

Los Angeles City Council, Journal/Council Proceeding

Wednesday, October 6, 2021

JOHN FERRARO COUNCIL CHAMBER ROOM 340, CITY HALL 200 NORTH SPRING STREET, LOS ANGELES, CA 90012 - 10:00 AM

(For further details see Official Council Files)

(For communications referred by the President see Referral Memorandum)

Roll Call

Members Present: Blumenfield, Bonin, Buscaino, de León, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Ridley-Thomas (12); **Absent:** Cedillo, Harris-Dawson, Rodriguez (3)

Approval of the Minutes

Commendatory Resolutions, Introductions and Presentations

Multiple Agenda Item Comment

Public Testimony of Non-agenda Items Within Jurisdiction of Council

Items for which Public Hearings Have Been Held

(1) 20-0380-S1

PLANNING AND LAND USE MANAGEMENT COMMITTEE REPORT relative to a request for a Corrected Ordinance to make technical corrections to the Local Emergency Ordinance, which amends the City's temporary regulations during a declared Local Emergency to provide specific Zoning Code relief.

Recommendations for Council action, as initiated by Motion (Blumenfield – Harris-Dawson):

1. REQUEST the City Attorney, in consultation with the Department of City Planning (DCP), to prepare and present a corrected Ordinance for Council file No. 20-0380-S1 (Case No. CPC-2020-4926-CA) to address a typographical error in Ordinance No. 187096 that internally references the wrong set of eligibility criteria in the text relative to the relief related to Time Limit Extensions for Conditional Use Permits, to internally reference the set of eligibility criteria in Section 16.02.1 C.3 (not Section 16.02.1 D.3, which is a separate set of eligibility criteria

related to Automobile Parking Relief); and, ensure that the internal Section references are consistent throughout the Local Emergency Ordinance.

2. REQUEST the City Attorney, in consultation with the DCP, to incorporate the following additional technical corrections into the corrected Local Emergency Ordinance:
 - a. Clarify that a separate application and fee is only applicable to Extensions of Time Limitations.
 - b. Clarify that any entitlements receiving a Time Extension are in-sync and consistent with one another.
 - c. Provide authority for the Los Angeles Department of Building and Safety to issue temporary permits for the outdoor dining provisions.
 - d. Clarify that any new Floor Area allowable for a Change of Use receiving parking relief does not require any new automobile parking, and new outdoor space is allowed.

Fiscal Impact Statement: Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted.

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, de León, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Ridley-Thomas (12); Nays: (0); Absent: Cedillo, Harris-Dawson, Rodriguez (3)

(2) **21-0878**

ORDINANCE SECOND CONSIDERATION relative to adding Article 10 to Chapter XX of the Los Angeles Municipal Code to require proof of full vaccination with a COVID-19 vaccine to enter certain indoor public locations, large events, and City buildings.

URGENCY CLAUSE – 12 VOTES REQUIRED ON SECOND READING

Council may recess into closed session pursuant to Government Code section 54956.9(d)(2), (e)(3) (one potential case)

Adopted Item as Amended by Motion (Koretz – Martinez) Forthwith

Ayes: Blumenfield, Bonin, Cedillo, de León, Koretz, Krekorian, Martinez, O'Farrell, Price, Raman, Ridley-Thomas (11); Nays: Buscaino, Lee (2); Absent: Harris-Dawson, Rodriguez (2)

(3) **21-0920
CD 7**

CATEGORICAL EXEMPTION, TRANSPORTATION COMMITTEE REPORT and RESOLUTION relative to the establishment of Preferential Parking District (PPD) No. 317 in the North Hills East area.

Recommendations for Council action:

1. FIND that:
 - a. The adjacent nursing and rehabilitation facility and nearby auto mechanic shops are having an adverse impact on the availability of on-street parking on the adjacent residential blocks from which the residents deserve immediate relief.
 - b. The establishment of PPD No. 317, pursuant to Los Angeles Municipal Code (LAMC) Section 80.58.d, is exempt from the California Environmental Quality Act (CEQA) as a Class 1 Categorical Exemption, under Article III.1.a.3 of the 2002 Los Angeles City CEQA Guidelines.
2. PRESENT and ADOPT the accompanying RESOLUTION establishing the boundaries of PPD No. 317, pursuant to the City Council's November 6, 2018, "Rules and Procedures for Preferential Parking Districts," to include all blocks within the residential area bounded by the blocks indicated below:
 - a. Both sides of Lassen Street between Orion Avenue and Columbus Avenue
 - b. Columbus Avenue between Plummer Street and the cul de sac north of Plummer Street
 - c. Both sides of Plummer Street between Columbus Avenue and Orion Avenue
 - d. Both sides of Orion Avenue between Plummer Street and Superior Street

- e. Superior Street between Orion Avenue and the dead end west of Orion Avenue
 - f. Both sides of Orion Avenue between Superior Street and Lassen Street
3. AUTHORIZE the following parking restrictions for use on the residential portions of all blocks in PPD No. 317:
- a. NO PARKING 6 PM TO 8 AM, 2 HOUR PARKING 8 AM TO 6 PM; VEHICLES WITH DISTRICT NO. 317 PERMITS EXEMPT
 - b. NO PARKING 8 AM TO 6 PM; VEHICLES WITH DISTRICT NO. 317 PERMITS EXEMPT
 - c. 2 HOUR PARKING 8 AM TO 6 PM; VEHICLES WITH DISTRICT NO. 317 PERMITS EXEMPT
 - d. NO PARKING 6 PM TO 8 AM; VEHICLES WITH DISTRICT NO. 317 PERMITS EXEMPT
4. INSTRUCT the Los Angeles Department of Transportation (LADOT) to initiate the necessary procedures for the preparation and sale of parking permits to residents within PPD No. 317, as specified in LAMC Section 80.58.
5. DIRECT the LADOT to:
- a. Post or remove the authorized parking restrictions on the residential portions of all blocks within the block segments enumerated in Recommendation No. 3, except for areas where parking is currently prohibited in the interest of traffic flow or public safety.
 - b. Post or remove the authorized parking restrictions upon receipt and validation of petitions containing signatures from at least 75 percent of the dwelling units, covering more than 50 percent of the developed frontage on a street segment requesting installation or removal of the parking restrictions set forth in Recommendation No. 4, without further action by the City Council.

Fiscal Impact Statement: The Board of Transportation Commissioners reports that revenue from the sale of permits will cover the cost of implementing, administering, and enforcing PPD No. 317. Violations of the

posted parking restrictions may result in citation fines deposited into the General Fund.

Community Impact Statement: None submitted.

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, de León, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Ridley-Thomas (12); Nays: (0); Absent: Cedillo, Harris-Dawson, Rodriguez (3)

(4) **12-1731
CD 11**

CATEGORICAL EXEMPTION, TRANSPORTATION COMMITTEE REPORT, AND RESOLUTION relative to the expansion of Overnight Parking District (OPD) No. 546 in the Del Rey Area.

Recommendations for Council action:

1. FIND that:
 - a. The Los Angeles Police Department (LAPD) should have the primary responsibility for the enforcement of the authorized overnight parking restriction in OPD No. 546, with support from the Los Angeles Department of Transportation (LADOT) Parking Enforcement, since the reported problems involve criminal activity.
 - b. The expansion of this OPD is exempt from the California Environmental Quality Act (CEQA) as a Class I Categorical Exemption, under Article III.1.a.3 of the 2002 Los Angeles City CEQA Guidelines.
2. ADOPT the accompanying RESOLUTION expanding OPD No. 546, pursuant to Section 80.54 of the Los Angeles Municipal Code (LAMC) to include all blocks within the following street segments:
 - a. Braddock Drive between Centinela Avenue and Inglewood Boulevard
 - b. Inglewood Boulevard between Braddock Drive and Bray Street
 - c. Culver Drive between Inglewood Boulevard and Mesmer Avenue

- d. Mesmer Avenue between Culver Drive and Bray Street
 - e. Bray Street between Mesmer Avenue and Inglewood Boulevard
 - f. Weir Street between Mesmer Avenue and Inglewood Boulevard
 - g. McDonald Street between Mesmer Avenue and Inglewood Boulevard
 - h. Inglewood Boulevard between Bray Street and Culver Drive
 - i. Culver Drive between Inglewood Boulevard and Centinela Avenue
 - j. Havelock Avenue between Inglewood Boulevard and Centinela Avenue
 - k. Allin Street between Inglewood Boulevard and Centinela Avenue
 - l. Marshall Street between Inglewood Boulevard and Centinela Avenue
 - m. Lindblade Drive between Braddock Drive and Culver Drive
 - n. Marshall Drive between Braddock Drive and Culver Drive
3. AUTHORIZE the posting or removal of "NO PARKING 2 AM TO 6 AM; DISTRICT NO. 546 PERMITS EXEMPT" parking restriction on all residential street segments within OPD No. 546, except for areas where parking is prohibited at all times in the interest of traffic flow or public safety.
 4. INSTRUCT the LADOT to initiate the necessary procedures to prepare, issue, and collect payments for overnight parking permits from the residents of OPD No. 546 in accordance with LAMC Section 80.54.
 5. DIRECT the LADOT, upon City Council adoption of the Resolution expanding OPD No. 546, to post or remove the authorized parking restriction upon written instructions from the Council Office.

Fiscal Impact Statement: The LADOT reports that revenue from the sale of permits will cover the cost of implementing, administering, and enforcing OPD No. 546. Additionally, violations of the posted parking restrictions may result in citation fines deposited into the General Fund.

Community Impact Statement: None submitted.

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, de León, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Ridley-Thomas (12); Nays: (0); Absent: Cedillo, Harris-Dawson, Rodriguez (3)

(5) **21-1010**

TRANSPORTATION COMMITTEE REPORT and RESOLUTION relative to authority to apply for and accept funds for the Fiscal Year 2021-22 State of Good Repair (SGR) Program from the California Department of Transportation (Caltrans) for the purchase and installation of electrical infrastructure related to bus electrification at the City-owned bus yard on Commercial Street in Downtown Los Angeles.

Recommendations for Council action, SUBJECT TO THE APPROVAL OF THE MAYOR:

1. AUTHORIZE the General Manager, Los Angeles Department of Transportation (LADOT), or Chief of Transit Programs, to:
 - a. Apply for and accept funds for the SGR Program from Caltrans on behalf of the City.
 - b. Execute any necessary funding and contractual documents, subject to the approval of the City Attorney as to form and legality, for accepting SGR Program funds.
2. APPROVE the accompanying RESOLUTION authorizing the execution of the certifications and assurances for the SGR Program: Electrical Infrastructure for the City-owned bus yard in Downtown Los Angeles.

Fiscal Impact Statement: The LADOT reports that there is no impact to the City's General Fund because the grant does not require a local match but in the event of a shortfall, the Prop A Account 94RA20 designated as Facility Upgrades for Electrification will be used.

Community Impact Statement: None submitted.

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, de León, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Ridley-Thomas (12); Nays: (0); Absent: Cedillo, Harris-Dawson, Rodriguez (3)

(6) **19-0464**

TRANSPORTATION COMMITTEE REPORT and ORDINANCE FIRST CONSIDERATION relative to amending the Los Angeles Municipal Code (LAMC) to ban parking of hitched or unhitched commercial trailers in violation of posted signs, and revising penalties for violations.

Recommendation for Council action, SUBJECT TO THE APPROVAL OF THE MAYOR:

PRESENT and ADOPT the accompanying ORDINANCE dated September 16, 2021 to amend Section 80.69.2 of the LAMC to make it unlawful to park or leave standing a hitched or unhitched commercial trailer upon any street where the Los Angeles Department of Transportation has posted signs providing notice of this restriction; and amending LAMC Section 89.60 to revise the fines and penalties for violations of LAMC Section 80.69.2.

