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City Clerk

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CITY OF LOS ANGELES  
CALIFORNIA



ANTONIO R. VILLARAIGOSA  
MAYOR

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HELEN GINSBURG  
Chief, Council and Public Services Division

03-0591-S1

CD 5

December 15, 2005

Mayor Antonio R. Villaraigosa  
Councilmember Weiss  
City Administrative Officer  
Chief Legislative Analyst  
Board of Public Works  
Bureau of Street Services  
Department of Transportation  
Board of Transportation Commissioners

RE: AMENDING THE CENTURY CITY APPROVED NEIGHBORHOOD TRAFFIC MANAGEMENT  
PLAN

At the meeting of the Council held DECEMBER 14, 2005, the following action  
was taken:

Attached report adopted..... X  
Attached motion (-) adopted.....  
Attached resolution adopted.....  
FORTHWITH.....  
Mayor concurred .....  
To the Mayor FORTHWITH .....  
Motion adopted to approve communication recommendation(s).....  
Motion adopted to approve committee report recommendation(s)....  
Ordinance adopted.....  
Ordinance number.....

*Frank T. Martinez*

City Clerk  
kw

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PLACE IN FILES  
JAN 06 2006  
DEPUTY



47

File No. 03-0591-S1

TO THE COUNCIL OF THE  
CITY OF LOS ANGELES

Your

TRANSPORTATION COMMITTEE

reports as follows:

Public Comments

Yes    No  
XX

TRANSPORTATION COMMITTEE REPORT relative to amending the Century City Approved Neighborhood Traffic Management Plan (CCNTMP).

Recommendations for Council action, pursuant to Motion (Weiss - Rosendahl):

1. APPROVE the following changes to the CCNTMP for the Neighborhood Traffic Management Measures and Arterial Flow Enhancements Phase I:
  - a. Item No. 20 - modify to read, "Reduce northbound green time during AM peak period to meter northbound flow on Motor Avenue at National Boulevard to approximately 600 vehicles per hour. Eliminate one of the two through lanes. Increase northbound left turn green time."
  - b. Remove Item No. 35, "Install All-way stop at Earlmar Drive and Patricia Avenue."
  - c. Item No. 43 - modify the first sentence to read: "Install landscaped median island on Bagley Avenue south of Kincardine Avenue along with a two-way left turn lane extending 500 feet south of Kincardine Avenue."
  - d. Item No. 47 - modify the first sentence to read: "Install landscaped median island on Castle Heights Avenue south of Burgen Avenue."
  - e. Add Item No. 71 - "Remove the Pico Boulevard westbound right turn only lane at Avenue of the Stars."
  - f. Add Item No. 72 - "Convert the Motor Avenue northbound double left turn lanes and single right turn lane at Pico Boulevard to a northbound single left turn lane and double right turn lanes."
2. APPROVE the following changes to the CCNTMP for the Neighborhood Traffic Management Measures and Arterial Flow Enhancements Phase II:
  - a. Item No. 1 - modify to read: "Install landscaped median island on Beverwil Drive between Beverlywood Street and Cattaraugus Avenue. Modify striping and signage as needed."
  - b. Item No. 4 - modify to read: "Install landscaped median on Motor Avenue south of Pico Boulevard. Modify striping and signage as needed."
  - c. Item No. 15 - modify the first sentence to read: "Construct landscaped gateway median island on Manning Avenue north of Ayres Avenue."
  - d. Item No. 19 - modify the first sentence to read: "Construct landscaped gateway island on Prosser Avenue north of Ayres Avenue."

3. APPROVE the following changes to the Council District 5 (CD 5) Recommendations for the CCNTMP:
  - a. Remove Item No. 2 - "Install All-way stop at Earlmart Drive and Patricia Avenue."
4. RESOLVE that the substitutions or additional improvements as described above in Recommendation Nos. 1, 2 and 3 have been made in consultation with the appropriate Council Office and the affected communities and that the DOT has determined that the said substitutions or additional improvements are consistent with the CCNTMP and fulfill the transportation objectives of the improvement which it is to replace while retaining the integrity of the CCNTMP.

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

Summary:

At its November 30, 2005 meeting, your Committee considered a Motion (Weiss - LaBonge) relative to amending the Century City CCNTMP. According to the DOT, in 1998 developers for the Constellation Place development, JMB Realty Corporation/A.P. Properties, agreed to pay \$1 million to fund the study, development and implementation of a Neighborhood Traffic Mitigation Plan to address existing traffic concerns in the Cheviot Hills area. These funds were deposited into the West Los Angeles Transportation Improvement and Mitigation Specific Plan Fund (no. 681) under the control of the DOT to implement the CCNTMP. The fund balance was subsequently transferred to the Century City Neighborhood Traffic Protection Trust Fund which is administered by the Department of Public Works. Finally, the DOT prepared a Neighborhood Traffic Management Plan in consultation with Council District 5 (CD 5) and various community and homeowner associations.

Subsequently, the CCNTMP was revised in further consultation with various community and homeowner groups and on July 8, 2003, Council resolved to approve the revised CCNTMP for the Century City area of West Los Angeles. The resolution stated that the Approved CCNTMP may also be revised by providing substitute or additional improvements to the list after Council, in consultation with the appropriate Council Office and DOT, has determined that the improvements are consistent with the CCNTMP and that a substitute improvement fulfills the transportation objectives of the improvement which it is to replace.

On November 22, 2005 a Motion (Weiss - Rosendahl) was introduced in Council to further amend the CCNTMP to make substitute and additional improvements. In particular, the Motion recommends several changes to Phase I of the CCNTMP to include removing the Pico Boulevard westbound right turn only lane at Avenue of the Stars and to convert the Motor Avenue northbound double left turn lanes and single right turn lane at Pico Boulevard to a northbound single left turn lane and double right turn lanes.

The Councilmember for CD 5 then stated that the CCNTMP was intended as a means of mitigating the high volume of morning and afternoon rush hour traffic driving to Century City that passes through neighborhoods such as Cheviot Hills. Additionally, the Councilmember noted that the CCNTMP was negotiated with various community and homeowner groups in the affected areas and as such, the CCNTMP represents a number of compromises. Finally, the Councilmember stated that the most significant change that is being proposed in the Motion is converting the Motor Avenue northbound double left turn lanes and single right turn lane at Pico Boulevard to a northbound single

left turn lane and double right turn lanes.

Additionally, the Councilmember stated that at present, there is only one right turn lane from Motor Avenue to Pico Boulevard that allows motorists to access the Century City business area and as such, this has been a source of complaint by residents of the surrounding neighborhoods is that they feel landlocked and unable to either leave or access their residences in the mornings and afternoons due to the high volume of traffic along Motor Avenue. The Councilmember further stated that the Motion is intended to allow neighborhood residents to have a better opportunity to exit their neighborhood in the morning and that all other elements of the CCNTMP will be retained. Finally, the Councilmember noted that it is not the intent of the Motion to have an action taken on one street to remedy a traffic problem result in an unintended consequence or burden to another street.

Finally, the Councilmember stated that a public hearing was held on the Motion's proposed changes at Rancho Park that was conducted by former Transportation Commissioner Phil Recht and that the CD 5 office has received numerous cards, letters, emails and phone calls from constituents and that the based on the feedback received, there is support for the proposed changes.

The public then gave testimony, both pro and con, in respect to the various changes as detailed above in Recommendation Nos. 1, 2 and 3 and in particular, converting the Motor Avenue northbound double left turn lanes and single right turn lane at Pico Boulevard to a northbound single left turn lane and double right turn lanes. Specifically, members of the public testified that currently there is a high level of traffic volume of motorists desiring to turn right onto Pico Boulevard which has resulted in the queuing of motorists down Motor Avenue. This in turn has caused frustrated motorists to seek alternative routes along streets through the surrounding residential neighborhood. This in turn has caused a significant increase in neighborhood traffic thus making it difficult for the residents to leave their houses and posing a potential safety hazard.

