make the project's financing move more quickly.

While cities resist new housing because it doesn't produce local tax revenue, more powerful EIFDs might change their calculus. If the rest of the state would follow La Verne's lead, California might finally reduce its most intractable obstacle to growth — providing affordable housing for its people.

Joe Mathews writes a column for Zócalo Public Square.

SHANNON D. HOPPE
EXECUTIVE OFFICER



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PATRICE Y. LATTIMORE
DIVISION MANAGER

CLERK.LACITY.ORG

When making inquiries relative to
this matter, please refer to the
Council File No.: [14-1057-S8](#)

OFFICIAL ACTION OF THE LOS ANGELES CITY COUNCIL

July 30, 2019

Council File No.: [14-1057-S8](#)

Council Meeting Date: July 30, 2019

Agenda Item No.: 19

Agenda Description: COMMUNICATIONS FROM THE CITY ATTORNEY and ORDINANCES FIRST CONSIDERATION relative to reinstating and amending Section 85.02 of the Los Angeles Municipal Code (LAMC) to extend the sunset provision for vehicle dwelling on City streets to January 1, 2020.

Council Action: COMMUNICATIONS FROM THE CITY ATTORNEY AND ORDINANCE - ADOPTED FORTHWITH

Council Vote:

ABSENT	BLUMENFIELD	YES	HUIZAR	YES	PRICE
ABSENT	BONIN	YES	KORETZ	YES	RODRIGUEZ
YES	BUSCAINO	YES	KREKORIAN	YES	RYU
YES	CEDILLO	YES	MARTINEZ	YES	SMITH
YES	HARRIS-DAWSON	YES	O'FARRELL	YES	WESSON

HOLLY L. WOLCOTT
CITY CLERK

Pursuant to Charter/Los Angeles Administrative Code Section(s): 250

FILE SENT TO MAYOR:

LAST DAY FOR MAYOR TO ACT:

APPROVED

***DISAPPROVED**

***VETO**

Mayor

07/30/2019

DATE SIGNED

Adopted Report(s)

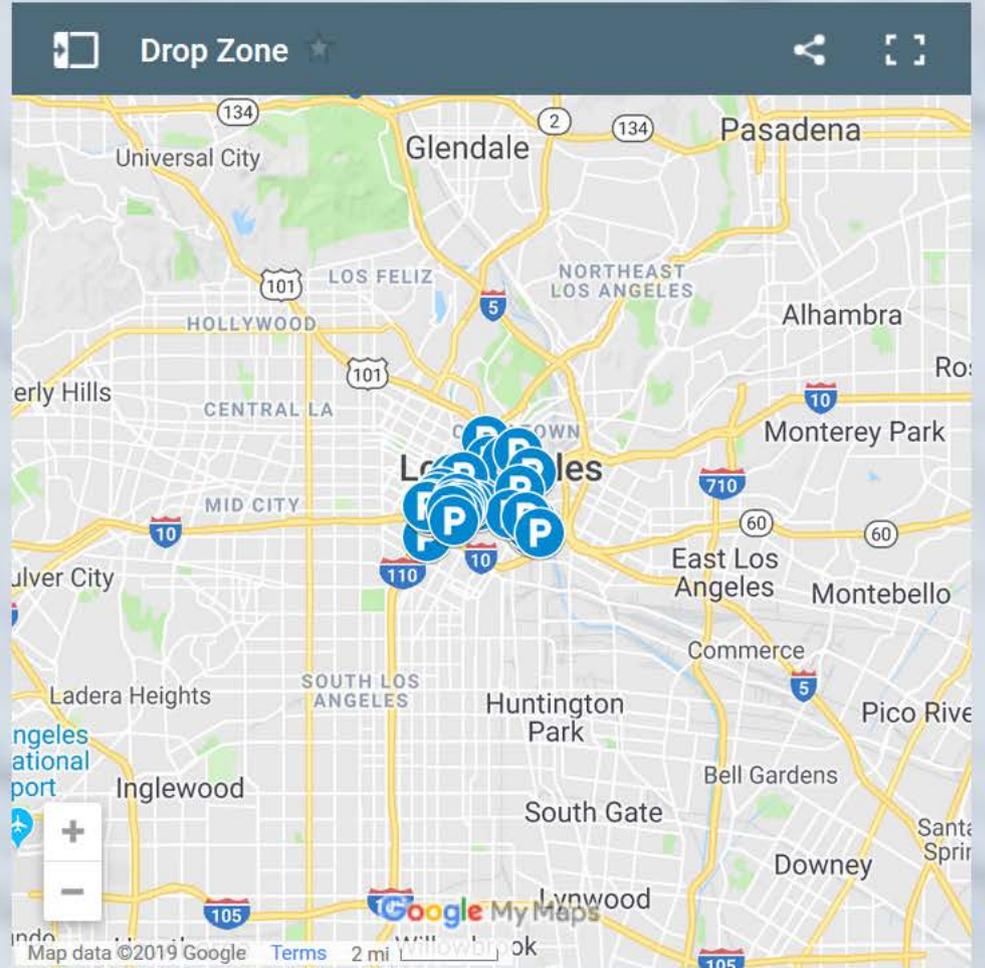
Title

Final Ordinance No. 186236
Report from City Attorney

Date

08/02/2019
07/22/2019

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