

Zone 1: Street Improvements and Development Related Requests

The residents of south Westside Village, Zone 1 of the MVCC, have requested very specific traffic measures in response to the increase in development projects on Overland that are having a direct, negative impact upon their streets and traffic situation.

In particular, the residents of Tabor and Westminster, in the block immediately to the west of Overland, have requested that their streets become a dead end/cul-de-sac at the easterly point of their street where it intersects with what will be the parking access for the two new multi story, mixed use developments that are currently in the planning process. The developer of the projects (Oakmont Development) have agreed to pay for the cost of construction of the dead end infrastructure, including adding small parklets/landscaping behind the dead end signage at the terminus of the street. Further the developer will cooperate in any way to accomplish the request of the community, including providing written support for the proposal.

The residents, at a further meeting involving this development, have requested that this process begin immediately to see if such changes can be accomplished and have asked for a report back to the community on the progress and status of their requests.

Furthermore, it was requested that due to unsafe traffic conditions present on Glendon Avenue between Palms and Charnock, because of the small width of this street, the residents have requested that one side of the street be designated a RED CURB NO PARKING zone for the length of the street between Palms and Charnock. There does not exist enough width on this street for two cars to pass and there have been accidents and parked cars hit and because of its proximity to Palms Jr. High the concern is that a student will be hit on this street.

Additionally the same request has been received from residents of Zone 1 immediately adjacent to Ellenda Avenue between Queensland and Elena Place. The short length of Ellenda Avenue between these two streets are increasingly being used by cut through traffic to get to Kelton to bypass National Boulevard which has become more congested. There is not sufficient width for two cars to pass on this strip of Ellenda Avenue and in fact with cars parked on both sides of the street, there is not sufficient width for larger SUVs to transverse this street AT ALL. Therefore it is requested that the westerly side of Ellenda Avenue between Queensland and Ellenda Place be designated a RED CURB NO PARKING zone.

There is also a camper that has been parked on this stretch of Ellenda Avenue for over 20 years that parking enforcement, despite dozens of complaints over the years, has failed to have removed. That camper has been hit on many occasions and prevents any passage of cars when a car is parked on the opposite side of the street, creating a serious condition should the fire department need to pass. In fact, we have had the fire department called to a resident on Ellenda Avenue in the 3200 block and they were unable to get through at all. Even the ambulances had to back up and proceed around the block by using Midvale Avenue south towards Kingsland, then proceed south on Ellenda Avenue. Obviously we need to avoid such obstacles to obtaining emergency services in this area.

Centinel Ave Street Sweeping

August 6, 2019 from Councilmember Bonin's Facebook page
<https://www.facebook.com/MikeBoninCD11/posts/2618822131469646>



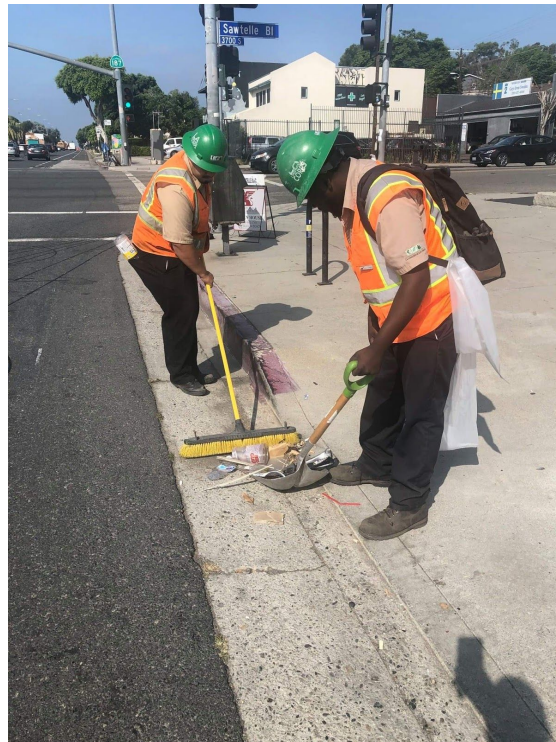
Councilmember Mike Bonin ...