Members of the public also gave testimony against making changes in the CCNTMP and in particular, in relation to converting the turn lanes leading off of Motor Avenue onto Pico Boulevard. Specifically, members of the public testified that the traffic calming measures in the CCNTMP have been successful and that creating an additional right turn lane onto Pico Boulevard from Motor Avenue would invite more commuter traffic into the neighborhood. Finally, members of the public testified that no changes should be made whatsoever until all phases of the CCNTMP had been implemented and their effects had been formally studied by the DOT.

Next, the DOT provided an overview of the proposed changes as contained in the above Motion and stated that with the exception of converting the Motor Avenue northbound double left turn lanes and single right turn lane at Pico Boulevard to a northbound single left turn lane and double right turn lanes, the other proposed changes are concerned with minor items, clarifying language and removing traffic elements that the community did not want. The DOT further stated that it has reviewed the CCNTMP and their effects on the community and concluded that the CCNTMP has significantly reduced traffic on Motor Avenue both northbound and southbound.

Additionally, the DOT stated that Council has given specific instruction on where specific traffic signal timing metering shall occur in order to achieve a traffic flow to 600 vehicles per hour during peak hours. The DOT also noted that Phase I of the CCNTMP consists of approximately 70 specific traffic calming measures aimed at reducing the volume in the communities surrounding Century City and at present, the DOT has implemented all of the Phase I measures.

Finally, the DOT stated that it does not believe that the changes proposed in the above Motion will not cause additional commuter traffic on Motor Avenue. Normally, the DOT controls traffic volume

as part of a neighborhood traffic management plan by controlling inlet volume (i.e. traffic volume that comes into the neighborhood) rather than outlet traffic (i.e. traffic leaving a neighborhood). However, in the case of area south of Century City, the DOT stated that it has taken steps to control the outlet traffic volume due to the significant inconvenience to the residents themselves. The DOT noted that making various changes in traffic flow is not always perfect and sometimes it is difficult to quantify and as such there is a balancing act between reducing commuter traffic in a neighborhood and how much inconvenience a neighborhood is willing to endure in exchange.

The Committee then questioned the DOT in regard to the traffic lanes at the intersection of Motor Avenue and Pico Boulevard and in particular, the concept that resulted in the initial creation of the two left turn lanes onto Pico Boulevard (there are three available turn lanes). The DOT responded by stating that the two left turn lanes was originally suggested by the community as a means of deterring commuter traffic but the DOT did not expect the high degree of queuing of motorists down Motor Avenue. The DOT also stated that according to its traffic volume counts, there are three times as many people making a right turn as there are people making a left turn onto Pico Boulevard.

Next, the Committee questioned the DOT in regard to traffic signal timing and in particular, allowing more time for motorists making a right turn from Motor Avenue onto Pico Boulevard. According to the DOT, if the time was extended then there will be too much traffic on eastbound Pico Boulevard since it is a short distance from Avenue of the Stars. The Committee then asked the DOT if it had considered making the middle turn lane both a right/left turn optional lane (i.e. motorists could go either way). The DOT responded by stating that when a turn lane is exclusive for one direction, more time can be provided for motorists to turn. In the case of an optional right/left turn lane, a motorist can block the right turn traffic if they desire to turn left (simultaneous left and right turns are not allowed). The Committee also suggested that if two right-turn lanes are provided, this might provide motorists with a greater options and a larger capacity for motorists waiting to turn, thereby reducing the queuing down Motor Avenue.

In the course of further discussion in relation to the issue of the right and left turn lanes onto Pico Boulevard, the Committee considered the issue of unintended consequences and stated that if further changes are required to address these unintended consequences, the DOT must give consideration to converting the middle turn lane into a right turn/left turn optional lane along with other proposed alternatives.

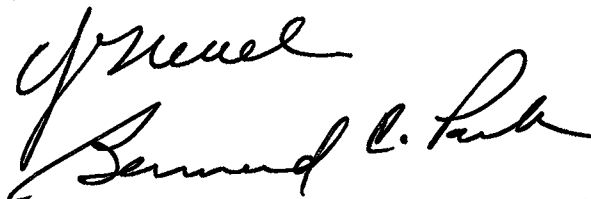
After further consideration and having provided an opportunity for public comment, the Committee moved to recommend that Council approve the recommendations as contained in the Motion. This matter is now forwarded to the Council for its consideration.

Respectfully submitted,

TRANSPORTATION COMMITTEE

MEMBER	VOTE
GREUEL:	YES
PARKS:	YES
LABONGE:	ABSENT

ARL  
#030591-S1a.wpd  
12/6/05  
CD 5



REPT.  
**ADOPTED**

DEC 14 2005

**LOS ANGELES CITY COUNCIL**

COUNCIL VOTE

Dec 14, 2005 10:46:16 AM, #4

Items for Which Public Hearings Have Been Held - Items 15-53  
Voting on Item(s): 19-20,22,24-27,30-34,36-38,40-50,52  
Roll Call

CARDENAS	Yes
GARCETTI	Absent
*GREUEL	Yes
HAHN	Yes
HUIZAR	Yes
LABONGE	Yes
PARKS	Yes
PERRY	Yes
REYES	Yes
ROSENDAHL	Yes
SMITH	Yes
WEISS	Yes
WESSON	Yes
ZINE	Yes
PADILLA	Yes

Present: 14, Yes: 14 No: 0

TRANSPORTATION COMMITTEE  
SUGGESTED NOTIFICATION OF COUNCIL ACTION

Council File No. 03-0591-S1

- ☐ Petitioner/Communicant \_\_\_\_\_
- ☒ Council Member(s) C05 \_\_\_\_\_
- ☒ Board of Transportation Commissioners
- ☒ Office of the Mayor (w/o file)
- ☒ City Administrative Officer (CAO)
- ☒ Chief Legislative Analyst (CLA)
- ☐ Los Angeles County Metropolitan Transportation Authority
- ☐ City Attorney (w/ Bluesheet) (w/o Bluesheet)
- ☐ Controller
- ☒ Department of Transportation (DOT)
- ☒ PUBLIC WORKS - BUREAU OF STREET SERVICES
- ☐ \_\_\_\_\_
- ☐ \_\_\_\_\_
- ☐ \_\_\_\_\_
- ☐ \_\_\_\_\_
- ☐ \_\_\_\_\_

## CHEVIOT HILLS TRAFFIC SAFETY ASSOCIATION

Date: 12-13-05

To: Adam Lida, City Clerks Office, City of Los Angeles

Fax: 213-978-1079

C/O: Lyle Dawn  
2844 Club Dr.  
Los Angeles, CA 90064  
310-839-3077 (phone)  
310-839-0265 (fax)

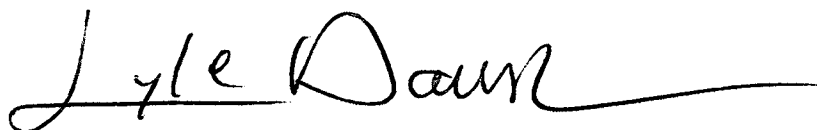
re: Item# 47 to be brought before on December 14, 2005

Dear Mr. Lida

Attached is a letter for your review that has been sent to all the members of the City Council and the City Attorney Land Use Division. Would you please make sure this letter is included in the record regarding item number 47, December 14, 2005. Please bring this request for deferred action to the attention of the City Council Members of the Transportation Committee and the general Members of the City Council.

Thank you for your assistance with this matter. If there is any difficulty fulfilling this request, please contact me.

Sincerely,

A handwritten signature in black ink that reads "Lyle Dawn". The signature is fluid and cursive, with a long horizontal line extending from the end of the name.

Lyle Dawn  
Cheviot Hills Traffic Safety Association



## CHEVIOT HILLS TRAFFIC SAFETY ASSOCIATION

December 12, 2005

Councilmember Wendy Greuel  
Los Angeles City Hall  
200 N. Spring Street, Rm 475  
Los Angeles, CA 90012

Re: File No. 03-0591-S1--Request to Defer Action

Dear Councilmember Greuel:

For the reasons set forth below, it is respectfully requested that you, as Chair of the Transportation Committee, move to defer action on the Motion to be made before the City Council on December 14, 2005, or on any subsequent date made (Motion) to modify the Century City Approved Neighborhood Traffic Management Plan (CCNTMP) because of legally fatal deficiencies in the findings and lack of evidence supporting the proposed changes.