Fiscal Impact Statement: None submitted by the City Attorney. Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, de León, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Ridley-Thomas (12); Nays: (0); Absent: Cedillo, Harris-Dawson, Rodriguez (3)

(7) **21-1024
CD 13**

CATEGORICAL EXEMPTION, TRANSPORTATION COMMITTEE REPORT, and RESOLUTION relative to the temporary closure of certain street segments in Council District 13 by installing traffic barriers to implement Safe Routes To School Project pursuant to Los Angeles Municipal Code Section 80.35(a).

Recommendation for Council action, pursuant to Resolution (O'Farrell – Krekorian):

RESOLVE to:

- a. Authorize, pursuant to Los Angeles Municipal Code (LAMC) Section 80.35(a), the temporary closure of the following street segments by installing traffic barriers that prevent access to vehicular traffic, but allow through pedestrian movement to implement the following Safe Routes To School Project:
Approximately 200 feet of Westmoreland Avenue, between Melrose Avenue and Clinton Street between the hours of 7:00 am. to 8:00 am between the hours of 2:00 p.m. and 3:00p.m. at Dayton Heights Elementary School.
- b. Find that this action classifies as a minor vacation and is categorically exempt under Article 7; Class 5(3), of the City of Los Angeles guidelines for the implementation of the California Environmental Quality Act.
- c. Instruct the Los Angeles Department of Transportation (LADOT) report within 45 days after the end of the pilot period on the performance of the projects as described in the Resolution, attached to the Council File.

Fiscal Impact Statement: Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted.

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, de León, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Ridley-Thomas (12); Nays: (0); Absent: Cedillo, Harris-Dawson, Rodriguez (3)

(8) **19-0885**

TRANSPORTATION COMMITTEE REPORT relative to the status of the Los Angeles Department of Transportation (LADOT) NextGen Bus Speed Engineering Working Group.

Recommendation for Council action:

NOTE and FILE the September 14, 2021 LADOT report relative to the status of the NextGen Bus Speed Engineering Working Group, including the implementation of the first dedicated bus lanes on priority corridors and initiating community engagement on additional corridors.

Fiscal Impact Statement: Not applicable.

Community Impact Statement: None submitted.

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, de León, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Ridley-Thomas (12); Nays: (0); Absent: Cedillo, Harris-Dawson, Rodriguez (3)

(9) **16-0206**
CD 8

CATEGORICAL EXEMPTION, COMMUNICATION FROM THE CITY ENGINEER and RESOLUTION TO VACATE relative to vacating the T-shaped alley westerly of Figueroa Street between Florence Avenue and 73rd Street, VAC-E1401266 (Vacation).

Recommendations for Council action:

1. REAFFIRM the FINDINGS of January 27, 2017, that the Vacation, pursuant to the City of Los Angeles Environmental Guidelines, is exempt from the California Environmental Quality Act of 1970, pursuant to Article III, Class 5(3) of the City of Los Angeles Environmental Guidelines.
2. REAFFIRM the FINDINGS of January 27, 2017, that the Vacation is in substantial conformance with the General Plan pursuant to Section 556 of the Los Angeles City Charter.
3. ADOPT the accompanying RESOLUTION TO VACATE No. 21-1401266 for the Vacation.

Fiscal Impact Statement: None submitted by the City Engineer. Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, de León, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Ridley-Thomas (12); Nays: (0); Absent: Cedillo, Harris-Dawson, Rodriguez (3)

(10) **13-1202**
CD 6

CATEGORICAL EXEMPTION, COMMUNICATION FROM THE CITY ENGINEER and RESOLUTION TO VACATE relative to vacating the alley southerly of Saticoy Street westerly of Van Nuys Boulevard, VAC-E1401213 (Vacation).

Recommendations for Council action:

1. REAFFIRM the FINDINGS of March 16, 2021, that the Vacation, pursuant to the City of Los Angeles Environmental Guidelines, is exempt from the California Environmental Quality Act of 1970, pursuant to Article III, Class 5(3) of the City of Los Angeles Environmental Guidelines.
2. REAFFIRM the FINDINGS of March 16, 2021, that the Vacation is in substantial conformance with the General Plan pursuant to Section 556 of the Los Angeles City Charter.
3. ADOPT the accompanying RESOLUTION TO VACATE No. 21-1401213 for the Vacation.

Fiscal Impact Statement: None submitted by the City Engineer. Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, de León, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Ridley-Thomas (12); Nays: (0); Absent: Cedillo, Harris-Dawson, Rodriguez (3)

(11) **21-0646**
CD 5

CATEGORICAL EXEMPTION and PLANNING AND LAND USE MANAGEMENT COMMITTEE REPORT relative to a Density Bonus Appeal filed for the properties located 1432-1434 South Beverly Drive.

Recommendations for Council action:

1. FIND, based on the whole of the administrative record, that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Section 15332, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.
2. ADOPT the FINDINGS of the Los Angeles City Planning Commission (LACPC), as modified by the PLUM Committee on September 14, 2021, attached to the Council file, as the Findings of Council.
3. RESOLVE TO DENY THE APPEAL filed by Alison Block, on behalf of residents in the building located at 1436-1440 ½ South Beverly Drive, and THEREBY SUSTAIN the determination of the LACPC in approving a Density Bonus, pursuant to Section 12.22 A.25 of the Los Angeles Municipal Code, for a Housing Development with a total of 13 units (with two units – 15 percent of the base density set aside for Very Low Income Households) in lieu of the base density of nine units, along with an On-Menu Incentive to permit a 22 percent increase in Floor Area Ratio from 3:1 to 3:65:1; and, approving Conditions A.3 – Affordable Units, A.5 – Housing, A.6 – Incentives, and A.7 – Waiver; for the demolition of an existing duplex and the construction, use, and maintenance of a new 16,388 square-foot, six-story, 67-foot, 13-unit apartment building reserving two units for Very Low Income Households; the project will include 22 parking spaces between an at-grade and subterranean level; for the properties located 1432-1434 South Beverly Drive, subject to Conditions of Approval as modified by the PLUM Committee on September 14, 2021, attached to the Council file.

Applicant: Ben Kohanteb, Ben and Lili Kohanteb Trust

Representative: Gary Benjamin, Alchemy Planning + Land Use

Case No. CPC-2020-595-DB-CU-1A

Environmental No. ENV-2020-597-CE

Fiscal Impact Statement: The LACPC reports that there is no General Fund impact as administrative costs are recovered through fees.

Community Impact Statement: None submitted.

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, de León, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price, Raman, Ridley-Thomas (12); Nays: (0); Absent: Cedillo, Harris-Dawson, Rodriguez (3)

Items for which Public Hearings Have Not Been Held - (10 Votes Required for Consideration)

(12) **21-0007-S17
CD 13**

COMMUNICATION FROM THE CITY ENGINEER relative to the installation of the name of Ana Gabriel on the Hollywood Walk of Fame.

Recommendation for Council action:

APPROVE the installation of the name of Ana Gabriel at 6623 Hollywood Boulevard.

Fiscal Impact Statement: The City Engineer reports that there is no General Fund impact. All costs are paid by the permittee.

Community Impact Statement: None submitted

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, Cedillo, de León, Harris-Dawson, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price, Raman, Rodriguez (14); Nays: (0); Absent: Ridley-Thomas (1)

(13) **21-0007-S16**

CD 13 COMMUNICATION FROM THE CITY ENGINEER relative to the installation of the name of Byron Allen on the Hollywood Walk of Fame.

Recommendation for Council action:

APPROVE the installation of the name of Byron Allen at 1749 Vine Street.

Fiscal Impact Statement: The City Engineer reports that there is no General Fund impact. All costs are paid by the permittee.

Community Impact Statement: None submitted

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, Cedillo, de León, Harris-Dawson, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Rodriguez (14); Nays: (0); Absent: Ridley-Thomas (1)

(14) **21-0007-S15**
CD 13

COMMUNICATION FROM THE CITY ENGINEER relative to the installation of the name of Alejandro Sanz on the Hollywood Walk of Fame.

Recommendation for Council action:

APPROVE the installation of the name of Alejandro Sanz at 1750 Vine Street.

Fiscal Impact Statement: The City Engineer reports that there is no General Fund impact. All costs are paid by the permittee.

Community Impact Statement: None submitted

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, Cedillo, de León, Harris-Dawson, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Rodriguez (14); Nays: (0); Absent: Ridley-Thomas (1)

(15) **21-0007-S14**
CD 13

COMMUNICATION FROM THE CITY ENGINEER relative to the installation of the name of Peter Roth on the Hollywood Walk of Fame.

Recommendation for Council action:

APPROVE the installation of the name of Peter Roth at 6918 Hollywood Boulevard.

Fiscal Impact Statement: The City Engineer reports that there is no General Fund impact. All costs are paid by the permittee.

Community Impact Statement: None submitted

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, Cedillo, de León, Harris-Dawson, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Rodriguez (14); Nays: (0); Absent: Ridley-Thomas (1)

(16) **21-0007-S13**
CD 13

COMMUNICATION FROM THE CITY ENGINEER relative to the installation of the name of Daniel Craig on the Hollywood Walk of Fame.

Recommendation for Council action:

APPROVE the installation of the name of Daniel Craig at 7007 Hollywood Boulevard.

Fiscal Impact Statement: The City Engineer reports that there is no General Fund impact. All costs are paid by the permittee.

Community Impact Statement: None submitted

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, Cedillo, de León, Harris-Dawson, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Rodriguez (14); Nays: (0); Absent: Ridley-Thomas (1)

(17) **21-1078**
CD 12

MOTION (LEE – KREKORIAN) relative to installing street banners coordinated by the Granada Hills Chamber of Commerce to invite all

Angelenos to the 16th annual Granada Hills Street Faire on Chatsworth Street to be held on Saturday, October 23rd, 2021.

Recommendations for Council action:

1. APPROVE in accordance with Los Angeles Municipal Code (LAMC) Section 62.132, the Street Banner program to recognize and celebrate the 16th Annual Granada Hills Street Faire, to be held October 23rd, 2021, on Chatsworth Street, as a City of Los Angeles event Street Banner Program for the period October 1st through October 23rd, 2021.
2. APPROVE the content of the Street Banner, as attached to the Motion.

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, Cedillo, de León, Harris-Dawson, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Rodriguez (14); Nays: (0); Absent: Ridley-Thomas (1)

(18) **21-1077**
CD 10

MOTION (HARRIS-DAWSON for RIDLEY-THOMAS – PRICE) relative to preparing, executing and administering a contract with the Greater Leimert Park Village & Crenshaw Corridor Business Improvement District, Inc. to administer the Greater Leimert Park Village / Crenshaw Corridor Business Improvement District (BID).

Recommendations for Council action, **~~SUBJECT TO THE APPROVAL OF THE MAYOR.*~~**

1. INSTRUCT the City Clerk to prepare, execute and administer a contract with the Greater Leimert Park Village & Crenshaw Corridor Business Improvement District, Inc. - a California Nonprofit Mutual Benefit Corporation to administer the Greater Leimert Park Village / Crenshaw Corridor BID, subject to the approval of the City Attorney as to form and legality.

2. AUTHORIZE the City Attorney to make any technical corrections or clarifications to the above instructions in order to effectuate the intent of this Motion.

***Journal Correction**

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, Cedillo, de León, Harris-Dawson, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Rodriguez (14); Nays: (0); Absent: Ridley-Thomas (1)

(19) **11-0274-S1
CD 7**

COMMUNICATION FROM THE CITY ENGINEER relative to the final map of Parcel Map L.A. No. 2009-2347 located at 13821-13827 North Eldridge Avenue, easterly of Polk Street.

Recommendation for Council action:

APPROVE the final map of Parcel Map L.A. No. 2009-2347, located at 13821-13827 North Eldridge Avenue, easterly of Polk Street and accompanying Subdivision Improvement Agreement and Contract with security documents.