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!



NOTES:

Mary Hruska contacted BSS initially and the result was that Centinela between Palms and National is not on any street sweeping route. They get to it whenever they can.

Brought it up at T&I and a motion was written and agendized for the 6/8/18 meeting. It was tabled until the 8/1/18 meeting where it was approved. It was then approved by the BOD at the 8/30/18 meeting.

No letter has gone out on this yet.

Centinela Ave Street Sweeping

Passed!

Corrected Version (one on
Agenda
is incorrect)

Motions from Transportation & Infrastructure Committee for 8.14.18 BOD AGENDA

See page 61 and 62 of BOD agenda

Policy Motion: Establishment of Street-Sweeping Route and Services for Centinela Blvd. Between Palms Blvd. and National Blvd.

WHEREAS: The Mar Vista Community Council (MVCC) supports maintenance and repairs on all of its major infrastructure assets, including vital thoroughfares such as Centinela Blvd., and

WHEREAS: It has come to the attention of the MVCC that there is no street sweeping route on Centinela Blvd. between Palms Blvd. and National Blvd.,

WHEREAS It is suggest that there are no resources currently allotted towards this essential street maintenance,

THEREFORE, LET IT BE RESOLVED: That the CD11 office will work with L.A. Bureau of Street Services (BSS), and LADOT to implement regular and ongoing street sweeping along Centinela Boulevard between Palms and National Boulevards,

THEREFORE, LET IT ALSO BE RESOLVED: That the CD11 office, the CD5 office, BSS, and LADOT will review the status of street sweeping and other vital maintenance along all major thoroughfares within MVCC's confines.

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.

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



Venice Neighborhood Council

PO Box 550, Venice, CA 90294 / www.VeniceNC.org
Email: info@VeniceNC.org / Phone or Fax: 310.606.2015

MOTION: The Venice Neighborhood Council recommends approval of the project as presented with condition that the rear yard setback be determined from wherever Building and Safety decides the center line to be (10'vs 15' as the result may reduce the square feet of the house)
Recommended by LUPC 6-0-0 on 8/8/19

AG, GF (15, 2, 2)

FAVOR: George Francisco, Hugh Harrison, Melissa Diner, Theresa White, Jaime Paige, Alex Neiman, CJ Cole, Brian Averill, Matt Fisher, Alix Gucovsky, Bruno Hernandez, Sima Kostovetsky, Nisa Kove, Mark Ryavec, Christian Wrede,
OPPOSED: James Murez, Charles Rials,
ABSTAIN: Ira Koslow, John Reed

CJ, Nisa Recusal

11B Removal of Venice Blvd. Arts District Designation from proposed Venice Community Plan (10 minutes)

MOTION: Whereas a major new Venice Blvd “Arts District” initiative involving both Venice and Mar Vista was unveiled at the recent July 10th Venice Community Plan and June 21st Mar Vista Community Plan update workshops at the tail end of the “share” period and had not previously been made available to the respective communities for consideration or comment; and Whereas neither the Venice Neighborhood Council nor the Mar Vista Community Council was included in the proposed new “Arts District” designation, **in violation of the City Charter requirement for Neighborhood Councils to have the opportunity to provide input to City decisions impacting their neighborhoods.**

Therefore, the Venice Neighborhood Council recommends that the “Arts District” designation for Venice Blvd be removed from any draft of the respective Community plans, and that the “Arts District” (be brought to the respective communities via the Neighborhood Council process for proper consideration.

Recommended by LUPC 6-0-0 on 8/8/19

AG, GF (17, 1, 1)

FAVOR: Hugh Harrison, Melissa Diner, Theresa White, James Murez, John Reed, Jaime Paige, Alex Neiman, CJ Cole, Brian Averill, Matt Fisher, Alix Gucovsky, Bruno Hernandez, Sima Kostovetsky, Nisa Kove, Charles Rials, Mark Ryavec, Christian Wrede,
OPPOSED: Ira Koslow
ABSTAIN: George Francisco

11Ci CIS in Opposition to Council File 14-1349-SI re. Enhanced Infrastructure Finance District (20 minutes)