It is respectfully submitted that the approval of the Motion in the face of these deficiencies is in clear violation of the standards set forth by the California Supreme Court in *Topanga Ass'n for a Scenic Community v. County of Los Angeles*, 11 Cal.3d 506 (*Topanga*) and the City Council's own resolution adopted on July 8, 2003 (File No. 03-0951-S1) (the Resolution).

### APPROVAL OF THE MOTION WILL VIOLATE CALIFORNIA LAW

*Topanga* confirmed that California Code of Civil Procedure Section 1094.5 requires that decisions like Council approval of the Motion be supported by findings, and findings be supported by substantial evidence. The *Topanga* court cited 5 purposes for the necessity for findings supported by substantial evidence:

- To provide a framework for making principled decisions, thereby enhancing the integrity of the administrative process
  - To facilitate orderly analysis and reduce the likelihood the city will leap randomly from evidence to conclusions
  - To serve a public relations function by helping to persuade parties that administrative decision making is careful, reasoned, and equitable
  - To enable the parties to determine whether and on what basis they should seek judicial review and remedies
  - To apprise the reviewing court of the basis for the city's decisions
- (See, *Topanga* at 514)

Even a cursory review of the record related to the Motion leads to the inescapable conclusion that there is no substantial evidence and there are no findings meeting the standards established by *Topanga*. Without limitation, among the deficiencies:

- There are no transcripts of hearings on the changes contained in the Motion<sup>1</sup>
- There are no reports of the Los Angeles Department of Transportation analyzing the effects of the proposed changes to the CCNTMP and the specific areas it was intended to protect
- There is no analysis of alternative changes, such as measuring traffic volumes at a different location than what is proposed
- There are no reports or studies analyzing the adverse environmental effects of the proposed changes on the adjacent communities
- There are no reports from residents discussing the negative effects of the changes
- There are no legal opinions from the City Attorney with respect to the authority of the City Council to make these changes to a mitigation package after commencement of the Project to which it relates, or the ability of the City Council to make these changes without an Environmental Impact Report under the California Environmental Quality Act
- There is no analysis of all the facts or how the purported findings are supported by the preponderance of the evidence in the record

Other than a few conclusory statements by Councilman Weiss before the Committee, there is no evidence or findings supporting the Motion. An example may help illustrate the fatal deficiency of the Motion's record.

At the November 30, 2005 hearing before the Transportation Committee (Committee Hearing) the only rationale offered by Councilman Weiss for the addition of Item No. 72 ("Convert the Motor Avenue northbound double left turn lanes and single right turn lane at Pico Boulevard to a northbound single left lane and double right turn lane") is that residents of the surrounding neighborhoods "feel landlocked and unable to either leave or access their residences in the mornings and afternoons due to the high volume of traffic along Motor Avenue." While it is impossible to provide reliable evidence confirming the existence of this particular phobia, a report of a "feeling" by certain unnamed people does not constitute substantial evidence or a finding required by CCP Section 1940.5 as interpreted by *Topanga*. Where are the traffic studies confirming the truth and accuracy of this "feeling"? Where are the reports of hundreds of residents who oppose any change and do not "feel landlocked"? Where are the studies discussing the adverse effects of this change? How does the City Council reconcile these facts in a principled decision as required by *Topanga*?

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<sup>1</sup> The Committee Report (at p.3) states that at the Committee Hearing Councilman Weiss "...stated that a public hearing was held *on the Motion's proposed changes* at Rancho Park and CD 5 has received numerous cards, letters, emails and phone calls from constituents and that based on the feedback received, there is support for the proposed changes." (Emphasis added)

This is a very curious statement since the meeting which Councilman Weiss now claims was a public hearing on the proposed changes to the Motion was held in December 2004, while the proposed changes were not even released until April 2005. The meeting to which Councilman Weiss refers did not meet the standards for a public hearing and was no more than a raucous, out of control community meeting (see attached flyer) . Further, either Councilman Weiss or the Committee Report fails to disclose that the CD5 office received hundreds of cards, letters, emails and phone calls from constituents opposing any changes to the CCNTMP.

The Committee Report also reflects a conflicted presentation by LADOT about the effects of the proposed Motion. The first sentence of the 5<sup>th</sup> full paragraph at p. 3 of the Report states, in pertinent part:

“...[T]he DOT provided an overview of the proposed changes as contained in the above Motion and stated that with the exception of converting the Motor Avenue northbound double left turn lanes and single right turn lane at Pico Boulevard....the other proposed changes are concerned with minor items....” (Emphasis added)

This language clearly reflects that the proposed change at Motor and Pico is not a minor change. It is a material change. Yet later on in the Committee Report at pp.3 and 4, LADOT may have taken a completely opposite position by stating:

“Finally, the DOT stated that it does not believe that the changes proposed in the above Motion will not cause additional commuter traffic on Motor Avenue.”

Read literally, this statement in the double negative supports the proposition of so many residents of CD5, that the proposed changes will in fact cause additional commuter traffic on Motor. But even if it reflects a typographical error and is intended to state a negative conclusion, such a statement is contrary to LADOT’s earlier statement at the Committee Hearing to the effect that the proposed changes at Motor and Pico would be material. But of most significance, LADOT has provided no evidence supporting this sweeping conclusion.<sup>2</sup> Further, LADOT has not provided any analysis of how adjusting traffic light metering and resulting vehicle volume at Motor and National Boulevards and Motor and Manning impact, positively or negatively, the build up of right turn traffic at Motor and Pico.

An objective and principled review of the record indicates the glaring and legally fatal deficiency in the record related to the Motion as measured by the standards of *Topanga*, and for this reason the Motion should be deferred until these deficiencies are remedied.

#### **APPROVAL OF THE MOTION WILL VIOLATE THE CITY COUNCIL’S OWN RESOLUTION**

The Resolution approving the CCNTMP was adopted by the Council on July 8, 2003. The Resolution states in pertinent part:

“The Approved NTMP may also be revised by providing substitute or additional improvements to the list after *the City Council*, in consultation with the appropriate

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<sup>2</sup> In fact there is evidence to the contrary. A letter prepared for the Cheviot Hills Traffic Safety Association by Joe Foust of Austin-Foust and Associates, Traffic Engineering and Transportation Planning, was sent to Councilman Weiss stating that the proposed changes are material and detrimental and are in violation of both the letter and intent [of the CCNTMP]. Mr. Foust also states that an additional right turn lane at Motor Ave. and Pico will encourage commuters to seek out by-pass routes using the various residential side streets to circumvent the “metering” start up at the two signals. This letter should be included in the record and reconciled with LADOT’s unsupported conclusion.

Council Office and LADOT, *has determined that the improvements are consistent with the NTMP and that a substitute improvement fulfills the transportation objectives of the improvements which it is to replace*". (Emphasis added)

In the Resolution the Council required that any change to the CCNTMP must be supported by a factual determination by the City Council meeting the two pronged standard set out in the Resolution:

- The improvements must be consistent with the CCNTMP; and
- A substitute improvement fulfills the transportation objectives of the improvement that it is to replace.

It is respectfully submitted that the Council cannot do this on December 14 because there is no evidence in the record that supports such a determination. While the Motion repeats the Resolution's standard as a conclusion, **the record does not provide the Council with any evidentiary support or principled analysis, as required by Topanga, to actually make the determination the Resolution requires.**

This conclusion is further supported by California case law. For example, in *Napa Citizens for Honest Gov't v. County of Napa*, 91 Cal App. 4<sup>th</sup> 342 (2001) (*Napa*) the Court of Appeals states that any deletion of an earlier-adopted mitigation measure must be supported by a legitimate reason for deleting the measure supported by substantial evidence. (See *Napa* at 345-46) It is respectfully submitted that the record provides neither a legitimate reason as defined by the Resolution or any evidence supporting such a reason.