(Bond No. C-139034)

Owner: 4535 Ben, LLC; Surveyor: Erik Bowers

Fiscal Impact Statement: The City Engineer reports that the subdivider has paid a fee of \$9,064 for the processing of this final parcel map pursuant to Section 19.02(B) (3) of the Los Angeles Municipal Code. No additional City funds are needed.

Community Impact Statement: None submitted.

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, Cedillo, de León, Harris-Dawson, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Rodriguez (14); Nays: (0); Absent: Ridley-Thomas (1)

(20) **21-1075**

CD 5

COMMUNICATION FROM THE CITY ENGINEER relative to the final map of Tract No. 82548 located at 713 North Croft Avenue, northerly of Melrose Place.

Recommendation for Council action:

APPROVE the final map of Tract No. 82548, located at 713 North Croft Avenue, northerly of Melrose Place and accompanying Subdivision Improvement Agreement and Contract with security documents.

(Bond No. C-139055)

Subdivider: CWV-Alfred, LLC; Surveyor: Brandon M. Hahn

Fiscal Impact Statement: The City Engineer reports that the subdivider has paid a fee of \$9,064 for the processing of this final tract map pursuant to Section 19.02(A) (2) of the Los Angeles Municipal Code. No additional City funds are needed.

Community Impact Statement: None submitted.

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, Cedillo, de León, Harris-Dawson, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Rodriguez (14); Nays: (0); Absent: Ridley-Thomas (1)

(21) **21-1063
CD 10**

COMMUNICATION FROM THE CITY ENGINEER relative to the final map of Tract No. 73765 located at 1563-1565 South Hi Point Street, northerly of Pickford Street.

Recommendation for Council action:

APPROVE the final map of Tract No. 73765, located at 1563-1565 South Hi Point Street, northerly of Pickford Street and accompanying Subdivision Improvement Agreement and Contract with security documents.

(Bond No. C-139054)

Owner: High Point Venture, LLC; Surveyor: David C. Queyrel

Fiscal Impact Statement: The City Engineer reports that the subdivider has paid a fee of \$9,064 for the processing of this final tract map pursuant to

Section 19.02(A) (2) of the Los Angeles Municipal Code. No additional City funds are needed.

Community Impact Statement: None submitted.

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, Cedillo, de León, Harris-Dawson, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Rodriguez (14); Nays: (0); Absent: Ridley-Thomas (1)

(22) **21-1051
CD 2**

COMMUNICATION FROM THE CITY ENGINEER relative to the final map of Parcel Map L.A. No. 2016-1235 located at 6214 North Matilija Avenue, northerly of Erwin Street.

Recommendation for Council action:

APPROVE the final map of Parcel Map L.A. No. 2016-1235, located at 6214 North Matilija Avenue, northerly of Erwin Street and accompanying Subdivision Improvement Agreement and Contract with security documents.

(Bond No. C-139023)

Owner: Armine Kuyumjyan; Surveyor: David T. Rosell

Fiscal Impact Statement: The City Engineer reports that the subdivider has paid a fee of \$9,064 for the processing of this final parcel map pursuant to Section 19.02(B)(3) of the Los Angeles Municipal Code. No additional City funds are needed.

Community Impact Statement: None submitted.

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, Cedillo, de León, Harris-Dawson, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Rodriguez (14); Nays: (0); Absent: Ridley-Thomas (1)

(23) **21-1050**

CD 4

COMMUNICATION FROM THE CITY ENGINEER relative to the final map of Parcel Map L.A. No. 2017-4899 located at 5002-5004 North Cahuenga Boulevard, northerly of Addison Street.

Recommendation for Council action:

APPROVE the final map of Parcel Map L.A. No. 2017-4899, located at 5002-5004 North Cahuenga Boulevard, northerly of Addison Street and accompanying Subdivision Improvement Agreement and Contract with security documents.

(Bond No. C-139021)

Owner: MAK Enterprises, LLC; Surveyor: Raymundo Lombera

Fiscal Impact Statement: The City Engineer reports that the subdivider has paid a fee of \$9,064 for the processing of this final parcel map pursuant to Section 19.02(B)(3) of the Los Angeles Municipal Code. No additional City funds are needed.

Community Impact Statement: None submitted.

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, Cedillo, de León, Harris-Dawson, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Rodriguez (14); Nays: (0); Absent: Ridley-Thomas (1)

(24) **21-0005-S147**
CD 2

COMMUNICATION FROM THE LOS ANGELES HOUSING DEPARTMENT (LAHD) and RESOLUTION relative to removing the property at 6613 North Irvine Avenue (Case No. 724433) Assessor I.D. No. 2320-026-013 from the Rent Escrow Account Program (REAP).

Recommendation for Council action:

APPROVE the LAHD report recommendation dated September 23, 2021, attached to the council file and ADOPT the accompanying RESOLUTION removing the property at 6613 North Irvine Avenue (Case No. 724433) Assessor I.D. No. 2320-026-013 from the REAP.

Fiscal Impact Statement: None submitted by LAHD. Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted.

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, Cedillo, de León, Harris-Dawson, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Rodriguez (14); Nays: (0); Absent: Ridley-Thomas (1)

(25) **21-0005-S148**
CD 10

COMMUNICATION FROM THE LOS ANGELES HOUSING DEPARTMENT (LAHD) and RESOLUTION relative to removing the property at 3937 West 27th Street (Case No. 708900) Assessor I.D. No. 5051-003-013 from the Rent Escrow Account Program (REAP).

Recommendation for Council action:

APPROVE the LAHD report recommendation dated September 23, 2021, attached to the Council file and ADOPT the accompanying RESOLUTION removing the property at 3937 West 27th Street (Case No. 708900) Assessor I.D. No. 5051-003-013 from the REAP.

Fiscal Impact Statement: None submitted by LAHD. Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted.

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, Cedillo, de León, Harris-Dawson, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Rodriguez (14); Nays: (0); Absent: Ridley-Thomas (1)

(26) **21-0005-S149**
CD 9

COMMUNICATION FROM THE LOS ANGELES HOUSING DEPARTMENT (LAHD) and RESOLUTION relative to removing the

property at 5422 South Hooper Avenue (Case No. 705992) Assessor I.D. No. 5104-012-003 from the Rent Escrow Account Program (REAP).

Recommendation for Council action:

APPROVE the LAHD report recommendation dated September 23, 2021, attached to the Council file and ADOPT the accompanying RESOLUTION removing the property at 5422 South Hooper Avenue (Case No. 705992) Assessor I.D. No. 5104-012-003 from the REAP.

Fiscal Impact Statement: None submitted by LAHD. Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted.

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, Cedillo, de León, Harris-Dawson, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Rodriguez (14); Nays: (0); Absent: Ridley-Thomas (1)

(27) **21-0005-S150
CD 14**

COMMUNICATION FROM THE LOS ANGELES HOUSING DEPARTMENT (LAHD) and RESOLUTION relative to removing the property at 4016 North York Hill Place (Case No. 708819) Assessor I.D. No. 5473-030-004 from the Rent Escrow Account Program (REAP).

Recommendation for Council action:

APPROVE the LAHD report recommendation dated September 23, 2021, attached to the Council file and ADOPT the accompanying RESOLUTION removing the property at 4016 North York Hill Place (Case No. 708819) Assessor I.D. No. 5473-030-004 from the REAP.

Fiscal Impact Statement: None submitted by LAHD. Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted.

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, Cedillo, de León, Harris-Dawson, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Rodriguez (14); Nays: (0); Absent: Ridley-Thomas (1)

(28) **21-0005-S151
CD 10**

COMMUNICATION FROM THE LOS ANGELES HOUSING DEPARTMENT (LAHD) and RESOLUTION relative to removing the property at 2207 South Bronson Avenue (Case No. 710805) Assessor I.D. No. 5060-005-015 from the Rent Escrow Account Program (REAP).

Recommendation for Council action:

APPROVE the LAHD report recommendation dated September 23, 2021, attached to the Council file and ADOPT the accompanying RESOLUTION removing the property at 2207 South Bronson Avenue (Case No. 710805) Assessor I.D. No. 5060-005-015 from the REAP.

Fiscal Impact Statement: None submitted by LAHD. Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted.

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, Cedillo, de León, Harris-Dawson, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Rodriguez (14); Nays: (0); Absent: Ridley-Thomas (1)

(29) **21-1093**

COMMUNICATION FROM THE MAYOR relative to the re-exemption of one Chief Administrative Analyst (Class Code 1554) position for the City Administrative Officer (CAO) from the Civil Service pursuant to Charter Section 1001(b) to serve as the City's Homelessness Coordinator.

Recommendation for Council action:

AUTHORIZE the re-exemption of one position of Chief Administrative Analyst, Class Code 1554 position for the CAO from the Civil Service pursuant to Charter Section 1001(b).

Fiscal Impact Statement: None submitted by the Mayor. Neither the CAO nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted.

TIME LIMIT FILE - OCTOBER 22, 2021

(LAST DAY FOR COUNCIL ACTION - OCTOBER 22, 2021)

(Personnel, Audits, and Animal Welfare Committee waived consideration of the above matter.)

Adopted Item Forthwith

Ayes: Blumenfield, Bonin, Buscaino, Cedillo, de León, Harris-Dawson, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Rodriguez (14); Nays: (0); Absent: Ridley-Thomas (1)

Items Called Special

Motions for Posting and Referral

Council Members' Requests for Excuse from Attendance at Council Meetings

Adjourning Motions

Council Adjournment

ENDING ROLL CALL

Blumenfield, Bonin, Buscaino, Cedillo, de León, Harris-Dawson, Koretz, Krekorian, Lee, Martinez, O'Farrell, Price , Raman, Rodriguez (14); Absent: Ridley-Thomas (1)

Whereupon the Council did adjourn.

ATTEST: Holly L. Wolcott, CITY CLERK

By

Council Clerk

PRESIDENT OF THE CITY COUNCIL

COMMENDATORY RESOLUTIONS

MOVED BY	SECONDED BY	NAME
De Leon	Raman	Day of Commemoration of the Chinese Massacre of 1871
Cedillo	Rodriguez	Aurora C. Abracia

Council Motions

Introduced in the Council meeting of October 6, 2021

The following Council Motions were introduced during today's City Council meeting. Council file numbers have not been assigned at this time and are currently being processed. To obtain the Council file numbers, please refer to the Council and Committee Referral "Hot Sheet" for the date listed above.

MOTION

On September 26, 2021 at approximately 9:00 p.m., a man was observed at the Downtown Long Beach train station, boarding the northbound train to the Los Angeles area. The suspect transitioned to a bus and got off near Vernon Avenue and San Pedro Street. The suspect approached a sixteen-year-old girl, grabbing her from behind and forcing her to a parking lot where the suspect threatened to kill her and sexually assaulted her. The suspect is described as a 35-year-old black male and is approximately 6'2" tall and 200 pounds. The person or persons responsible for this crime represent an ongoing threat to the safety of the people of Los Angeles; therefore, it is appropriate for the City of Los Angeles to offer a reward for information leading to the identification, apprehension and conviction of the person or persons responsible for the sexual assault of a sixteen-year-old girl.