MOTION: Whereas on July 3, 2019, the Los Angeles City Council considered an Enhanced Infrastructure Finance District (EIFD) for the geographic region of Venice
<https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=14-1349-S1>; and



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Whereas the community of Venice as represented by the Venice Neighborhood Council (VNC) is concerned that the decision making body described within the proposed EIFD known as a Public Financing Authority (PFA) will be selected by City Officials and may not represent the constituents of the Venice Community; and

Whereas Venice is a unique Coastal Zone community that falls under the regulations of the California Coastal Act and has special development considerations that are not required in the non-coastal communities of Los Angeles; and

Whereas public outreach on the EIFD policy, which impacts our community, has been inadequate and minimal information on the details, impacts, or implementation has been provided

Therefore the Venice Neighborhood Council recommends that a Community Impact Statement (CIS) in opposition to the EIFD be submitted and that should an EIFD proceed it shall be restricted to not fund projects that will alter the original land use designations of the 1904 Abbott Kinney Company development projects.

Recommended by LUPC 6-0-0 on 8/8/19

11Cii CIS in Opposition to Council File 14-1349-S1 (james.murez@venicenc.org)

MOTION: Whereas the City of Los Angeles is considering an ENHANCED INFRASTRUCTURE FINANCE DISTRICT ("EIFD") for the geographic region of Venice

http://clkrep.lacity.org/onlinedocs/2014/14-1349-S1_misc_02-09-2017.pdf); and

Whereas the community of Venice as represented by the Venice Neighborhood Council is concerned that the decision making body described within the proposed EIFD known as "Public Financing Authority" will be a majority of City Council Members who do not represent the constituents of the Venice community; and

Whereas Venice is a unique Coastal Zone community that besides the LAMC falls under the regulations of the California Coastal Commission (CCC), and has special development considerations that are not required in any other community of Los Angeles City; and

Whereas Venice has a CCC Certified Land Use Plan that described community character, scale and mass and how it relates to the historic nature and preservation of its prior geographic designation as a City in California, "Venice of America"; and

Whereas in 1925 the City of Venice of America was incorporated into the City of Los Angeles along with the requirement for the City of Los Angeles to maintain all Venice of America holdings which includes all public right-of-ways, public streets, alleys, parking lots, walk streets, waterways, park lands and other open spaces including the beaches; and

Whereas the streets of Venice have not been maintained and does not comply in many cases to current City of Los Angeles standards nor to State or Federal public access standard, railroad tracks in our streets that were abandoned in the 1950's still remain, the street surfaces are cluttered with temporary pothole patches, sidewalks that do not provide ADA compliance, landscaping along our streets is non-existent or dead weeds, street trees go unpruned and in some cases when a tree is killed within the right-of-way the City does not replace them; and

Whereas many properties in Venice were constructed at a time when public transportation was the primary service to the region and a local circulating miniature train and trolley services moved people into and around the community, and many most properties in Venice do not have onsite automobile parking. In the 1970's the City of Los Angeles started requiring all projects to provide parking and properties prior to this new law would be credited or grandfathered with phantom stalls. But the



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demand for parking as more and more people live and visit Venice has caused a tremendous need for additional parking.

Therefore, the VNC recommends the EIFD shall fund only projects that will improve the lack of off street parking, maintenance of public right-of-ways including landscape areas, or beautify open spaces including enhancing public services in the Venice Beach recreation areas. All such funds shall be used only for projects that comply with the current Venice Local Land Use Plan (CCC certified 2001). The VNC shall appoint the two public members to the EIFD. *Recommended by PTC 4/0/0 on 8/5/19*

GF, AG Hear them combined ci cii

GF, JM Substitute MOTION without amendments as is:
(8,6, 4)

FAVOR: George Francisco, Hugh Harrison, Melissa Diner, Theresa White, James Murez, Jaime Paige , Alex Neiman, CJ Cole ,

OPPOSED: Matt Fisher, Alix Gucovsky, Nisa Kove, Charles Rials, Mark Ryavec, Christian Wrede,