The City Council cannot rely on a presumption that the Motion will rest upon the necessary findings and that such findings are supported by substantial evidence. Rather, as stated in *J.L. Thomas, inc. v. County of Los Angeles*, 232 Cal. App. 3d 916 at 926 (1991) cities must expressly state their findings and must set forth the relevant facts supporting them. As discussed earlier, since the record is bereft of substantial evidence and any supporting analysis, the City Council cannot meet this burden of proof.

**The Council Cannot Make the Determination its Own Resolution Requires it to Make.**

The Resolution requires that any substitute improvement to the CCNTMP must fulfill the transportation objectives of the improvements to which it is to replace. The record contains no information supporting such a determination. Indeed, it may be impossible to provide such information for at least two of the changes, i.e. New Item 72 adding an additional right turn lane at Pico Boulevard and Motor Avenue and Item 4 altering the configuration of the Phase 2 median on Motor Avenue S/O Pico Blvd.

If a proper hearing were held and testimony taken under oath, it would become clear that the original purpose of the current configuration of two left turn lanes and one right turn lane at this intersection was recommended by LADOT specifically to frustrate commuters to Century City, whether or not residents of CD5, in using Motor Avenue northbound. This was clearly stated by Mr. John Fisher of LADOT with the knowledge of CD5 at the time. It is also abundantly clear that by reconfiguring the turn lanes at this intersection as proposed in the Motion, this objective will be defeated because it is

intended to reduce the frustration that was the original objective of this specific mitigation. It is hard to imagine, therefore, how this proposed change could ever be found to be "consistent with the objectives of the NTMP" or "fulfill the transportation objectives" of the current configuration which the Motion proposes it replaces. In any event, at this point in time, there is no evidence available to the Council to make either of these determinations its own Resolution requires. Therefore, the Council should defer action on the Motion until sufficient evidence is provided to it with which it can make a principled decision as required by applicable law.

### **THERE IS NO REASON FOR THE MOTION TO BE ADOPTED ON AN EXPEDITED BASIS WITHOUT FINDINGS AND SUBSTANTIAL EVIDENCE**

It is abundantly clear that there is no or insufficient evidence supporting the Motion. It is also clear that there is no emergency situation or other facts or circumstances excusing the Council from the requirement of substantial evidence and supportive findings for any change to the CCNTMP. Indeed there are ample reasons to defer action.

For several months traffic has been disrupted and negatively impacted by the massive street improvements and construction projects occurring in and adjacent to Century City. These projects have contributed to traffic congestion into, out of, and adjacent to Century City. It is reasonable to expect that once these projects are completed and traffic patterns normalize some of the congestion addressed by the Motion will reduce. Common sense supports the view that any analysis of proposed changes to the CCNTMP should wait until after these projects are completed. It is just bad public policy to make changes based upon temporary congestion caused by projects that will be completed in a few months.

The proponents of the Motion should be required to establish, by presentation of substantial evidence, why these changes should occur now and why the Motion should be adopted now without an adequate record of substantial evidence and findings as required by law.

It is curious why the proponents of the Resolution are attempting to push this Motion through on December 14 with such an inadequate record and no emergency or compelling reason to do so.

### **REQUEST**

For the foregoing reasons it is respectfully requested that action on the Motion be deferred and not reconsidered until after completion of the multiple construction and street improvement projects occurring in and adjacent to Century City.

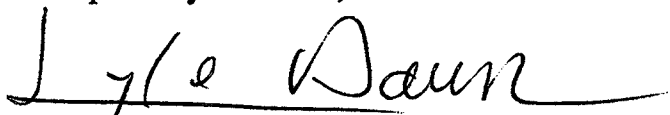
Further, the Motion should be referred back to the Committee with an instruction to:

- Conduct real hearings as required by law with an instruction to transcribe and maintain a record of the proceedings of such hearings
- LADOT be instructed to provide an analysis of the impact of each of the material changes, including without limitation, the proposed changes at the intersection of Motor and Pico

- LADOT be instructed to provide an analysis of the impact of any changes to the turning lanes at Pico and Motor (Item 72) and on other aspects of the CCNTMP, including without limitation proposed new Item 4
- LADOT be instructed to conduct a study of the effects of changes to traffic metering at the Motor Avenue and National Boulevard intersection and the Motor Avenue and Manning Avenue intersection on congestion of northbound commuter traffic seeking to turn right at Motor and Pico
- The public have an opportunity to review and comment prior to the conduct of any studies to be conducted by LADOT regarding the standards and items to be measured, and thereafter on the results of such analyses and that the public's comments be considered by the Committee
- The City Attorney be requested to provide a written opinion whether or not an environmental impact report is required before the proposed changes are implemented, and whether the record provides substantial evidence to support any determinations required under the Resolution and by *Topanga*
- The Committee provide a detailed report with its findings and supporting evidence so that the Council may make the determinations required by California law and the Resolution

As well liked and respected as Councilman Weiss and Rosendahl may be, the Council will be not be doing them nor the City any favors by approving the Motion on December 14 or thereafter with the insufficient evidence and unsupported findings related to the Motion, in violation of California law and the Council's Resolution.

Respectfully submitted,



Lyle Dawn  
for Cheviot Hills Traffic Safety Association  
2844 Club Drive  
Los Angeles, CA 90064

(310) 839-3077

City of Los Angeles Department of Transportation  
**Century City Neighborhood Traffic Management Project**

## **COMMUNITY MEETING**

The Department of Transportation invites you to a community meeting to share information on the status of implementing the Century City Neighborhood Traffic Management Plan and to hear any ideas and concerns you may have about this traffic calming project.

Since the City Council approved the Century City Neighborhood Traffic Management Plan on July 8, 2003, the Department of Transportation and the Department of Public Works Bureau of Street Services have implemented numerous traffic calming measures designed to reduce peak-hour traffic on residential streets, and to enhance pedestrian safety and the neighborhood environment. At the meeting, a report on the status of this project and the effects of the changes will be presented by City staff.

**TOPIC: Traffic Calming Measures Implemented as Part of the Century City Neighborhood Traffic Management Plan**

**DATE: THURSDAY, DECEMBER 2, 2004**

**TIME: 7:00 p.m. to 9:00 p.m.**

**LOCATION: Cheviot Hills Recreation Center Gymnasium  
2551 Motor Avenue**

**(The parking lot entrance is on the west side of Motor Avenue south of Pico Boulevard)**

**Location Phone: (310) 837-5186**

**FOR ADDITIONAL INFORMATION,**

**View the plan at <http://www.lacity.org/LADOT>**

**Contact Clive Grawe, Department of Transportation, (213) 580-5218**

**CHEVIOT HILLS TRAFFIC SAFETY ASSOCIATION**

**Date:** 12-13-05

03 - 0591-51

**To:** Adam Lila, City Clerks Office, City of Los Angeles

**Fax:** 213-978-1079

**C/O:** Lyle Dawn  
2844 Club Dr.  
Los Angeles, CA 90064  
310-838-3077 (phone)  
310-838-0265 (fax)

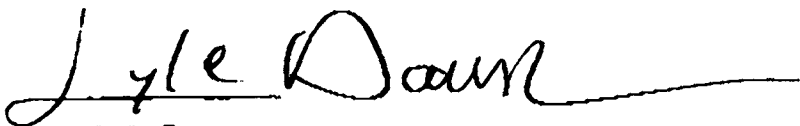
**re:** Item# 47 to be brought before on December 14, 2005

**Dear Mr. Lila**

Attached is a letter for your review that has been sent to all the members of the City Council and the City Attorney Land Use Division. Would you please make sure this letter is included in the record regarding item number 47, December 14, 2005. Please bring this request for deferred action to the attention of the City Council Members of the Transportation Committee and the general Members of the City Council.

Thank you for your assistance with this matter. If there is any difficulty fulfilling this request, please contact me.