I THEREFORE MOVE that by adoption of this Motion, the City Council provide an offer of reward for information leading to the identification, apprehension, and conviction of the person or persons responsible for the sexual assault of a sixteen-year-old girl on September 26, 2021, and in support thereof, make the following findings pursuant to Division 19, Chapter 12, Article 1 of the Los Angeles Administrative Code:

1. That the sexual assault of a sixteen-year-old girl was caused by the willful misconduct of one or more persons.
2. That this offer of reward is consistent with and taken for the immediate protection of the public peace, health and safety of local residents, as well as visitors to the City, and is consistent with the need to arrest and convict the person who, because of not being apprehended, could by their actions further terrorize and present a continuing and immediate menace to the rights of persons in the City.
3. That what happened to the victim is an especially disturbing crime and therefore, as a matter of public policy, the City hereby offers a reward as an added inducement for persons to come forward with information leading to the identification, apprehension and conviction of the person or persons responsible for the sexual assault of a sixteen-year-old girl.
4. That the sum of \$50,000 shall be the aggregate maximum sum of any payment or payments of a City reward in this instance.
5. That the offer of reward shall be in effect for six months from the date of the advertisement of the reward by the City Clerk.

I FURTHER MOVE that the City Clerk be directed to cause notices and/or advertisements to be duly published according to the requirements of Division 19, Chapter 12, Article 1 of the Los Angeles Administrative Code, and to thereby cause the offer of reward to become effective.

PRESENTED BY: *Curren D. Price*
CURREN D. PRICE
Councilmember, 9th District

SECONDED BY: *Mark Pedley-Thoma*

[Handwritten signature]

OCT 06 2021

abg

ORIGINAL

MOTION

I MOVE that \$400 be appropriated from the Heritage GCP Account Fund No. 0832 to the General Services Fund 100-40 (Salaries-As Needed), for services in connection with the Mayor's illumination of City Hall in support of our immigrant community here in Los Angeles and across the country.

PRESENTED BY: Kevin De León
KEVIN DE LEÓN
Councilmember, 14th District

SECONDED BY: Attyk Rame

ORIGINAL

OCT 06 2021



TO CITY CLERK FOR PLACEMENT ON NEXT
REGULAR COUNCIL AGENDA TO BE POSTED

#53

RESOLUTION

WHEREAS, §41.18 of the Municipal Code provides that the Council by Resolution may designate specified areas for enforcement against sitting, lying, sleeping, or storing, using, maintaining, or placing personal property, or otherwise obstructing the public right-of-way, in order for a person to be found in violation of any of these prohibited behaviors; and

WHEREAS, the below listed locations are experiencing a need for enforcement against the above listed prohibitions; and

WHEREAS, the Council hereby finds that the public health, safety, or welfare is served by the prohibition, and further finds that sleeping or lodging within the stated proximity to the designated area(s) is unhealthy, unsafe, or incompatible with safe passage; and

WHEREAS, the Office of Council District 7 has submitted / posted to the File relevant documentation, as further detailed in the Code, that the circumstances at these locations pose a particular and ongoing threat to public health or safety:

NOW, THEREFORE, BE IT RESOLVED, pursuant to §41.18 (c) of the Los Angeles Municipal Code that the Council hereby designates the following locations for enforcement against sitting, lying, sleeping, or storing, using, maintaining, or placing personal property, or otherwise obstructing the public right-of-way, up to the maximum distance and effective for the maximum period of time prescribed, and as further detailed in the Code:

1. Herrick Avenue and 118 Freeway – Underpass/School
2. Paxton Avenue and 118 Freeway – Underpass/School
3. Ritchie Valens Park, 10736 Laurel Canyon Blvd – Public Park
4. Paxton Park, 10960 Haddon Ave – Public Park
5. Pacoima Public Health Center at 13300 Van Nuys Boulevard – Health Center
6. Osborne Street and 5 Freeway – Underpass
7. 9800 Laurel Canyon Boulevard – Alleyway
8. Arroyo Street and 210 Freeway – Underpass
9. Sylmar High School, 13050 Borden Avenue – School
10. Sylmar Recreation Center, 13109 Borden Avenue – School
11. Stetson Ranch Park, 15455 Glenoaks Blvd – Public Park
12. Los Angeles City Fire Station 24, 9411 Wentworth Street – Public Facility
13. Sunland Recreation Park, 8651 Foothill Blvd – Public Park
14. Brand Park Memory Garden, 15177 S Brand Blvd – Public Park
15. Sepulveda Boulevard and 118 Freeway – Underpass
16. Chatsworth Street and 405 Freeway – Underpass
17. Plummer Street and 405 Freeway – Underpass
18. 15240 Tupper Street – Public Park

OCT 06 2021



BE IT FURTHER RESOLVED that the City Department(s) with jurisdiction over the identified locations are hereby directed and authorized to post appropriate notices of the above prohibitions at these locations, and to begin enforcement upon the expiration of any required posting period.

PRESENTED BY: Monica Rodriguez
MONICA RODRIGUEZ
Councilmember, 7th District

SECONDED BY: B. B. Thompson

ORIGINAL

Motion

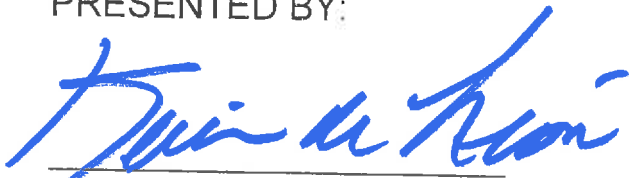
The Arroyo Seco (ASNC), a certified neighborhood council, is coordinating a street banner program. Street banners will be used as an outreach tool to encourage residents, businesses, employees, and other stakeholders in the area to become involved in the community and with the civic activities of the ASNC.

I THEREFORE MOVE that the City Council, in accordance with Los Angeles Municipal Code (LAMC) Section 62.132, approve the Street Banner program identifying the Arroyo Seco Neighborhood Council activities, as a City of Los Angeles Non-Event Street Banner Program.

I FURTHER MOVE that the Council approve the content of the Street Banner, as attached.

PRESENTED BY:

SECONDED BY:



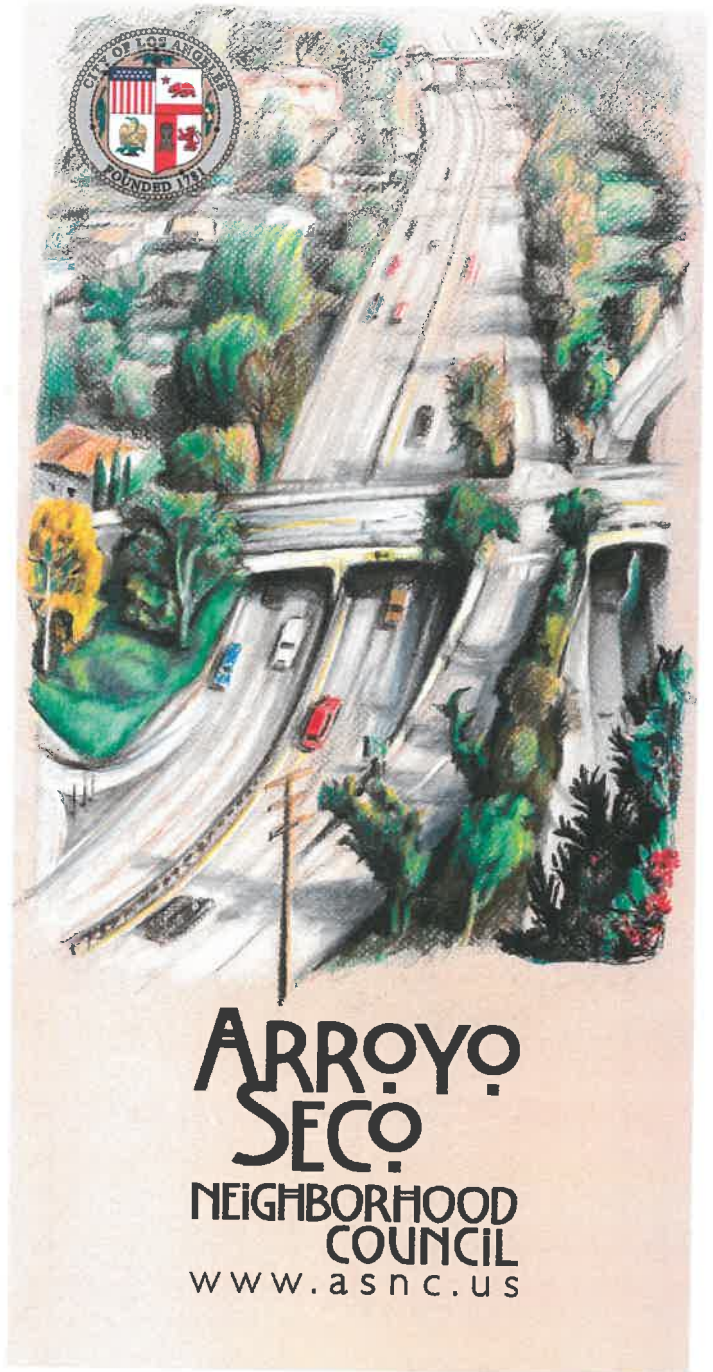
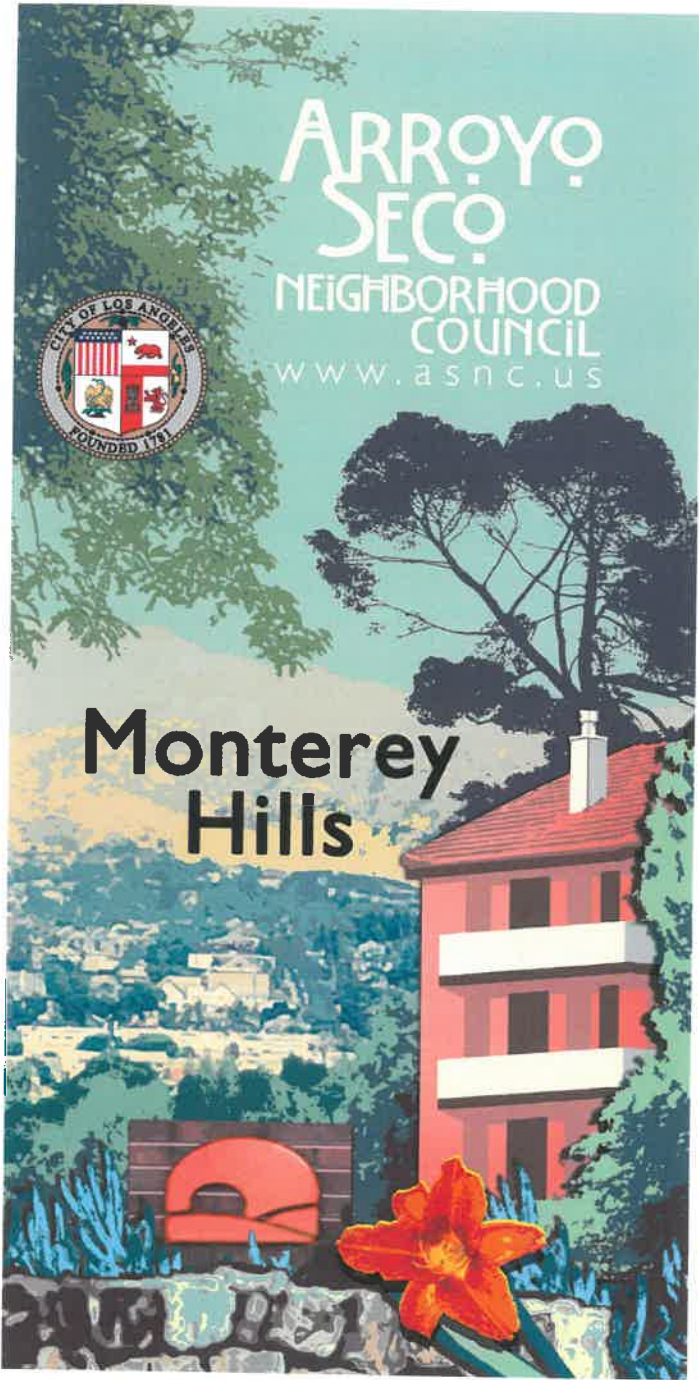
KEVIN DE LEÓN
Councilmember, 14th District



