



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 24-0173

1 message

LA City SNow <cityoflaprod@service-now.com>
Reply-To: LA City SNow <cityoflaprod@service-now.com>
To: Clerk.CIS@lacity.org

Mon, Mar 17, 2025 at 11:42 PM

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enabled by the Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or resolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website. Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Council's rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

***** This is an automated response, please DO NOT reply to this email. *****

Contact Information

Neighborhood Council: Palms

Name: Kay Hartman

Email: kay.hartman@palmsnc.la

The Board approved this CIS by a vote of: Yea(7) Nay(0) Abstain(1) Ineligible(0) Recusal(0)

Date of NC Board Action: 02/05/2025

Type of NC Board Action: For if Amended

Impact Information

Date: 03/18/2025

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 24-0173

City Planning Number:

Agenda Date:

Item Number:

Summary:

Ref:MSG12054157



CIS Support if Amended CF 24-0173.pdf
65K

CF:

<https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=24-0173>

Position: Support If Amended

The Palms Neighborhood Council thanks the City for putting together an ordinance for implementation of Measure HLA. We would like to see the city follow its ten-year-old Mobility Plan as part of its maintenance processes without delay.

The Palms NC would like the following points to be incorporated into amendments to the ordinance drafted last November:

- The Mobility Plan should apply to all city-owned streets. The draft ordinance as of November uses the phrase “constructed by the city”, but the Mobility Plan must be implemented even if another entity (for example, LA Metro) leads a project on city streets.
- The Mobility Plan should apply to most city road maintenance. The draft ordinance excludes road upgrades such as cool pavement or pavement sealing, when those upgrades would also be opportune times to re-stripe the road and implement the Plan. Some examples of common-sense exceptions would be pothole repair or utility cuts to the roadway, but the current draft ordinance is overbroad in its exceptions. The city should not add exceptions not listed in the measure passed by voters.
- The Mobility Plan should apply to all planned projects yet-to-be constructed. The draft ordinance seeks to exclude grant-funded projects or projects with other, vaguely defined “funding agreements” that predate the effective date. Following the Plan should be the default, and exceptions should be documented and only allowed if implementing the Plan puts external funding in jeopardy.
- The Department of Transportation (LADOT) should be the lead agency for planning and scheduling. The current draft ordinance says the Department of Public Works is the co-lead agency. LADOT has the institutional knowledge and engineering expertise for roadway design and maintenance from curb-to-curb, although DPW, LAFD, and LAPD may also be included in coordination/consultation efforts where applicable. The process should have a single lead agency to minimize bureaucracy and confusion.
- The Mobility Plan as passed in 2015 should remain intact because it is named in the measure passed by voters. There is a clause regarding the selection of alternative streets in the draft ordinance. Measure HLA does not provide for alternative streets. Complete streets serving pedestrians, transit, bikes, and cars are important on major arterial roads so that there is a connected multimodal network with few gaps, and arterials are more likely to be wide enough to support multiple modes of travel.
- The Mobility Plan Dashboard should report on the benefits of new projects. The draft ordinance requires reporting on the reallocation of car parking and car travel lanes. The dashboard should focus on the benefit to the public by reporting on changes in crash counts or estimating changes in pedestrians, transit riders, or bikers traveling through a treated corridor, for example.

- The Mobility Plan should have the force of law, as passed by the voters. The draft ordinance requires residents seeking to hold the city accountable for its decisions via civil action to go through an appeal process with vague timelines. The proposed administrative appeal process should not be a tool to obstruct or delay civil actions.

The Palms NC thanks the city for the consideration of its proposed amendments.