Sincerely,



Lyle Dawn  
Cheviot Hills Traffic Safety Association



## CHEVIOT HILLS TRAFFIC SAFETY ASSOCIATION

December 12, 2005

~~Councilmember~~ Wendy Greuel  
Los Angeles City Hall  
200 N. Spring Street, Rm 475  
Los Angeles, CA 90012

Re: File No. 03-0591-S1--Request to Defer Action

Dear ~~Councilmember~~ Greuel:

For the reasons set forth below, it is respectfully requested that you, as Chair of the Transportation Committee, move to defer action on the Motion to be made before the City Council on December 14, 2005, or on any subsequent date made (Motion) to modify the Century City Approved Neighborhood Traffic Management Plan (CCNTMP) because of legally fatal deficiencies in the findings and lack of evidence supporting the proposed changes.

It is respectfully submitted that the approval of the Motion in the face of these deficiencies is in clear violation of the standards set forth by the California Supreme Court in *Topanga Ass'n for a Scenic Community v. County of Los Angeles*, 11 Cal.3d 506 (*Topanga*) and the City Council's own resolution adopted on July 8, 2003 (File No. 03-0951-S1) (~~the~~ Resolution).

### APPROVAL OF THE MOTION WILL VIOLATE CALIFORNIA LAW

*Topanga* confirmed that California Code of Civil Procedure Section 1094.5 requires that decisions like Council approval of the Motion be supported by findings, and findings be supported by substantial evidence. The *Topanga* court cited 5 purposes for the necessity for findings supported by substantial evidence:

- To provide a framework for making principled decisions, thereby enhancing the integrity of the administrative process
  - To facilitate orderly analysis and reduce the likelihood the city will leap randomly from evidence to conclusions
  - To serve a public relations function by helping to persuade parties that administrative decision making is careful, reasoned, and equitable
  - To enable the parties to determine whether and on what basis they should seek judicial review and remedies
  - To apprise the reviewing court of the basis for the city's decisions
- (See, *Topanga* at 514)

Even a cursory review of the record related to the Motion leads to the inescapable conclusion that there is no substantial evidence and there are no findings meeting the standards established by *Topanga*. Without limitation, among the deficiencies:

- There are no transcripts of hearings on the changes contained in the Motion<sup>1</sup>
- There are no reports of the Los Angeles Department of Transportation analyzing the effects of the proposed changes to the CCNTMP and the specific areas it was intended to protect
- There is no analysis of alternative changes, such as measuring traffic volumes at a different location than what is proposed
- There are no reports or studies analyzing the adverse environmental effects of the proposed changes on the adjacent communities
- There are no reports from residents discussing the negative effects of the changes
- There are no legal opinions from the City Attorney with respect to the authority of the City Council to make these changes to a mitigation package after commencement of the Project to which it relates, or the ability of the City Council to make these changes without an Environmental Impact Report under the California Environmental Quality Act
- There is no analysis of all the facts or how the purported findings are supported by the preponderance of the evidence in the record

Other than a few conclusory statements by Councilman Weiss before the Committee, there is no evidence or findings supporting the Motion. An example may help illustrate the fatal deficiency of the Motion's record.

At the November 30, 2005 hearing before the Transportation Committee (Committee Hearing) the only rationale offered by Councilman Weiss for the addition of Item No. 72 ("Convert the Motor Avenue northbound double left turn lanes and single right turn lane at Pico Boulevard to a northbound single left lane and double right turn lane") is that residents of the surrounding neighborhoods "feel landlocked and unable to either leave or access their residences in the mornings and afternoons due to the high volume of traffic along Motor Avenue." While it is impossible to provide reliable evidence confirming the existence of this particular phobia, a report of a "feeling" by certain unnamed people does not constitute substantial evidence or a finding required by CCP Section 1940.5 as interpreted by *Topanga*. Where are the traffic studies confirming the truth and accuracy of this "feeling"? Where are the reports of hundreds of residents who oppose any change and do not "feel landlocked"? Where are the studies discussing the adverse effects of this change? How does the City Council reconcile these facts in a principled decision as required by *Topanga*?

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<sup>1</sup> The Committee Report (at p.3) states that at the Committee Hearing Councilman Weiss "...stated that a public hearing was held on the Motion's proposed changes at Rancho Park and CD 5 has received numerous cards, letters, emails and phone calls from constituents and that based on the feedback received, there is support for the proposed changes." (Emphasis added)

This is a very curious statement since the meeting which Councilman Weiss now claims was a public hearing on the proposed changes to the Motion was held in December 2004, while the proposed changes were not even released until April 2005. The meeting to which Councilman Weiss refers did not meet the standards for a public hearing and was no more than a raucous, out of control community meeting (see attached flyer). Further, either Councilman Weiss or the Committee Report fails to disclose that the CD5 office received hundreds of cards, letters, emails and phone calls from constituents opposing any changes to the CCNTMP.

The Committee Report also reflects a conflicted presentation by LADOT about the effects of the proposed Motion. The first sentence of the 5<sup>th</sup> full paragraph at p. 3 of the Report states, in pertinent part:

"...[T]he DOT provided an overview of the proposed changes as contained in the above Motion and stated that with the exception of converting the Motor Avenue northbound double left turn lanes and single right turn lane at Pico Boulevard....the other proposed changes are concerned with minor items...." (Emphasis added)

This language clearly reflects that the proposed change at Motor and Pico is not a minor change. It is a material change. Yet later on in the Committee Report at pp.3 and 4, LADOT may have taken a completely opposite position by stating:

"Finally, the DOT stated that it does not believe that the changes proposed in the above Motion will not cause additional commuter traffic on Motor Avenue."

Read literally, this statement in the double negative supports the proposition of so many residents of CDS, that the proposed changes will in fact cause additional commuter traffic on Motor. But even if it reflects a typographical error and is intended to state a negative conclusion, such a statement is contrary to LADOT's earlier statement at the Committee Hearing to the effect that the proposed changes at Motor and Pico would be material. But of most significance, LADOT has provided no evidence supporting this sweeping conclusion.<sup>2</sup> Further, LADOT has not provided any analysis of how adjusting traffic light metering and resulting vehicle volume at Motor and National Boulevards and Motor and Manning impact, positively or negatively, the build up of right turn traffic at Motor and Pico.

An objective and principled review of the record indicates the glaring and legally fatal deficiency in the record related to the Motion as measured by the standards of *Topanga*, and for this reason the Motion should be deferred until these deficiencies are remedied.

#### **APPROVAL OF THE MOTION WILL VIOLATE THE CITY COUNCIL'S OWN RESOLUTION**

The Resolution approving the CCNTMP was adopted by the Council on July 8, 2003. The Resolution states in pertinent part:

"The Approved NTMP may also be revised by providing substitute or additional improvements to the list after *the City Council*, in consultation with the appropriate

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<sup>2</sup> In fact there is evidence to the contrary. A letter prepared for the Cheviot Hills Traffic Safety Association by Joe Foust of Austin-Foust and Associates, Traffic Engineering and Transportation Planning, was sent to Councilman Weiss stating that the proposed changes are material and detrimental and are in violation of both the letter and intent [of the CCNTMP]. Mr. Foust also states that an additional right turn lane at Motor Ave. and Pico will encourage commuters to seek out by-pass routes using the various residential side streets to circumvent the "metering" start up at the two signals. This letter should be included in the record and reconciled with LADOT's unsupported conclusion.

Council Office and LADOT, has determined that the improvements are consistent with the NTMP and that a substitute improvement fulfills the transportation objectives of the improvements which it is to replace". (Emphasis added)

In the Resolution the Council required that any change to the CCNTMP must be supported by a factual determination by the City Council meeting the two pronged standard set out in the Resolution:

- The improvements must be consistent with the CCNTMP; and
- A substitute improvement fulfills the transportation objectives of the improvement that it is to replace.

It is respectfully submitted that the Council cannot do this on December 14 because there is no evidence in the record that supports such a determination. While the Motion repeats the Resolution's standard as a conclusion, the record does not provide the Council with any evidentiary support or principled analysis, as required by *Topanga*, to actually make the determination the Resolution requires.

This conclusion is further supported by California case law. For example, in *Napa Citizens for Honest Gov't v. County of Napa*, 91 Cal App. 4<sup>th</sup> 342 (2001) (*Napa*) the Court of Appeals states that any deletion of an earlier-adopted mitigation measure must be supported by a legitimate reason for deleting the measure supported by substantial evidence. (See *Napa* at 345-46) It is respectfully submitted that the record provides neither a legitimate reason as defined by the Resolution or any evidence supporting such a reason.