ORIGINAL



OCT 06 2021



OCT 06 2021

TO CITY CLERK FOR PLACEMENT ON NEXT
REGULAR COUNCIL AGENDA TO BE POSTED

#55

RESOLUTION

WHEREAS, §41.18 of the Municipal Code provides that the Council by Resolution may designate specified areas for enforcement against sitting, lying, sleeping, or storing, using, maintaining, or placing personal property, or otherwise obstructing the public right-of-way, in order for a person to be found in violation of any of these prohibited behaviors; and

WHEREAS, the below listed locations are experiencing a need for enforcement against the above listed prohibitions; and

WHEREAS, the Council hereby finds that the public health, safety, or welfare is served by the prohibition, and further finds that sleeping or lodging within the stated proximity to the designated area(s) is unhealthy, unsafe, or incompatible with safe passage; and

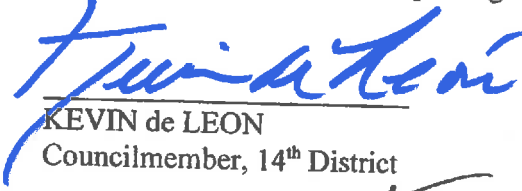
WHEREAS, the Office of Council District 14 has submitted / posted to the File relevant documentation, as further detailed in the Code, that the circumstances at these locations pose a particular and ongoing threat to public health or safety:

NOW, THEREFORE, BE IT RESOLVED, pursuant to §41.18 (c) of the Los Angeles Municipal Code that the Council hereby designates the following locations for enforcement against sitting, lying, sleeping, or storing, using, maintaining, or placing personal property, or otherwise obstructing the public right-of-way, up to the maximum distance and effective for the maximum period of time prescribed, and as further detailed in the Code:

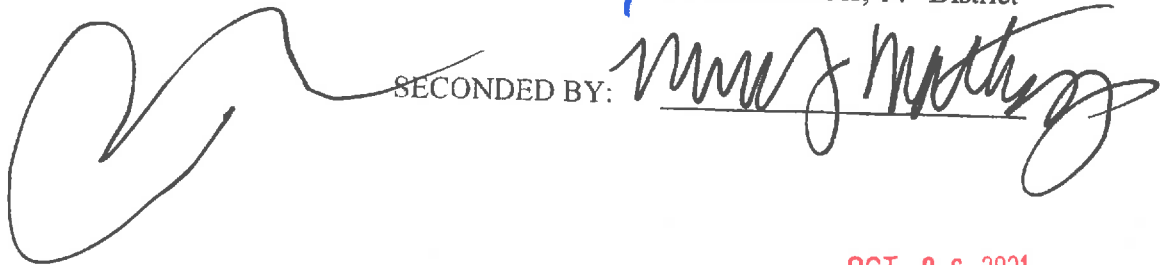
1. 5350 Huntington Drive – Designated Facility - Shelter
2. 5533 Huntington Drive – Designated Facility - Shelter
3. 7570 N. Figueroa Street – Designated Facility - Shelter
4. 401 S. Arroyo Seco Parkway - Designated Facility - Shelter
5. 415 S. St Louis Street - Public Park

BE IT FURTHER RESOLVED that the City Department(s) with jurisdiction over the identified locations are hereby directed and authorized to post appropriate notices of the above prohibitions at these locations, and to begin enforcement upon the expiration of any required posting period.

PRESENTED BY:


KEVIN de LEON
Councilmember, 14th District

SECONDED BY:



OCT 06 2021

ORIGINAL

TO CITY CLERK FOR PLACEMENT ON NEXT
COUNCIL AGENDA TO BE POSTED

#56

RESOLUTION

WHEREAS, §41.18 of the Municipal Code provides that the Council by Resolution may designate specified areas for enforcement against sitting, lying, sleeping, or storing, using, maintaining, or placing personal property, or otherwise obstructing the public right-of-way, in order for a person to be found in violation of any of these prohibited behaviors; and

WHEREAS, the below listed locations are experiencing a need for enforcement against the above listed prohibitions; and

WHEREAS, the Council hereby finds that the public health, safety, or welfare is served by the prohibition, and further finds that sleeping or lodging within the stated proximity to the designated area(s) is unhealthy, unsafe, or incompatible with safe passage; and

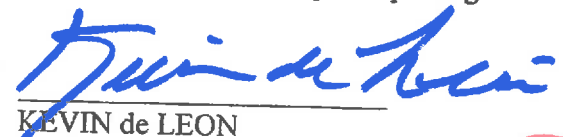
WHEREAS, the Office of Council District 14 has submitted / posted to the File relevant documentation, as further detailed in the Code, that the circumstances at these locations pose a particular and ongoing threat to public health or safety:

NOW, THEREFORE, BE IT RESOLVED, pursuant to §41.18 (c) of the Los Angeles Municipal Code that the Council hereby designates the following location for enforcement against sitting, lying, sleeping, or storing, using, maintaining, or placing personal property, or otherwise obstructing the public right-of-way, up to the maximum distance and effective for the maximum period of time prescribed, and as further detailed in the Code:

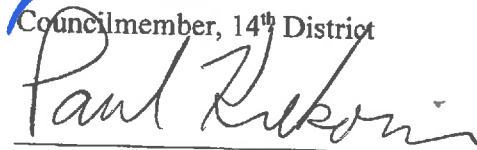
1. Intersection of 6th Street and Main Street – Public Right-of-Way

BE IT FURTHER RESOLVED that the City Department(s) with jurisdiction over the identified location are hereby directed and authorized to post appropriate notices of the above prohibitions at this location, and to begin enforcement upon the expiration of any required posting period.

PRESENTED BY:


KEVIN de LEON
Councilmember, 14th District

SECONDED BY:



OCT 06 2021

jr



ORIGINAL

MOTION **ARTS, PARKS, HEALTH, EDUCATION, & NEIGHBORHOOD**

Tom LaBonge had a career with the City of Los Angeles spanning 39 years. His first taste of public service began in 1974 with Mayor Tom Bradley's youth council. Two years later, he secured a job with Councilmember Peggy Stevenson. In 1978, he began a 15-year stint with 4th District Councilmember John Ferraro. He served as Councilmember of the 4th District from 2001 to 2015. He was well known for his love of the City's history, its landmarks, its public spaces and its people.

Tom LaBonge was especially proud of his involvement with the Sister Cities program, which connected Los Angeles with cities around the world. The Sister Cities program promotes cooperation with international cities, and facilitates cultural, tourism, business, and educational partnerships between cities. Tom LaBonge was a key proponent of the program's development, especially during his time as a City Councilmember. He served as the President of the Los Angeles Sister City Association, and later served as its Chairman Emeritus. The Los Angeles Sister Cities Plaza in San Pedro features the flag of each of the 25 Sister Cities of Los Angeles. It would be fitting to rename the Sister Cities Plaza to honor former Councilmember Tom LaBonge's name and recognize his enthusiastic support for the program.

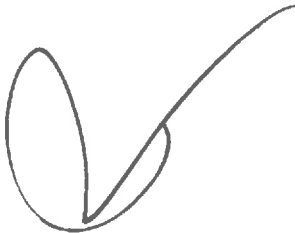
I THEREFORE MOVE that the Board of Recreation and Parks Commissioners be requested to rename Sister Cities Plaza, located at 406 North Gaffey Street, to Tom LaBonge Sister Cities Plaza, in memory of Councilmember Tom LaBonge and in recognition of his involvement with the Sister Cities program.

PRESENTED BY: Joe Buscaino
JOE BUSCAINO
Councilmember, 15th District

SECONDED BY: Bl Blum

OCT 06 2021

tejn



ORIGINAL

MOTION

Downtown is the regional hub for transportation in Los Angeles County. With hundreds of thousands of jobs and a quickly growing residential population, the neighborhood is home to many different bus lines that connect Downtown to the rest of the county.

While the district has many bus lines, the adjacent bus stops are inadequate for meeting the ridership demand that exists. Many do not have benches, lighting, or shade - elements which have been shown to increase bus ridership. Standards for bus stops are needed that provide the proper amenities so that we can increase bus ridership and get people out of single occupancy vehicles.

I THEREFORE MOVE that the Bureau of Engineering, in coordination with the Bureau of Street Services, the Bureau of Street Lighting, the Department of Transportation, and the Los Angeles County Metropolitan Transportation Authority, be instructed to:

- Develop comprehensive policies and criteria to guide necessary to create a transit rider focused bus stop environment.
- Develop design standards based upon the above policies and criteria for bus stops within the City of Los Angeles.

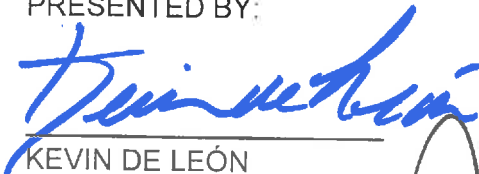
I FURTHER MOVE that these standards include considerations that provide for the safety, convenience, and comfort, of bus patrons, pedestrians, cyclist, vehicular operations and other uses of Public rights-of-way including but not limited to street and sidewalk improvements such as curb extensions, bus pads, designated bus boarding and alighting areas, utility and signage rearrangements, bus stop safety lighting, street trees, street furniture, litter/recycling receptacles, informational signage, and any technical specifications needed to implement these new bus stops.

I FURTHER MOVE that this analysis looks at different levels of bus stop amenities based upon the existing site infrastructure, NextGen bus plan, bus route frequency, ambient temperatures, adjacent land uses and long-term maintenance needs with a focus on sustainability .

I FURTHER MOVE that upon developing the evaluation criteria, comprehensive policy, and design standards, the aforementioned departments be instructed to determine how to implement the comprehensive improvements at all bus stops in the City of Los Angeles.

PRESENTED BY:

SECONDED BY:


KEVIN DE LEÓN

Councilmember, 14th District



ORIGINAL

TRANSPORTATION

MOTION

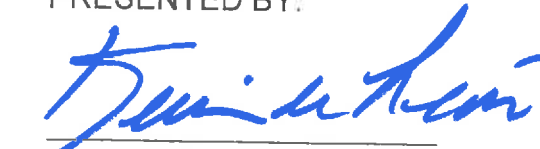
The City of Los Angeles currently installs bicycle facilities based upon the 2035 Mobility Plan. The Mobility Plan specifies streets in the city that are appropriate for bicycle lanes, sharrows, and protected bicycle lanes. One of the major challenges of installing bicycle facilities is the limited amount of curb-to-curb width that inhibits adding new space for cyclists without repurposing space dedicated to other uses, such as driving or parking. This has created many conflicts in neighborhoods where community concerns over these tradeoffs has led to bicycle facilities not being installed at all.

One potential solution is installing bicycle lanes only on the uphill direction of streets and installing sharrows on the downhill direction. Doing this would allow cyclists to have a dedicated lane when they are going uphill, usually when they are going slower and require dedicated space, and sharrows when they are going downhill, when they are more likely to move with the speed of traffic and can more safely share a vehicle travel lane.

I THEREFORE MOVE that the Department of Transportation identify site selection criteria, provide a list of suitable pilot locations within Council District 14 for "uphill" bike lanes, work in conjunction with the Bureau of Street Services to certify the pavement conditions, and develop an implementation plan including necessary resources to install "uphill" bike lanes for sites selected in Council District 14;

I FURTHER MOVE that the Department of Transportation report back to Council after the pilot locations have been installed with recommended site selection criteria for "uphill" bike lanes across the city.

PRESENTED BY:



KEVIN DE LEÓN
Councilmember, 14th District

SECONDED BY:



BOB HUMPHREYS
Councilmember, 14th District

ORIGINAL

OCT 06 2021



MOTION

PUBLIC WORKS

Los Angeles is undergoing a sea change in how it views transportation. With the passage of Measure R in 2008, the Mobility Plan in 2025, and Measure M in 2016, Los Angeles is changing from a city that is centered on the car to one that is made up of multiple options that aim to make travelling more environmentally friendly. In particular, the city has seen a large growth in its bicycle infrastructure. Bike lanes crisscross the city where they didn't exist just a few years ago. In places like Downtown Los Angeles, protected bike lanes have been installed to provide riders with a physical barrier between them and nearby vehicles.

