

## Communication from Public

**Name:** J Horvath  
**Date Submitted:** 01/27/2020 04:15 PM  
**Council File No:** 17-1115  
**Comments for Public Posting:** I support this ordinance

## Communication from Public

**Name:** Michael Rominske  
**Date Submitted:** 01/27/2020 06:42 PM  
**Council File No:** 17-1115

**Comments for Public Posting:** I have lived at Lake Hollywood Estates for five years and the tourist problem has gotten exponentially worse in those five years. It's imperative that the City limit - in any way possible - limit the number of people coming here to look at a sign, for both residents and tourists. The streets are clogged with tourists as it is and slower larger vans would only make things worse. We see pictures on NextDoor of traffic on Ledgewood, coming up Beachwood with stopped traffic on the weekends. What would happen if an emergency vehicle needed to get to our neighborhood or up Beachwood? I urge you to pass this ordinance for the safety of all.

## Communication from Public

**Name:** Russell Boyd Quinnell

**Date Submitted:** 01/27/2020 07:12 PM

**Council File No:** 17-1115

**Comments for Public Posting:** I support this regulation banning overweight vehicles in the Hollywood Hills. It's long overdue as the number of these vehicles has increased exponentially and the blocked roads which are a nuisance now would become life threatening to the residents And visitors should a wildfire occur. It's been dangerous for years and is now critical. Thank you.

## Communication from Public

**Name:** Gavin Martin

**Date Submitted:** 01/27/2020 07:30 PM

**Council File No:** 17-1115

**Comments for Public Posting:** I am in support of this ordinance banning tour buses.

## Communication from Public

**Name:** Marina Pierce

**Date Submitted:** 01/27/2020 10:12 PM

**Council File No:** 17-1115

**Comments for Public Posting:** I'm in support of this new ordinance. We must make our streets safe and prevent these overweight vehicles having access to streets in our neighborhoods.

## Communication from Public

**Name:** Hollywood Chamber of Commerce

**Date Submitted:** 01/27/2020 12:17 PM

**Council File No:** 17-1115

**Comments for Public Posting:** On behalf of the Hollywood Chamber of Commerce and the more than 800 members it represents, I am writing to express our conditional support for the proposed Tour Bus Route Restrictions Ordinance, which seeks to regulate the operation of tour buses on certain streets and routes through the authority of the City of Los Angeles Department of Transportation (LADOT). Tourism is a key driver of the City's economy, providing more than half a million jobs for residents and generating billions in tax revenue. In 2018, Los Angeles hosted a record 50 million visitors who collectively spent \$22.7 billion in direct spending, with an overall economic impact of \$34.9 billion. Hollywood has maintained its status as a mecca for tourism, attracting visitors from all over the world with its internationally recognizable landmarks and attractions. These visitors rely on tour buses to see the landmarks and attractions that have made our City a world-famous destination. The operation of tour buses in residential areas, like the Hollywood Hills, has led to a growing outcry from residents and concerns for public safety. We fully understand the need to address public safety concerns and are in favor of regulating the operation of tour buses in the City. However, the Tour Bus Route Restrictions Ordinance, as it is currently written, contains provisions that are of great concern to the Hollywood Chamber of Commerce and our tour bus operator members. The Hollywood Chamber of Commerce requests that you consider revising language in the ordinance and the process outlined in LADOT's report to the City Council in determining restricted streets: 1. The current language of the proposed amendments to LAMC § 80.36.1 is not at all clear as to whether individual persons (managers, directors, owners) or business entities (DBA's, partnerships, corporations [all types]) would be criminally liable for fourth and subsequent violations of the ordinance. While state and federal laws are clear that business entities such as corporations and partnerships can be held criminally liable (monetary penalties only) for the acts of employees / agents, the way the current amendment to the ordinance is written, it is ambiguous as to whether attempts will be made to hold individual managers and officers criminally liable (i.e., face jail time) if the statute is violated. This is obviously concerning, as everything will be done to avoid any violations, but honest mistakes, especially with a