The City Council cannot rely on a presumption that the Motion will rest upon the necessary findings and that such findings are supported by substantial evidence. Rather, as stated in *J.L. Thomas, inc. v. County of Los Angeles*, 232 Cal. App. 3d 916 at 926 (1991) cities must expressly state their findings and must set forth the relevant facts supporting them. As discussed earlier, since the record is bereft of substantial evidence and any supporting analysis, the City Council cannot meet this burden of proof.

The Council Cannot Make the Determination its Own Resolution Requires it to Make.

The Resolution requires that any substitute improvement to the CCNTMP must fulfill the transportation objectives of the improvements to which it is to replace. The record contains no information supporting such a determination. Indeed, it may be impossible to provide such information for at least two of the changes, i.e. New Item 72 adding an additional right turn lane at Pico Boulevard and Motor Avenue and Item 4 altering the configuration of the Phase 2 median on Motor Avenue S/O Pico Blvd.

If a proper hearing were held and testimony taken under oath, it would become clear that the original purpose of the current configuration of two left turn lanes and one right turn lane at this intersection was recommended by LADOT specifically to frustrate commuters to Century City, whether or not residents of CD5, in using Motor Avenue northbound. This was clearly stated by Mr. John Fisher of LADOT with the knowledge of CD5 at the time. It is also abundantly clear that by reconfiguring the turn lanes at this intersection as proposed in the Motion, this objective will be defeated because it is

intended to reduce the frustration that was the original objective of this specific mitigation. It is hard to imagine, therefore, how this proposed change could ever be found to be "consistent with the objectives of the NTMP" or "fulfill the transportation objectives" of the current configuration which the Motion proposes it replaces. In any event, at this point in time, there is no evidence available to the Council to make either of these determinations its own Resolution requires. Therefore, the Council should defer action on the Motion until sufficient evidence is provided to it with which it can make a principled decision as required by applicable law.

### **THERE IS NO REASON FOR THE MOTION TO BE ADOPTED ON AN EXPEDITED BASIS WITHOUT FINDINGS AND SUBSTANTIAL EVIDENCE**

It is abundantly clear that there is no or insufficient evidence supporting the Motion. It is also clear that there is no emergency situation or other facts or circumstances excusing the Council from the requirement of substantial evidence and supportive findings for any change to the CCNTMP. Indeed there are ample reasons to defer action.

For several months traffic has been disrupted and negatively impacted by the massive street improvements and construction projects occurring in and adjacent to Century City. These projects have contributed to traffic congestion into, out of, and adjacent to Century City. It is reasonable to expect that once these projects are completed and traffic patterns normalize some of the congestion addressed by the Motion will reduce. Common sense supports the view that any analysis of proposed changes to the CCNTMP should wait until after these projects are completed. It is just bad public policy to make changes based upon temporary congestion caused by projects that will be completed in a few months.

The proponents of the Motion should be required to establish, by presentation of substantial evidence, why these changes should occur now and why the Motion should be adopted now without an adequate record of substantial evidence and findings as required by law.

It is curious why the proponents of the Resolution are attempting to push this Motion through on December 14 with such an inadequate record and no emergency or compelling reason to do so.

### **REQUEST**

For the foregoing reasons it is respectfully requested that action on the Motion be deferred and not reconsidered until after completion of the multiple construction and street improvement projects occurring in and adjacent to Century City.

Further, the Motion should be referred back to the Committee with an instruction to:

- Conduct real hearings as required by law with an instruction to transcribe and maintain a record of the proceedings of such hearings
- LADOT be instructed to provide an analysis of the impact of each of the material changes, including without limitation, the proposed changes at the intersection of Motor and Pico

- LADOT be instructed to provide an analysis of the impact of any changes to the turning lanes at Pico and Motor (Item 72) and on other aspects of the CCNTMP, including without limitation proposed new Item 4
- LADOT be instructed to conduct a study of the effects of changes to traffic metering at the Motor Avenue and National Boulevard intersection and the Motor Avenue and Manning Avenue intersection on congestion of northbound commuter traffic seeking to turn right at Motor and Pico
- The public have an opportunity to review and comment prior to the conduct of any studies to be conducted by LADOT regarding the standards and items to be measured, and thereafter on the results of such analyses and that the public's comments be considered by the Committee
- The City Attorney be requested to provide a written opinion whether or not an environmental impact report is required before the proposed changes are implemented, and whether the record provides substantial evidence to support any determinations required under the Resolution and by *Topanga*
- The Committee provide a detailed report with its findings and supporting evidence so that the Council may make the determinations required by California law and the Resolution

As well liked and respected as Councilman Weiss and Rosendahl may be, the Council will be not be doing them nor the City any favors by approving the Motion on December 14 or thereafter with the insufficient evidence and unsupported findings related to the Motion, in violation of California law and the Council's Resolution.

Respectfully submitted,



Lyle Dawn  
for Cheviot Hills Traffic Safety Association  
2844 Club Drive  
Los Angeles, CA 90064

(310) 839-3077

**City of Los Angeles Department of Transportation  
Century City Neighborhood Traffic Management Project**

# **COMMUNITY MEETING**

The Department of Transportation invites you to a community meeting to share information on the status of implementing the Century City Neighborhood Traffic Management Plan and to hear any ideas and concerns you may have about this traffic calming project.

Since the City Council approved the Century City Neighborhood Traffic Management Plan on July 8, 2003, the Department of Transportation and the Department of Public Works Bureau of Street Services have implemented numerous traffic calming measures designed to reduce peak-hour traffic on residential streets, and to enhance pedestrian safety and the neighborhood environment. At the meeting, a report on the status of this project and the effects of the changes will be presented by City staff.

**TOPIC: Traffic Calming Measures Implemented as Part of the Century City Neighborhood Traffic Management Plan**

**DATE: THURSDAY, DECEMBER 2, 2004**

**TIME: 7:00 p.m. to 9:00 p.m.**

**LOCATION: Cheviot Hills Recreation Center Gymnasium  
2551 Motor Avenue**

**(The parking lot entrance is on the west side of Motor Avenue south of Pico Boulevard)**

**Location Phone: (310) 837-5186**

**FOR ADDITIONAL INFORMATION,**

**View the plan at <http://www.lacity.org/LADOT>**

**Contact Clive Grawe, Department of Transportation, (213) 580-5218**

**CITY : LOS ANGELES SPEAKER CARD**

Date

11/30/05

Council File No., Agenda Item, or Case No.

#1

I wish to speak before the

Transportation Committee

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ( ) For proposal

(X) Against proposal

( ) General comments

Name:

Marissa Hamilton

Business or Organization Affiliation:

Resident

Address:

3005 Motor Ave., Los Angeles

CA

90064

Street

City

State

Zip

Business phone:

Representing:

**CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:**

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Client Name:

Phone #:

Client Address:

Street

City

State

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CITY : LOS ANGELES SPEAKER CARD

Date

11/30/05

Council File No., Agenda Item, or Case No.

1

I wish to speak before the

Transportation Committee

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ( ) For proposal

Name: Stan Cavazos (X) Against proposal

Business or Organization Affiliation:

General Public Traffic Safety

Address:

2735 Main Ave

Street

City

CA

State

90064

Zip

Business phone:

9371529

Representing:

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CITY : LOS ANGELES SPEAKER : RD

Date 11/30/05

Council File No., Agenda Item, or Case No.

#1

I wish to speak before the

Transportation Committee  
Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ( ) For proposal

Name: Robert J Simon MD ☒ Against proposal ( ) General comments

Business or Organization Affiliation: Chenot Hills Homeowners Assn.

Address: 244 Manning Ave Los Angeles CA 90064  
Street City State Zip

Business phone: 8187890457 Representing: Traffic Committee

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Client Name: Phone #:

Client Address: Street City State Zip

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CITY = LOS ANGELES SPEAKER \RD

Date

11-30-05

Council File No., Agenda Item, or Case No.