Special attention is required to maintain protected bicycle lanes and prevent the build up of debris that can interfere with bicycle riders. On a typical road, a city street sweeper can come in and out of the traffic lanes as needed to reach the curb and avoid parked cars. However, protected bike lanes present a challenge as they separate vehicle traffic from the bike lanes with plastic bollards mounted into the ground. Standard City street sweepers are too large to fit in the bike lanes. The Bureau of Street Services (StreetsLA) has piloted and deployed an innovative solution: an all-electric mini-sweeper that fits within protected bike lanes. The City should investigate purchasing additional electric mini-sweepers to maintain the ever growing network of bike lanes in the city.

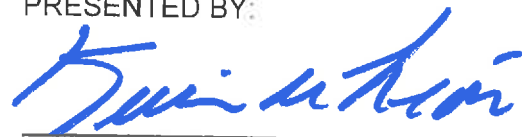
StreetsLA has also initiated the development of hybrid-electric full-size sweepers as part of a commitment to reduce emissions from its fleet and associated adverse environmental and human health impacts. This can further expand the environmental benefit of the street sweeping program and its value to walkable and bikeable streets.

I THEREFORE MOVE that the Bureau of Street Services, in coordination with the Department of Transportation, report on current and projected miles of protected bike lanes in the city that would benefit from regular sweeping.

I FURTHER MOVE that the Bureau of Street Services report back on the staffing, zero-emissions equipment and any other resources needed to provide best-in-class cleaning and road surface maintenance of (1) the growing protected bike lane network and (2) the overall bike lane network.

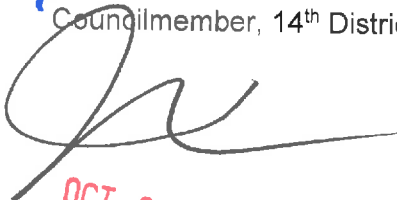
I FURTHER MOVE that the Bureau of Street Services report back on the status of the hybrid-electric full-size sweeper technology, and any other recommendations or needed resources to support further electrification of its sweeper fleet and auxiliary vehicles that support the sweeping program.

PRESENTED BY:



KEVIN DE LEÓN
Councilmember, 14th District

SECONDED BY:



OCT 06 2021

ORIGINAL

LAX Modernization: Getting to Net Zero -- Decarbonizing and Electrifying LAX

Los Angeles is making major strides in the efforts to cut carbon emissions and address climate change by focusing on our largest source of carbon emissions: energy generation. Fossil fuel fed power plants produce extreme amounts of carbon dioxide, sulfur dioxide, nitrogen oxides, and other harmful pollutants known to affect human health, wildlife, and entire ecosystems. This impact is magnified when accounting for the cost of fossil fuel extraction via drilling and mining. Though these activities often occur in largely uninhabited areas, Los Angeles County still hosts many active drilling sites for oil and natural gas. Communities of color, historically redlined and marginalized, often bear the brunt of these activities and diminished health outcomes for children and adults accompany people living in close proximity to extraction of these resources.

It is for this reason that we are working collaboratively with City, County, and State governments to put Los Angeles's money where its mouth is on climate change by moving to aggressively wind down extraction and energy generation of fossil fuels and move to more sustainable options like wind, hydro, and solar energy capture. We are doing this by getting the Department of Water and Power (DWP), the nation's largest municipal utility company to divest from fossil fuels and invest in renewables to serve their four million consumers via commitments made via the LA100 plan.

Los Angeles World Airports (LAWA), the city department that runs Los Angeles International Airport (LAX), plays a key role in the city's efforts to fight climate change, and is making major strides to become more sustainable, guided by its Sustainability Action Plan that calls for net zero carbon emissions by 2045. The Landside Access Modernization Program (LAMP) that connects LAX to the Los Angeles County Metropolitan Transportation Authority's (LA Metro) growing transportation network will include solar generation capacity of approximately 1.5 megawatts embedded into infrastructure being built. LAWA has been investing in zero emissions electric-only vehicle fleets, including transportation shuttles, and electric car charging stations at existing and new parking facilities throughout the LAX campus. Passenger airline gates have been electrified and many of the airlines at LAX operate incentive programs for their ground crews and pilots to shut off fossil fuel powered engines as soon as an aircraft is parked at a gate. Many airlines are also electrifying their ground support equipment, such as baggage towers and catering trucks, to ensure the vehicles servicing aircraft are also zero emissions. Additional measures include waste diversion programs, water reduction targets, and investments in recycled water capacity. Though these goals and achievements to date are laudable, more can and must be done.

The Intergovernmental Panel on Climate Change's (IPCC) recently released Code Red report makes it clear that governments must accelerate carbon reduction actions in order to slow the devastating impacts of climate change, of which our coastal communities and LAX are particularly vulnerable. Los Angeles is already leading the way nationally in accelerating actions, and recently embraced a plan to meet a 100% clean energy standard by 2035, ten years faster than the legally mandated requirements in California. We have an obligation to build on and accelerate existing plans to confront our rapidly escalating climate crisis.

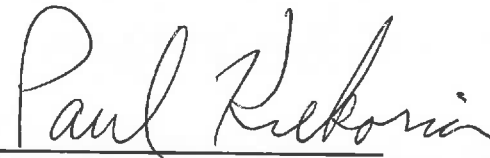
I THEREFORE MOVE that the Los Angeles World Airports (LAWA) report back to Council within 120 days with the following:

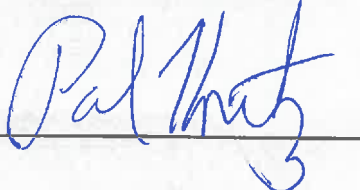
- **Power Generation Opportunities on LAWA Lands:** LAWA should report on opportunities to generate power via renewable sources across the properties it owns at LAX, Van Nuys, and Palmdale. This should include the current status of projects under consideration and estimated timelines for completion of these projects should they be pursued. It should also discuss opportunities to cite those renewables, including on privately owned buildings at the airports, and on opportunities to site renewable energy systems with energy storage;

- **Sustainable Aviation Fuel Adoption:** LAWA should report on recommendations to increase use of sustainable aviation fuels (SAF) at LAX, including needed regulatory reforms statewide or nationally. The report should also discuss the availability of SAF at scale in the near-term for use at LAX, the carbon dioxide lifecycle emissions of those available fuels, and an estimation of the percentage of fuel used at LAX that can feasibly be converted to SAF;
- **Near 100% Electrification of Ground-Based Activities:** LAWA should report on the percentage of ground-based vehicles operating at LAX and Van Nuys that are zero emissions vehicles (both the LAWA fleet and private operators' fleets), incentive programs LAWA currently has in place to phase out emissions generating vehicles, electrification goals and timelines of the programs, whether these timelines can be feasibly accelerated, and whether the emissions factor targets within the existing GSE Emission Reduction Policy can be reduced further. The report should also include whether additional funding of LAWA's Electric GSE Incentive Program may be necessary to expedite fleet-wide performance targets or lower the emission factors within the existing timelines;
- **Incentivizing Electric Vehicle Parking:** LAWA should report back to Council on any plans to electrify parking facilities, including the current percentage of passenger and employee parking spaces that offer electric vehicle charging, LAWA's multi-year goals to increase these percentages, and whether the strategy includes more favorable parking permit terms and costs for electric vehicles;

I FURTHER MOVE that the Los Angeles World Airports (LAWA) report back to Council within 120 days on a timeline to study an accelerated Sustainability Action Plan that would achieve carbon neutral facilities by 2035. The report should include a discussion of catalytic policy changes and investments to develop zero emissions transportation and buildings by that date.

PRESENTED BY: 
 MIKE BONIN
 Councilmember, 11th District


 PAUL KERKORIAN
 Councilmember, 2nd District

SECONDED BY: 

ORIGINAL

OCT 06 2021

TRANSPORTATION

MOTION

As the fastest growing neighborhood in Los Angeles and a job hub for Southern California, Downtown Los Angeles is a key player in the development of the region. With a dramatic increase in housing production and regional destinations such as The Walt Disney Concert Hall, Downtown has been considered the place to be and an example of what Los Angeles can be.

The rapid growth in Downtown has dramatically increased the amount of people who walk on its streets every day. Combined with a multitude of restaurants and shops that line Downtown's streets, pedestrian friendly has become the new normal. This has increased the demand for car free areas, as evidenced by the first Ciclavia taking place in Downtown.

While one off events are welcome, a more permanent car-free experience is needed for high pedestrian volume locations within Downtown. The city should examine locations in Downtown that can be closed to vehicular traffic in order to provide additional space for pedestrians and prioritize any travel lanes for transit vehicles only.

I THEREFORE MOVE that the Department of Transportation be instructed to report back on the resources needed to conduct a feasibility study, in coordination with community stakeholders, of closing Grand Avenue between 1st Street and 2nd Street, Broadway between 3rd Street and 4th Street, and Traction Avenue between 3rd Street and Hewitt Street to car traffic, limiting the streets to transit, cyclists and pedestrians only.

I FURTHER MOVE that a feasibility study considers a phased in approach that initially closes identified segments on select days and times only and increases closure durations pending successful implementation of the pilot.

PRESENTED BY:

KEVIN DE LEÓN
Councilmember, 14th District

SECONDED BY:

ORIGINAL

OCT 06 2021

MOTION

The current property owner at 1732 Whitley Avenue wishes to obtain a permit to install a conduit line required by the Department of Water and Power. However, the street segment where the work would be performed has recently been resurfaced and the property owner did not have an opportunity to coordinate with the planned street work. An exception to the City's one-year street cut moratorium is needed to allow the property owner to receive an excavation permit to proceed with the installation of conduit for an existing residential hotel consisting of 63 rental units. The current property owner claims that the resurfacing notification was never received.

On December 8, 2020, the property owner obtained the necessary electrical permit from the Department of Building and Safety to upgrade the building's electrical system. However, Whitley Avenue was resurfaced from Hollywood Boulevard to Franklin Avenue on March 11, 2021, prior to the electrical work being performed. The building has continued to suffer from routine electrical outages, impacting the residential rental units, and frustrated residents have continually threatened to stop paying their rents. As a temporary measure, the property owner has installed an additional power pole but the building power continues to be underserved.

The property owner continues to maintain that the 30-day notice of the planned resurfacing work was not received. An exception to the City's one-year street cut moratorium is therefore necessary to allow the owner to install the conduit line required to complete the needed electrical upgrades to the building.

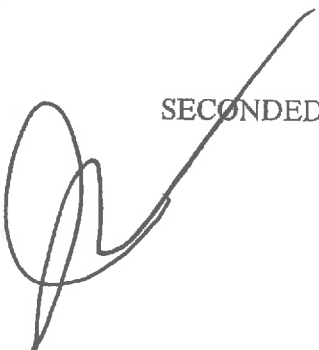
I THEREFORE MOVE that the City Council approve an exception to the City's one-year, street cut moratorium on Whitley Avenue to allow for the installation of a conduit required by the Department of Water and Power for the residential hotel at 1732 Whitley Avenue.

I FURTHER MOVE that the permittee be required to properly repair and resurface the street cut area in accordance with Bureau of Engineering requirements and standards and, upon completion of the work, the repaired street cut be inspected by the Bureau of Contract Administration to maximize the longevity of the street.