large fleet of vehicles, are inevitable in the normal course of business. 2. The way the proposed amendments to the ordinance are written, "priorable" violations of the statute are accumulated based on a cumulative number of violations from an operator's entire fleet of vehicles and are not accumulated based on a cumulative number of violations by that operator's individual drivers. This places companies with multiple drivers in an unconscionably unfair position when compared to companies with one or two drivers. Companies with one or two drivers will have no problem avoiding criminal liability because it is of course unlikely that one driver would accumulate four violations in one year absent gross negligence or intentional violations, whereas it is of course very likely that an entire staff of dozens of drivers would accumulate four violations in one year, absent gross negligence or intentional violations. 3. The amendments to the ordinance contain no notice provisions that would make tour companies aware of newly restricted streets. This means that a street can be restricted on a given day, a sign can go up effectuating that restriction on the same day, and a citation can be issued later that same day, even if the driver traveling down that street is wholly unaware of the brand new restriction (with no mechanism to find out in advance that the street is restricted). This lack of notice is clearly unfair and places an undue burden on drivers and operators who are willing to take all reasonable steps to comply with the ordinance. 4. The amendments to the ordinance contain no provision for any hearing or public comment on the restriction of streets. As written, a Department of Transportation employee would be able to simply decide, using the approved criteria, to restrict any street in Los Angeles without any oversight, hearing, vote, appellate opportunity, or other process to challenge or comment on that employee's decision. It is critical that any regulation that can impact businesses or residents, create a process that is transparent and open to community input and oversight. Unilateral decisions by a department that threaten an industry can have disastrous consequences. On behalf of the Hollywood Chamber of Commerce, I respectfully urge the Trade, Travel, and Tourism Committee to consider the concerns outlined above and appropriately amend the ordinance accordingly. Thank you in advance for your time and consideration of this important matter.



January 24, 2020

The Honorable Joe Buscaino, Chair  
Trade, Travel, and Tourism Committee  
Los Angeles City Council  
200 N. Spring Street, Room 410  
Los Angeles, CA 90012

**RE: CONDITIONAL SUPPORT Tour Bus Route Restrictions (Council File 17-1115)**

Dear Council President Pro Tempore Buscaino:

On behalf of the Hollywood Chamber of Commerce and the more than 800 members it represents, I am writing to express our conditional support for the proposed Tour Bus Route Restrictions Ordinance, which seeks to regulate the operation of tour buses on certain streets and routes through the authority of the City of Los Angeles Department of Transportation (LADOT).

Tourism is a key driver of the City's economy, providing more than half a million jobs for residents and generating billions in tax revenue. In 2018, Los Angeles hosted a record 50 million visitors who collectively spent \$22.7 billion in direct spending, with an overall economic impact of \$34.9 billion. Hollywood has maintained its status as a mecca for tourism, attracting visitors from all over the world with its internationally recognizable landmarks and attractions. These visitors rely on tour buses to see the landmarks and attractions that have made our City a world-famous destination.

The operation of tour buses in residential areas, like the Hollywood Hills, has led to a growing outcry from residents and concerns for public safety. We fully understand the need to address public safety concerns and are in favor of regulating the operation of tour buses in the City. However, the Tour Bus Route Restrictions Ordinance, as it is currently written, contains provisions that are of great concern to the Hollywood Chamber of Commerce and our tour bus operator members.

The Hollywood Chamber of Commerce requests that you consider revising language in the ordinance and the process outlined in LADOT's report to the City Council in determining restricted streets:

1. **The current language of the proposed amendments to LAMC § 80.36.1 is not at all clear as to whether individual persons (managers, directors, owners) or business entities (DBA's, partnerships, corporations [all types]) would be criminally liable for fourth and subsequent violations of the ordinance.** While state and federal laws are clear that business entities such as corporations and partnerships can be held criminally liable (monetary penalties only) for the acts of employees / agents,

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the way the current amendment to the ordinance is written, it is ambiguous as to whether attempts will be made to hold individual managers and officers criminally liable (i.e., face jail time) if the statute is violated. This is obviously concerning, as everything will be done to avoid any violations, but honest mistakes, especially with a large fleet of vehicles, are inevitable in the normal course of business.

2. **The way the proposed amendments to the ordinance are written, "priorable" violations of the statute are accumulated based on a cumulative number of violations from an operator's entire fleet of vehicles and are not accumulated based on a cumulative number of violations by that operator's individual drivers. This places companies with multiple drivers in an unconscionably unfair position when compared to companies with one or two drivers.** Companies with one or two drivers will have no problem avoiding criminal liability because it is of course unlikely that one driver would accumulate four violations in one year absent gross negligence or intentional violations, whereas it is of course very likely that an entire staff of dozens of drivers would accumulate four violations in one year, absent gross negligence or intentional violations.
3. **The amendments to the ordinance contain no notice provisions that would make tour companies aware of newly restricted streets.** This means that a street can be restricted on a given day, a sign can go up effectuating that restriction on the same day, and a citation can be issued later that same day, even if the driver traveling down that street is wholly unaware of the brand new restriction (with no mechanism to find out in advance that the street is restricted). This lack of notice is clearly unfair and places an undue burden on drivers and operators who are willing to take all reasonable steps to comply with the ordinance.
4. **The amendments to the ordinance contain no provision for any hearing or public comment on the restriction of streets.** As written, a Department of Transportation employee would be able to simply decide, using the approved criteria, to restrict any street in Los Angeles without any oversight, hearing, vote, appellate opportunity, or other process to challenge or comment on that employee's decision. It is critical that any regulation that can impact businesses or residents, create a process that is transparent and open to community input and oversight. Unilateral decisions by a department that threaten an industry can have disastrous consequences.