ABSTAIN: Ira Koslow, Brian Averill, Bruno Hernandez, Sima Kostovetsky,

JM, JR Amendment: (6, 10, 3) FAILS

FAVOR: Hugh Harrison, Melissa Diner, Theresa White, James Murez, John Reed, CJ Cole ,

OPPOSED: George Francisco, Jaime Paige , Matt Fisher, Alix Gucovsky, Bruno Hernandez, Sima Kostovetsky, Nisa Kove, Charles Rials, Mark Ryavec, Christian Wrede,

ABSTAIN: Ira Koslow, Alex Neiman, Brian Averill,

Substitute MOTION: CIS in Opposition to Council File 14-1349-SI re. Enhanced Infrastructure Finance District

The VNC shall file a Community Impact Statement (CIS) in opposition to CF 14-1349 SI including the following statements and recommendations:

1. That the Public Financing Authority (PFA) which will control the Enhanced Infrastructure Finance District (EIFD) be ~~strictly~~ composed of a majority of residents ~~constituents and stakeholders~~ **appt by the Venice Neighborhood Council** ~~the Venice Community including 2 members appointed by the VNC.~~
2. That all requirements of the California Coastal Act be complied with in any actions taken by the EIFD.
3. That full and forthright public outreach be performed on all proposed policies of the EIFD, its practices and impacts prior to its creation.
4. That the EIFD shall fund only projects that will improve the lack of off street parking, maintenance of public right-of-ways (including landscape areas) and beautify open spaces including enhancing public services in the Venice Beach recreation areas.
5. That all EIFD funds shall be used only for projects that comply with the current Venice Local Land Use Plan (CCC certified 2001).

Recommended by PTC 4/0/0 on 8/5/19

Recommended by LUPC 6-0-0 on 8/8/19



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<https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=14-1349-S1>

http://clkrep.lacity.org/onlinedocs/2014/14-1349-S1_misc_02-09-2017.pdf);

Table motion IR, CW 4, 15, 0 FAILS

FAVOR: Ira Koslow, Matt Fisher, Nisa Kove, Charles Rials,

OPPOSED: George Francisco, Hugh Harrison, Melissa Diner, Theresa White, James Murez, John Reed, Jaime Paige , Alex Neiman, CJ Cole , Brian Averill, Alix Gucovsky, Bruno Hernandez, Sima Kostovetsky, Mark Ryavec, Christian Wrede,

ABSTAIN:

12. Old Business (8:45 PM - 0 minutes)

[Discussion and possible action]

13. New Business (8:45 PM – 145 minutes)

[Discussion and possible action]

John Reed leaves

13A Rose Avenue Beach Cleanup (5 minutes) (SimaK@VeniceNC.org)

MOTION: The Venice Neighborhood Council supports promoting The Rose Ave. Beach Clean Up without any financial expenditures on the part of the VNC. It will be organized by local Rose Ave. businesses and residents and is scheduled for Saturday, Sept 21st.

SK, MD

Unanimous (16, 0, 1)

FAVOR: George Francisco, Hugh Harrison, Melissa Diner, Theresa White, James Murez, Alex Neiman, CJ Cole , Brian Averill, Matt Fisher, Alix Gucovsky, Bruno Hernandez, Sima Kostovetsky, Nisa Kove, Charles Rials, Mark Ryavec, Christian Wrede,

OPPOSED:

ABSTAIN: Ira Koslow

Jaime Paige Recusal

13B Commercial Corridor and Spot Zoning Realignment (25 minutes) (ira.koslow@veniceenc.org)

MOTION: Whereas commercial corridors in Venice have over many decades been subject to spot zoning and/or otherwise have been inadvertently rezoned without outreach to the property owners or neighboring residents; and

Whereas the Venice Land Use Plan Policy I. B. 2. states: The design of mixed use development is intended to help mitigate the impact of the traffic generated by the development on coastal access

HOLLY L. WOLCOTT
CITY CLERK

City of Los Angeles
CALIFORNIA

OFFICE OF THE
CITY CLERK

SHANNON D. HOPPE
EXECUTIVE OFFICER



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ERIC GARCETTI
MAYOR

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**

07/30/2019

Mayor

DATE SIGNED

Adopted Report(s)