PRESENTED BY:


MITCH O'FARRELL
Councilmember, 13th District

SECONDED BY:


Paul Rebouic

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majs

ORIGINAL

MOTION TRADE, TRAVEL AND TOURISM

LAX Modernization: Improving Transit, Reducing Traffic, and Pollution

Los Angeles International Airport (LAX) is a major economic engine for our region. As the world's 3rd busiest airport in 2019, it is also a major employment center, hosting a wide variety of transportation, service, hospitality, and logistics jobs. Within very close proximity to the airport are a host of industries related to and dependent on aviation and cargo. This includes regional offices of companies like Boeing, Raytheon, and Northrop Grumman.

Though these employers are vital to our region's economy by providing high-paying careers, we have a long-standing employment divide in LA. Many jobs-rich areas of Los Angeles often do not have sufficient public transit infrastructure and systems to reduce daily car commuting, hindering access to workers living in other areas and exacerbating traffic and congestion. Those delays mean wasted worker productivity, excessive out of pocket worker costs for transportation to and from work, and continued economic stratification between rich and poor areas, and unsustainable levels of air pollution already affecting human health and the health of the planet.

It is for these reasons that Los Angeles World Airports (LAWA) created a Transportation Management Organization (TMO) for LAX. A TMO for the airport and employers operating out of LAX facilities ensures that stronger communication and enhanced transportation services are built out over time to reduce private car commuting, traffic, and pollution. An LAX TMO is smart policy that improves the quality of life for airport workers, passengers, and local residents. It also helps LAWA meet project conditions and obligations for airport modernization by reducing Vehicle Miles Traveled (VMT), the new state and citywide standard for mitigating traffic impacts.

The work of a TMO is ultimately about creating conditions that offer more and better choices for Angelenos to commute to and from work. This work is gradual and requires good data, analysis, commitment, and diligence. Changing commuter behavior is vital if we as a region and as a world hope to address the climate crisis we are facing. This crisis will affect us all, but will especially hit historically disadvantaged communities that suffer from economic, public health, and environmental disparities. With each year the need and urgency of the task to address our climate crisis and environmental justice disparities grow. Though LAWA has made good efforts to establish a TMO, quicker and bolder action as we seek to modernize LAX is essential.

I THEREFORE MOVE that the Los Angeles World Airports (LAWA) report back to Council within 120 days with the following:

- **Establish TMO Organizational Goals:** LAWA should report back with an approach and timeline for setting its multi-year organizational and transit improvement goals for the recently established TMO, including VMT reduction. This includes the strategies LAWA will seek to implement, the metrics that will be tracked to ensure goals are met, proposed annual budget for the TMO, and a chart noting the management reporting structure of the organization. The report should also include details on how LAWA will track employee commute behavior and use this information to inform improvements to programs such as FlyAway, Metro, Iride, and regional bus providers. Finally, it should include an outreach strategy to provide ongoing information to the Board of Airport Commissioners, the public, particularly the Westchester Playa Neighborhood Council, employers participating in the TMO, City Council, LADOT, and LA Metro;
- **Improving Data and Meeting Employee Transit Needs:** LAWA should report back on a strategy for the TMO office to capture data on badged employee working hours and commuting patterns; and how the data can be used to address, any gaps in commuter programs or public transit, work with participating employers to advise them on known problems late/early shift workers may have accessing transit, work internally with LAWA commuter program

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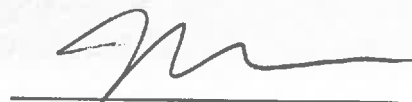
management and regional transit operators to improve service, and communicate improvements made to affected employers and employees;

- **Free Transit for Airport-based Employees:** LAWA should report back on the financial and legal feasibility of LAWA-operated ride share, employee shuttle, and FlyAway services to be provided at no cost, reduced cost, or subsidized cost to airport-based employees with the goal of making those services cost competitive with driving alone in privately owned vehicles; and fully or partially subsidized transportation for airport employees via non-LAWA-operated transit services like LA Metro, LADOT, or other regional transit providers should be studied with consideration of what costs would be appropriately covered by the private sector employers, and what costs could be provided by LAWA through the TMO;
- **Reduction of Employee Commuter Costs:** LAWA should report back on strategies to improve the competitiveness of public transit and commuter programs to airport workers, including but not limited to lowering the cost disparities between monthly parking passes, FlyAway employee transit passes, and existing or to be established employer commuter programs;
- **Establishment of an independent airport area TMO organization:** LAWA should report back on the feasibility, including time and resources required, to establish an independent non-profit to administer an airport area TMO organization that encompasses employers in the City of LA, El Segundo, and nearby County unincorporated areas;

PRESENTED BY:

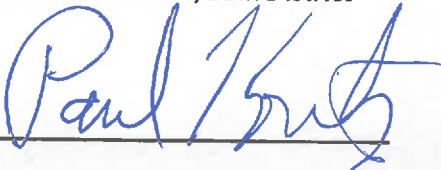


MIKE BONIN
Councilmember, 11th District



MARQUEECE HARRIS-DAWSON
Councilmember, 8th District

SECONDED BY:



ORIGINAL

MOTION

TRADE, TRAVEL AND TOURISM

LAX Modernization: Protecting Airport Workers Through a New MOU

LAX has historically led the way in showing how we can thrive by treating workers with dignity. In 2003 airport workers acting together with city officials and airport leadership created an airport living wage that protected workers and enshrined standards for employee-provided health insurance. This wage has continued to rise and remains higher than statewide standards. Eighteen years after these gains for workers were established, additional challenges for workers remain. High commuter costs, uneven enforcement of labor standards, and persistent environmental justice issues are chief among these challenges.

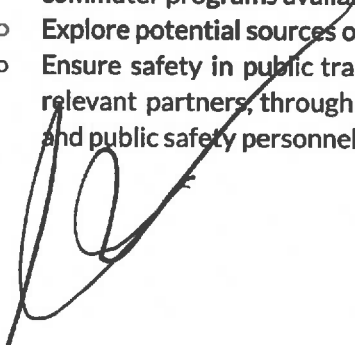
The Airfield & Terminal Modernization Project (ATMP) is one of several major projects expected to be built at the airport in the coming years. This project will build off of the success of the Landside Access Modernization Program (LAMP) which will seamlessly connect LAX to our growing transportation system. Projects like ATMP and LAMP are critical to the continued value of the Airport for the domestic and international transportation of passengers and cargo without delay, and for the overall economic well-being of the greater Los Angeles area and Southern California. Efficient functioning of the airport plays a vital economic role in the economy of California, and the timely and successful completion of these projects is essential to this, as is the continued protection of the airport's essential workers.

ATMP will continue the work of modernization and replace remote aircraft gates with those connected to a new terminal and concourse to better serve passengers. As these improvements and others envisioned as part of ATMP are considered, now is the time to ensure LAX continues to be a leader in protecting workers and their families through negotiation of a new Memorandum of Understanding between airport leadership and labor.

I THEREFORE MOVE that City Council request that the Board of Airport Commissioners direct that Los Angeles World Airports (LAWA), in collaboration with the City of Los Angeles and airport trade and services unions, enter into a Memorandum of Understanding (MOU) covering airport workers, including a mutually agreed upon framework with conditions, commitments, obligations, and enforcement provisions, in order to address economic and environmental concerns through initiatives that may include but are not limited to the following:

- ***Good Jobs At LAX***
 - Enhanced enforcement of existing LAX worker protections;
 - Explore options, including but not limited to improving LAWA certification procedures, to better ensure use of responsible airline contractors in passenger service, janitorial, security and ramp services at LAWA facilities;

- ***Transportation and Traffic Reduction***
 - Reduced or subsidized public transportation or reduced cost transportation options for airport workers to discourage use of single occupancy vehicles;
 - Work with relevant partners to improve frequency, reliability, and availability of airport-serving transit service;
 - Establish parking cost reductions for carpooling airport workers with no viable mass transit or commuter programs available either due to geographic distance or time of day schedule issues;
 - Explore potential sources of revenue to help fund commuter transit services and programs;
 - Ensure safety in public transportation and parking facilities serving airport workers, working with relevant partners, through infrastructure improvements like lighting, cameras, emergency phones, and public safety personnel;



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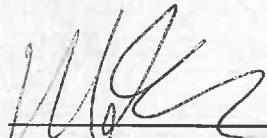
● **Community Environmental/Health Studies**

- Stronger protections for clean air and environmental health including investments in new technologies, procedures and infrastructure to reduce emissions and reduce pollution in flight path communities;
- Accelerate transition to zero emissions ground equipment, ground vehicles, airport equipment, all airport buildings and infrastructure including electrification and renewable energy generation;
- Working with AQMD, determine effective ways to monitor air quality, including jet engine emissions, in nearby and flightpath communities, and how to fund such monitoring;

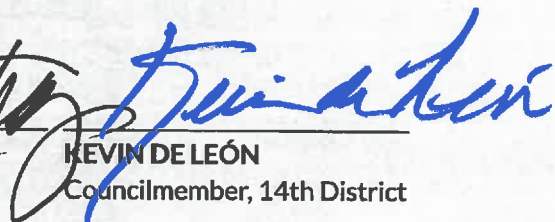
● **Enforcement and Monitoring**

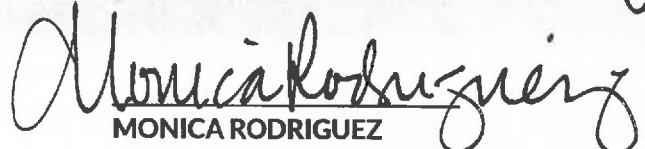
- Ensure worker representation on a LAWA advisory committee, such as the LAX Area Advisory Committee, that LAWA reports to on MOU status on at least a quarterly basis;
- Develop a partnership between LAWA and MOU signatories, including consultation with signatories as LAWA advances MOU initiatives through the regulatory process, in an effort to ensure successful implementation of the agreement.

PRESENTED BY:

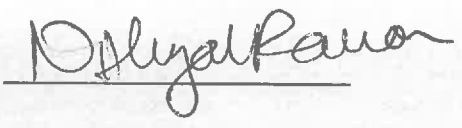

MIKE BONIN
Councilmember, 11th District


NURY MARTINEZ
Council President


KEVIN DE LEÓN
Councilmember, 14th District


MONICA RODRIGUEZ
Councilmember, 7th District

SECONDED BY:



ORIGINAL

TRANSPORTATION

MOTION

Zero Emissions Transportation Infrastructure Working Group

ENVIRONMENT, CLIMATE CHANGE, ENVIRONMENTAL JUSTICE & RIVER

The City of Los Angeles has a goal of reaching carbon neutrality by 2050. In pursuing that goal, we can improve our air quality, health, and environment by seizing on opportunities to decarbonize the transportation sector. Public leadership is essential to support this market transformation with great opportunities to decarbonize fleets at many City departments and regional agencies. Decarbonizing various public fleets and non-revenue vehicles face common challenges related to upfront cost, procurement, and supporting infrastructure.

Many Southern California agencies have adopted, or are considering, similar or related goals around clean and decarbonized fleets. Some highlights include:

The City of Los Angeles has committed to:

- Increase the percentage of zero-emission vehicles in the city to 25% by 2025, 80% by 2035, and 100% by 2050;
- Electrify 100% of LADOT buses by 2028;
- Increase the percentage of all trips made by walking, biking, micro-mobility matched rides or transit to at least 35% by 2025 and 50% by 2035;
- Achieve zero days of unhealthy air quality by 2025;
- Achieve a 100% carbon-free electricity grid by 2035.