1

I wish to speak before the

TRANSPORTATION COMMITTEE

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ( ) For proposal

Name: STEVE TOSHIYUKI ( ) Against proposal ( ) General comments

Business or Organization Affiliation: CHEVROT HILLS RESIDENT

Address: 10331 WALAVISTA RD LA CA 90049

Street

City

State

Zip

Business phone: Representing:

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Client Address: Street City State Zip

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**CITY : LOS ANGELES SPEAKER .RD**

Date

11-30-05

#1

Council File No., Agenda Item, or Case No.

~~03-0591~~ 03-0591-S1

CD 5

I wish to speak before the

Transportation Committee

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ( ) For proposal

(X) Against proposal  
( ) General comments

Name:

Lyle Dawn

Business or Organization Affiliation:

Address:

2844 Club Dr.

L.A.

Ca

90064

Street

City

State

Zip

Business phone:

839-3077

Representing:

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Phone #:

Client Address:

Street

City

State

Zip

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CITY OF LOS ANGELES SPEAKER CARD

Date

11-30-05

#1

Council File No., Agenda Item, or Case No.

03-0591-S1 CDS

I wish to speak before the

Transportation

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ( ) For proposal

(☒) Against proposal

( ) General comments

Name: Cynthia McGranahan

Business or Organization Affiliation:

Address:

2844 Club Dr

Street

LA

City

CA

State

90064

Zip

Business phone:

310 576-0670

Representing:

Self

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Client Name:

Phone #:

Client Address:

Street

City

State

Zip

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CITY OF LOS ANGELES SPEAKER CARD

Date

11-30-05.

Council File No., Agenda Item, or Case No.

#1 03-0591-51

I wish to speak before the

Transportation Committee

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ( ) For proposal

Name:

Lucie BAVA

(X) Against proposal  
( ) General comments

Business or Organization Affiliation:

Chester Hills resident

Address:

2946 Motor Ave.

Street

LA

City

CA

State

90064

Zip

Business phone:

Representing:

myself

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☐

Client Name:

Phone #:

Client Address:

Street

City

State

Zip

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**CITY OF LOS ANGELES SPEAKER CARD**

Date

11-30-05

Council File No., Agenda Item, or Case No.

03-0591-51 #1

I wish to speak before the Transportation  
Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ( ) For proposal  
Name: Michele Breslauer ☒ Against proposal  
( ) General comments

Business or Organization Affiliation: citizen

Address: 2906 Motor Avenue Los Angeles CA 90064  
Street City State Zip

Business phone: \_\_\_\_\_ Representing: \_\_\_\_\_

**CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:** ☐

Client Name: \_\_\_\_\_ Phone #: \_\_\_\_\_

Client Address: \_\_\_\_\_  
Street City State Zip

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CITY LOS ANGELES SPEAKER CARD

Date

November 30, 2005

#1

Council File No., Agenda Item, or Case No.

03-0591-SI-CD5

I wish to speak before the

Transportation  
~~Public~~ Committee

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ( ) For proposal

Name: Elaine Morita (X) Against proposal  
( ) General comments

Business or Organization Affiliation: Chenot Hills homeowner

Address: 2747 Motor Ave. Los Angeles CA 90064  
Street City State Zip

Business phone: (310) 839-7860 Representing: —

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:

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Client Name: Phone #:

Client Address: Street City State Zip

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**CITY : LOS ANGELES SPEAKER .RD**

Date

11/30/05

Council File No., Agenda Item, or Case No.

#1 03-0591-51

I wish to speak before the Traffic Committee  
Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ( ) For proposal  
(☒) Against proposal  
( ) General comments

Name: JOANIE MITCHELL

Business or Organization Affiliation: \_\_\_\_\_

Address: 2933 Motor Ave LA CA 90064  
Street City State Zip

Business phone: (310) 204-0935 Representing: \_\_\_\_\_

**CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:**

☐

Client Name: \_\_\_\_\_ Phone #: \_\_\_\_\_

Client Address: \_\_\_\_\_  
Street City State Zip

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CITY OF LOS ANGELES SPEAKER CARD

Date

NOV. 30 05

Council File No., Agenda Item, or Case No.

#1 03-0591-51

I wish to speak before the

TRANSPORTATION

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ( ) For proposal

Name: DAN LEVIN (X) Against proposal ( ) General comments

Business or Organization Affiliation:

Cheviot Hill Homeowners Assoc.

Address:

2751 MOTOR AVE L.A.

CA

90064

Street

City

State

Zip

Home Business phone: 310 204 6542 Representing:

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:

☐

Client Name:

Phone #:

Client Address:

Street

City

State

Zip

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**CITY OF LOS ANGELES SPEAKER CARD**

Date

11/30/05

Council File No., Agenda Item, or Case No.

03-0891-S1  
805

I wish to speak before the

Transportation Committee

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ( ) For proposal

☒ Against proposal

( ) General comments

Name: Pam Teeguarden

Business or Organization Affiliation:

Address: 3016 MOTOR AVE LOS ANGELES CA 90064  
Street City State Zip

Home Business phone: 310 2045405 Representing:

**CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:**

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Client Name: Phone #:

Client Address: Street City State Zip

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**CITY OF LOS ANGELES SPEAKER CARD**

Date

11/30/05

Council File No., Agenda Item, or Case No.

1 03-0591-S1  
CD5

I wish to speak before the Transportation  
Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ( ) For proposal  
(X) Against proposal  
( ) General comments

Name: Marilyn Cohen

Business or Organization Affiliation: Westwood So. of SM Home owners

Address: 1906 Prosser Ave Los Angeles CA 90025  
Street City State Zip

Business phone: (310) 475-6281 Representing: \_\_\_\_\_

**CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:**

☐

Client Name: \_\_\_\_\_ Phone #: \_\_\_\_\_

Client Address: \_\_\_\_\_  
Street City State Zip

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**CITY : LOS ANGELES SPEAKER CARD**

Date

11/30/05

Council File No., Agenda Item, or Case No.

03-0591-S1

I wish to speak before the Transportation  
Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ( ) For proposal  
( ) Against proposal  
Name: Bennett Cohon ( ) General comments

Business or Organization Affiliation: Westwood So of SM Homeowners

Address: 1906 Prosser Ave Los Angeles CA 90025  
Street City State Zip

Business phone: (310) 475-6286 Representing: WSSM

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW: ☐

Client Name: \_\_\_\_\_ Phone #: \_\_\_\_\_

Client Address: \_\_\_\_\_  
Street City State Zip

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Date

11/30/05

Council File No., Agenda Item, or Case No.

03-0591-S1 CD5

I wish to speak before the

Transportation Committee - LA City Council

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ( ) For proposal

Name: Barbara Broide (X) Against proposal ( ) General comments

Business or Organization Affiliation: Westwood South of Santa Monica Blvd HOA

Address: 2001 Malcolm Ave LA CA 90025  
Street City State Zip

Business phone: Representing: WSSM + self

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:

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Client Name: Phone #:

Client Address: Street City State Zip

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**CITY = LOS ANGELES SPEAKER CARD**

Date

11/30/05

Council File No., Agenda Item, or Case No.

#1

I wish to speak before the

TRANSPORTATION

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ( ) For proposal

(X) Against proposal

( ) General comments

Name: MICHAEL EVELOFF

Business or Organization Affiliation: TRACT 7260

Address: 10342 WINKER Street L.A. City CA State 90025 Zip

Business phone: 3103561370 Representing:

**CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:**

☐

Client Name: Phone #:

Client Address: Street City State Zip

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CITY = LOS ANGELES SPEAKER CARD

Date

11/30/05

Council File No., Agenda Item, or Case No.

#1

I wish to speak before the

TRANSPORTATION COMMITTEE

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda?

☒ For proposal  
☐ Against proposal  
☐ General comments

Name:

Caroline Altman

Business or Organization Affiliation:

Cheviot Hills Community

Address:

3320 Patricia Ave LA CA 90064

Street

City

State

Zip

Business phone:

310 837 6646

Representing:

Self

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:

☐

Client Name:

Phone #:

Client Address:

Street

City

State

Zip

Please see reverse of card for important information and submit this entire card to the presiding officer or chairperson.