On behalf of the Hollywood Chamber of Commerce, I respectfully urge the Trade, Travel, and Tourism Committee to consider the concerns outlined above and appropriately amend the ordinance accordingly. Thank you in advance for your time and consideration of this important matter.

Sincerely,



Rana Ghadban  
President & CEO

*NOTE: This letter should be posted to Council File 17-1115*

## Communication from Public

**Name:**

**Date Submitted:** 01/27/2020 03:41 PM

**Council File No:** 17-1115

**Comments for Public Posting:** I'm president of Lake Hollywood Homeowners' Association. Our neighborhood has been inundated with illegal tour buses and vans containing visitors that come to our neighborhood to get the best view of the Hollywood sign. Our streets are not wide enough to accommodate the number of buses, vans and visitors in general. Our board of directors very much supports this ordinance as a way to stop the tour buses and vans from coming to our neighborhood.

## Communication from Public

**Name:** Kim Kevorkian  
**Date Submitted:** 01/27/2020 04:45 PM  
**Council File No:** 17-1115  
**Comments for Public Posting:** I am in support of this document. Our neighborhood streets are a mess and something needs to be done to assist to get these vehicles off of our neighborhood streets.

## Communication from Public

**Name:** Susan Lawson

**Date Submitted:** 01/27/2020 04:49 PM

**Council File No:** 17-1115

**Comments for Public Posting:** I am writing in support of the proposed tour bus ordinance program. I live in the Hollywood Estates neighborhood where oversized and open tour buses come frequently. These tour buses often become stuck in our narrow and winding streets, and stop in dangerous areas so that tourists can unload or take pictures. They pose a serious danger to the neighborhood and the tourists on these buses. My hope is that is ordinance will pave the way for LADOT to be able to access whether these tour buses should be prohibited from our neighborhood - and if so, to finally be able to effectively stop them. Thank you, Susan

## Communication from Public

**Name:** Gideon Yago

**Date Submitted:** 01/27/2020 04:56 PM

**Council File No:** 17-1115

**Comments for Public Posting:** I am writing as a resident, homeowner, taxpayer and voter within the Lake Hollywood community of Griffith Park to support a ban on overweight vehicles, including tour buses in our neighborhood streets. Our community, defined in part by Lake Hollywood Park, is a popular tourist designation due to its views of the Hollywood sign. It is not atypical, on any given day, for hundreds of tourists to come to our neighborhood, park, take a photograph and leave. While we know these tourists contribute to scores of local businesses in a meaningful way, the onus is left on those of us who reside within this community to withstand their impact. While the volume of small cars, Ubers and Lyfts, is manageable, the traffic by overweight vehicles, including tour buses, is overwhelming and dangerous. Most of the roads in and out of our neighborhood are narrow, winding and on a significant grade. The potential disaster to both vehicles and property is substantial in the event of overweight vehicle failure. Further, were an overweight vehicle get 'stuck' or break down, it would effectively bottleneck the entire community, as there are only two roads in and out of our neighborhood: Canyon Lake and Lake Hollywood Drive. Beyond just the vehicles themselves, there is the environment impact of allowing high-volume vehicles in our neighborhood. Typically, in the case of tour buses, we also see an increase in littered cigarette butts on our sidewalks and lawns. Given the wildfire threat this proposes to the area, it seems an additional argument for reducing high-volume vehicles and the dozens of tourists they carry in a single vehicle. Thank you for considering the safety of our neighborhood and banning high-volume vehicles on our roads.

## Communication from Public

**Name:** Mrs Andrews

**Date Submitted:** 01/27/2020 05:07 PM

**Council File No:** 17-1115

**Comments for Public Posting:** This law is absolutely necessary to prevent further traffic which causes (among other things) unreasonable congestion; unsafe driving practices; costly wear and tear on roads that were never designed for the now ever present levels of traffic and the weight of these types of vehicles and major potential for interference with the delivery of police services and delivery of fire services to our neighborhoods which are in fire areas. Thank you for the opportunity to comment.