The County of Los Angeles has developed its first sustainability plan, which includes these priorities:

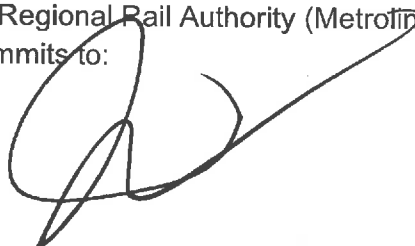
- Install electric vehicle (EV) chargers at County facilities and properties for public, employee, and fleet use, prioritizing locations in disadvantaged communities;
- Revise and regularly update the County's fleet policy to require zero emission vehicles or better whenever available and operationally feasible;
- Convert Sheriff's Department fleet to zero emission by partnering with vehicle manufacturers to develop a zero emission pursuit LASD vehicle and transport bus;
- Partner with Los Angeles Fire Department and equipment manufacturers to pilot a zero emission fire engine.

The Los Angeles County Metropolitan Transportation Authority (Metro) has adopted a 2030 Sustainability Strategic Plan through which it commits to:

- Encourage innovation in strategic planning and sustainable practices through adaptation and resilience;
- Transition Metro's revenue fleet to zero emissions technology;
- Develop, adopt and implement an EV Implementation Plan to expand the use of EVs and access to EV charging infrastructure and more.

The Southern California Regional Rail Authority (Metrolink) has established a Climate Action Plan through which it commits to:

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- Transition 100% of the non-revenue fleet of light-duty vehicles to zero-emission models;
- Install zero-emission vehicle charging and/or fueling infrastructure at facilities and more.

The City of Los Angeles, the County of Los Angeles, LA Metro, and Metrolink can realize great efficiency and increased opportunities for funding by working together to advance their shared goals of decarbonizing the transportation sector.

I THEREFORE MOVE that the City Council instruct the City Administrative Officer (CAO), in collaboration with the City's EV Task Force, (i) to convene a working group made up of representatives of the General Services Department (GSD), Department of Water and Power, the Department of Transportation, the Los Angeles Police Department, the Port of Los Angeles, Los Angeles World Airports, the Board of Public Works, the Economic Workforce Development Department, the Department of Recreation and Parks, and (ii) to invite representatives of the County, LA Metro, and Metrolink to participate in the working group, with at least the following objectives:

- 1) Identify opportunities for collaboration on deploying shared charging infrastructure for all fleet needs (all vehicle classes, both revenue and non-revenue vehicles), while ensuring that renewable and resilience measures are included. This effort should optimize the amount of shared or multi-agency accessible zero-emission fueling infrastructure in the region.
- 2) Analyze any potential efficiencies in joint procurement and long-term planning.
- 3) Evaluate opportunities for co-locating and co-developing zero-emissions vehicle charging infrastructure with both public and private agencies.
- 4) Maximize capacity for EVs through deploying electric vehicle charging/fueling equipment in underutilized parking lot facilities for public and/or agency use. Each agency (where applicable) should provide a report back to its respective governing board listing such opportunities in parking lots, including the number of available parking spaces in each lot.
- 5) Maximize and coordinate funding and grant applications for shared charging, storing, and other infrastructure opportunities.
- 6) Explore collective procurement opportunities and other procurement innovations, such as common bid language that allows all agencies to take advantage of a contract awarded by any of the other agencies, with special emphasis on encouraging and incentivizing local businesses to benefit from such procurement.
- 7) To the greatest extent possible, set cross-agency standards for charging, materials, measurement (hourly need), and telematics needs to ensure a regional standard.

- 8) Explore ways to maximize coordination with private industry investments in zero-emission fuel infrastructure in order to facilitate meeting current or anticipated agency EV needs (for example, relating to construction, power, and storage). Such steps might include a notification protocol to ensure that all agencies will be able to take advantage of any potential electrification infrastructure synergies during large private sector electrification projects.
- 9) Explore the use of battery storage and energy management for shared charging infrastructure projects between working group members. Work with LADWP and Southern California Edison to identify strategies to leverage battery storage to achieve system resiliency alongside fleet electrification projects.
- 10) Share lists and maps of assets that can be used in a unified plan for zero-emission infrastructure, including parking lots, layover locations, park and rides, and existing EV facilities.
- 11) Identify other public agencies that can participate in the work of the working group to expand long-term zero-emission infrastructure planning further.

I FURTHER MOVE that the CAO and City's EV Task Force report back on any additional appropriate parties that should be added to this working group.

I FURTHER MOVE that the CAO in conjunction with the City's EV Task Force report back on the progress toward meeting each of the goals of the working group described above in 90 days, and every 90 days thereafter with updates.

I FURTHER MOVE that EWDD report back in 90 days on workforce training and career opportunities for zero-emission infrastructure installations and maintenance within the City of Los Angeles.

Presented by: Paul Krekorian
 PAUL KREKORIAN
 Councilmember, 2nd District

Mitch O'Farrell
 MITCH O'FARRELL
 Councilmember, 13th District

[Signature]

Nithya Raman
 NITHYA RAMAN
 Councilmember, 4th District

Seconded by: [Signature]
Paul Kerk

ORIGINAL

MOTION

AD HOC COVID
AD HOC COVID

I MOVE the following relative to adding Article 10 to Chapter XX of the Los Angeles Municipal Code (LAMC) to require proof of full vaccination with a COVID-19 vaccine to enter certain indoor public locations, large events, and City buildings, CF# 21-0878:

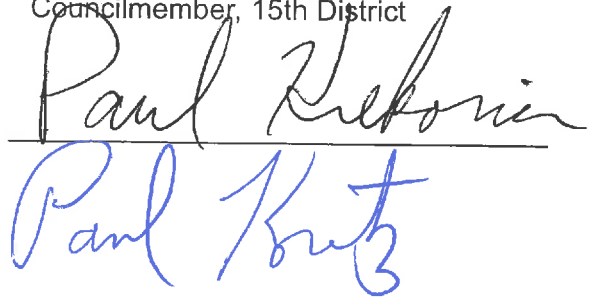
1. REQUEST the City Attorney prepare and present an ordinance to make it a criminal offense to harass, intimidate, obstruct or interfere with any employee that is enforcing the provisions of this Article
2. DIRECT the Chief Legislative Analyst, with the assistance of the Los Angeles Police Department to report with recommendations, including funding sources, to ensure LAPD has the ability to respond to any increase in calls for service arising from disturbances at businesses enforcing the provisions of this Article
3. DIRECT the Chief Legislative Analyst to report with recommendations, including funding sources, on the creation of a fund to assist small businesses with training and compliance with the provisions of this Article

PRESENTED BY:

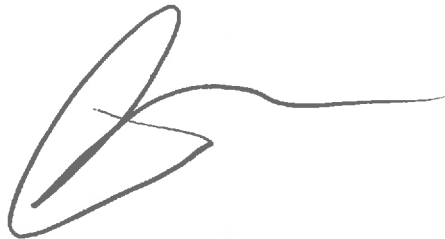


JOE BUSCAINO
Councilmember, 15th District

SECONDED BY:



ORIGINAL



OCT 06 2021

TRANSPORTATION

MOTION

Nationally, pedestrian fatalities have increased in recent years. Vehicle design, road design, and driver behavior including distracted driving and speeding have all contributed to this trend. The City of Los Angeles has seen a similar increase, mirroring national trends. Pedestrians are particularly vulnerable when crossing streets; many streets where pedestrians cross feature marked crosswalks, but at a number of these locations, the streets are not controlled by traffic signals, hybrid beacons, or stop signs, nor do they feature flashing yellow beacons which add additional awareness to drivers when pedestrians are trying to cross. As a result, driver yielding or stopping behavior at many of these locations is poor.

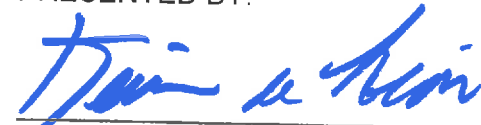
There are hundreds of uncontrolled marked crosswalks throughout the City, many of which do not have warning beacons or other controls in place, nor funded for future installation.

I THEREFORE MOVE that the Department of Transportation report back on the number of uncontrolled marked crosswalks throughout the City, and recommendations for traffic controls and/or beacons at each crosswalk where such devices do not exist nor are funded, and could be beneficial to improve driver yielding and stopping behavior, and as a result, pedestrian comfort and safety.

I FURTHER MOVE that the Department of Transportation, in coordination with the City Administrative Officer, report back with a multi-year funding plan to implement the aforementioned recommendations by 2025.

I FURTHER MOVE, that the Bureau of Engineering and the Bureau of Street Lighting assess the required access ramp and street lighting needs for all locations identified for a new traffic control and/or beacon, and provide a ROM cost for this work, and resources necessary to implement.

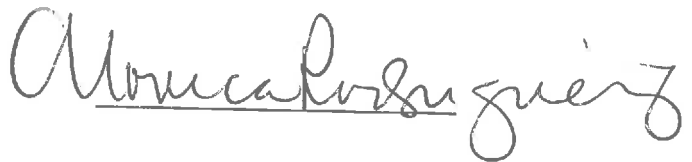
PRESENTED BY:



KEVIN DE LEÓN

Councilmember, 14th District

SECONDED BY:



ORIGINAL



OCT 06 2021

The City of Los Angeles is currently in a humanitarian crisis of epic proportions given the state of our homeless population. While the City has received record-breaking aid from the state and federal government, the situation on our streets continues to worsen. To date, a State of Emergency on our homeless problem has never been declared, and the production of emergency temporary housing has been woefully inadequate, slow, and bureaucratic.

Construction of the shelters through the mayor's A Bridge Home program have taken twice as long as anticipated, and costs have been anywhere between double and quadruple what was estimated. Nevertheless, over the last year, the City has developed several interim housing programs that have created an inventory of more than 4,300 new beds with resources spread across the City. Unfortunately, given that our most recent count of homeless residents in 2020 identified approximately 41,000 individuals experiencing homelessness, those 4,300 new beds are a mere fraction of what is needed.

We have an impressive portfolio of 110 Permanent Supportive Housing (PSH) projects that will be developed in the City. Unfortunately, given the average 3-5 year development schedule, to-date only 15 have been placed in service, with 95 still in various stages of predevelopment, permitting and construction. The average total development cost per unit is more than \$574,000. City subsidies provided through voter approved measure HHH average \$134,000 per unit.

We need a FEMA-like response to address a crisis that kills over 1,000 people in the County annually.

The voters of Los Angeles deserve to weigh in and decide whether to make changes to our local ordinances, that would provide the mayor with authority to cut red tape and urgently site emergency homeless housing, require the City to focus on providing more immediate, emergency housing vs. costly and slow permanent supportive housing, and finally, on a citywide ordinance that would prohibit camping in all public areas, if temporary housing is available and offered.

This ballot measure will ensure that everyone experiencing homelessness is offered housing. The goal is that no person goes to jail, and that everyone is diverted to the help that they need - whether that is substance abuse treatment, a mental health bed or simply a place to call home.

I THEREFORE MOVE that the City Attorney be REQUESTED to prepare the necessary documents to place a measure on the June 2022 Primary Nominating Election ballot that would:

1. Amend the Los Angeles Municipal Code to prohibit homeless encampments in all public areas, consistent with the *Martin v. Boise* decision of the 9th Circuit Court of Appeals, utilizing a progressive enforcement model, with all violations eligible for any applicable prosecution diversion program.
2. Amend the Los Angeles Administrative Code, to ensure the City provides enough housing capacity in order to meet the requirements for enforcement under *Martin v. Boise*; and, designate the Office of Emergency Management as the lead department responsible for the production of and operation of emergency temporary housing.
3. Amend Los Angeles Administrative Code Division 8, Chapter 3 "Local Emergencies" to give the mayor, during a declared state of emergency related to homelessness, authority to (a) waive land

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use code and zoning regulation requirements as necessary to urgently site homeless housing projects, (b) under-write or cover/fund waive all City project-related permitting fees for homeless housing projects and, (c) process the application for project-related permits as first-in-line in order to expedite the permitting and inspection processes.

PRESENTED BY Joe Buscaino
JOE BUSCAINO
Councilmember, 15th District

SECONDED BY: JS

ORIGINAL