Title

Final Ordinance No. 186236

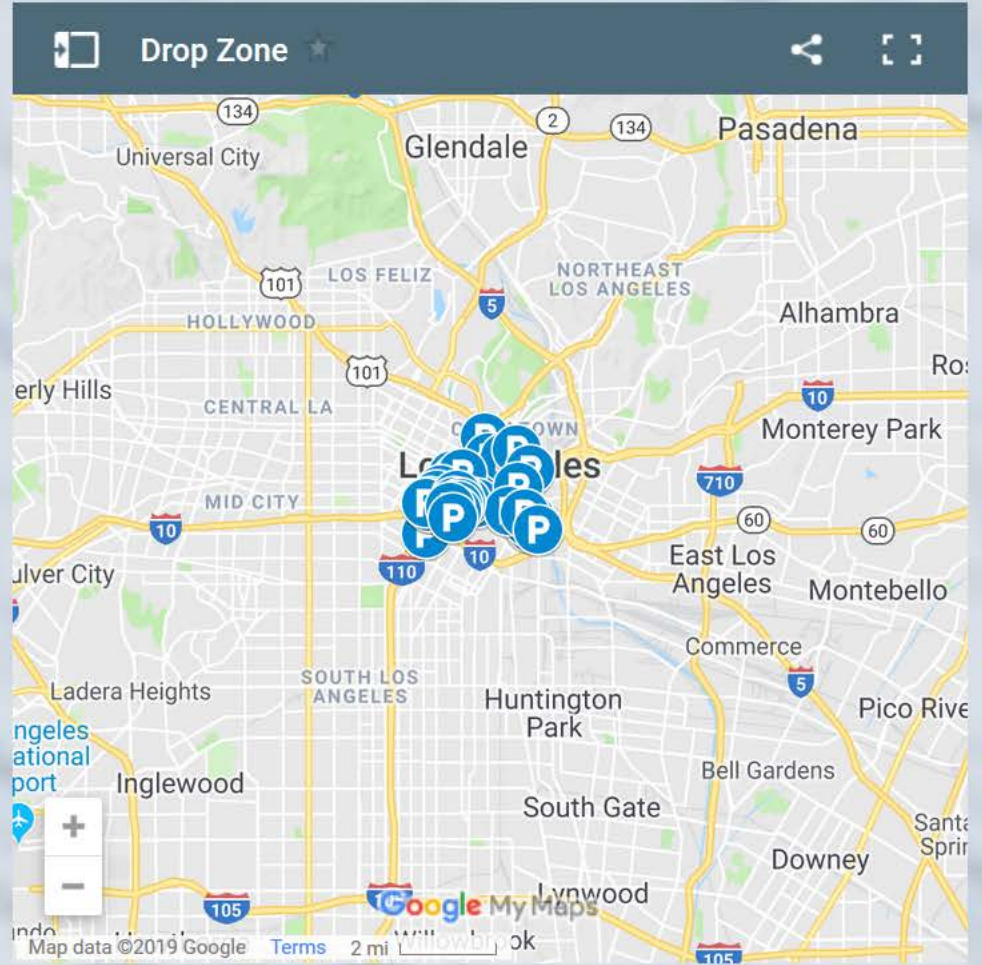
Report from City Attorney

Date

08/02/2019

07/22/2019

PARK YOUR SCOOTERS & E-BIKES IN MARKED PARKING ZONES





SEE A SCOOTER OR E-BIKE IMPROPERLY PARKED?

Just scan the
code to the left!

Submit a Service Request Through

MyLA311 App or Website





The second additional test removed a highway network link representing the portion of Washington Boulevard just east of Lincoln Boulevard. As shown on Figure 12, traffic shifts from the “deleted” facility to adjacent parallel facilities and traffic along the overall screenline generally decreases. Additionally, the parallel facilities on either side of Washington Boulevard experience the largest increase in traffic volume, whereas parallel facilities further away experience very little change.

Figure 12 – Dynamic Validation Test – Delete a Link