**CITY OF LOS ANGELES SPEAKER CARD**

Date

11/30/05

Council File No., Agenda Item, or Case No.

1

I wish to speak before the

TRAFFIC COMMITTEE

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ☒ For proposal

( ) Against proposal

( ) General comments

Name: TED HARSHTBERGER

Business or Organization Affiliation: CA. Country Club Homeowners Assoc.

Address: 3315 Club Dr. LA CA 90064

Street

City

State

Zip

Business phone: 310-393-0411 x6008 Representing: CCHHA

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:

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Client Name: Phone #:

Client Address: Street City State Zip

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CITY LOS ANGELES SPEAKER .RD

Date

11/30/05

Council File No., Agenda Item, or Case No.

#1

I wish to speak before the

COUNCIL TRANSPORTATION Committee

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ☒ For proposal

☐ Against proposal

☐ General comments

Name:

Roberta Shaffer

Business or Organization Affiliation:

Calif. Country Club Home Owners

Address:

3328 PATRICIA AVE L.A. 90064

Street

City

State

Zip

Business phone:

310-839-6222

Representing:

CCCHA

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:

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CITY ' LOS ANGELES SPEAKER .RD

Date

11/30/2005

Council File No., Agenda Item, or Case No.

Item #1

I wish to speak before the

Traffic Committee

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ☒ For proposal

Name: Judith Pies ☐ Against proposal ☐ General comments

Business or Organization Affiliation:

Country Club Estates Homeowners

Address:

3321 Patricia Ave.

LA

Calif.

90064

Street

City

State

Zip

Business phone:

(310) 559-3653

Representing:

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:

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**CITY OF LOS ANGELES SPEAKER CARD**

Date

11/30/05

Council File No., Agenda Item, or Case No.

# 1

I wish to speak before the

TRANSPORTATION COMMITTEE

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ( ☒ ) For proposal

( ) Against proposal

( ) General comments

Name: MONIQUE KAGAN

Business or Organization Affiliation:

CHEVIOT HILLS RESIDENT

Address:

3114 CAVENDISH DRIVE Los Angeles, CA 90064

Street

City

State

Zip

Business phone:

310/815-8117

Representing:

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:

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Client Name:

Phone #:

Client Address:

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CITY OF LOS ANGELES SPEAKER CARD

Date

11/30/05

Council File No., Agenda Item, or Case No.

# 1

I wish to speak before the

COUNCIL TRANSPORTATION COMMITTEE

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ( ) For proposal

Name: Jonathan Kagan ( ) Against proposal

( ) General comments

Business or Organization Affiliation:

Cheviot Hills Resident

Address:

3114 CAVENDISH DRIVE Los Angeles CA 90064

Street

City

State

Zip

Business phone:

310/277-1010

Representing:

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Client Name:

Phone #:

Client Address:

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CITY LOS ANGELES SPEAKER .RD

Date

11/30/05

Council File No., Agenda Item, or Case No.

#1

I wish to speak before the Council TRANSPORTATION COMMITTEE  
Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ☒ For proposal  
( ) Against proposal  
( ) General comments

Name: MARY ECKARDT

Business or Organization Affiliation: CHEVROT HILLS RESIDENT

Address: 3308 PATRICIA AVE LA CA 90064  
Street City State Zip

Business phone: \_\_\_\_\_ Representing: \_\_\_\_\_

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW: ☐

Client Name: \_\_\_\_\_ Phone #: \_\_\_\_\_

Client Address: \_\_\_\_\_  
Street City State Zip

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CITY OF LOS ANGELES SPEAKER CARD

Date

11/30/05

Council File No., Agenda Item, or Case No.

Item 1

I wish to speak before the

Transportation

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ☒ For proposal

☐ Against proposal  
☐ General comments

Name: Glen Friedman

Business or Organization Affiliation:

Address: 10317 Mowbray Ave LA 90044  
Street City State Zip

Business phone: 310 286 1000 Representing: Self

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Client Name: Phone #:

Client Address: Street City State Zip

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**CITY OF LOS ANGELES SPEAKER CARD**

Date

11-30-2005

Council File No., Agenda Item, or Case No.

1

I wish to speak before the Transportation Committee

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ☒ For proposal

☐ Against proposal

☐ General comments

Name: Robin Shephard

Business or Organization Affiliation: Cheviot Hills Homeowner + Resident

Address: 10347 Monte Mar Los Angeles CA 90064  
Street City State Zip

Business phone: (310) 838-4591 Representing: myself

**CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:**

☐

Client Name: \_\_\_\_\_ Phone #: \_\_\_\_\_

Client Address: \_\_\_\_\_  
Street City State Zip

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CITY OF LOS ANGELES SPEAKER CARD

Date  
12/1/05

Council File No., Agenda Item, or Case No.  
1

I wish to speak before the Transportation Committee  
Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ☒ For proposal  
( ) Against proposal  
Name: Jennifer Hannon ( ) General comments

Business or Organization Affiliation: Cheviot Hills Resident

Address: 2970 Queensbury Dr Los Angeles CA 90064  
Street City State Zip

Business phone: 310 454-6612 Representing: CCCHA

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW: ☐

Client Name: \_\_\_\_\_ Phone #: \_\_\_\_\_

Client Address: \_\_\_\_\_  
Street City State Zip

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**CITY LOS ANGELES SPEAKER .RD**

Date

11/30/05

Council File No., Agenda Item, or Case No.

#1

I wish to speak before the

TRANSPORTATION COMMITTEE

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ☒ For proposal

( ) Against proposal

( ) General comments

Name: DEREK BARTON

Business or Organization Affiliation:

CHERRY HILLS RESIDENT

Address:

3267 WOODBINE ST.

Street

City

L.A.

State

CA

Zip

90064

Business phone:

310-704-3704

Representing:

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:

☐

Client Name:

Phone #:

Client Address:

Street

City

State

Zip

Please see reverse of card for important information and submit this entire card to the presiding officer or chairperson.

**CITY OF LOS ANGELES SPEAKER CARD**

Date

11.30.95

Council File No., Agenda Item, or Case No.

#1

I wish to speak before the

LA City Council

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ☒ For proposal

☐ Against proposal

☐ General comments

Name:

MIA GOLPMAN

Business or Organization Affiliation:

Address:

10311 MONTE MAR DR.

Street

City

LA. CA

State

90064

Zip

Business phone:

(310) 280-0552

Representing:

**CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:**

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Client Name:

Phone #:

Client Address:

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**CITY OF LOS ANGELES SPEAKER CARD**

Date

11/30/05

Council File No., Agenda Item, or Case No.

#1

I wish to speak before the TRANSPORTATION COMM.  
Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ☒ For proposal  
☐ Against proposal  
Name: BERNARD WEINER ☐ General comments

Business or Organization Affiliation: CHEVIE HILL RES

Address: 10316 Monte Mar CA CA 90064  
Street City State Zip

Business phone: 310-825-2750 Representing: \_\_\_\_\_

**CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:** ☐

Client Name: \_\_\_\_\_ Phone #: \_\_\_\_\_

Client Address: \_\_\_\_\_  
Street City State Zip

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**CITY LOS ANGELES SPEAKER . RD**

Date 11/30/05

Council File No., Agenda Item, or Case No.

(1)

I wish to speak before the

Transportation Committee

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ☒ For proposal

☐ Against proposal

☐ General comments

Name:

Rich Baran

Business or Organization Affiliation:

Cherry Hill Resident

Address:

3227 Earlmor Dr

City

LA

State

CA

Zip

90064

Business phone:

Representing:

**CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:**

☐

Client Name:

Phone #:

Client Address:

Street

City

State

Zip

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**Adam Lid - re: Transportation Committee Hearing, November 30, 2005**

---

**From:** <Fudge4u@aol.com>  
**To:** <alid@clerk.lacity.org>  
**Date:** 12/01/2005 11:54 AM  
**Subject:** re: Transportation Committee Hearing, November 30, 2005  
**CC:** <Councilmember.Greuel@lacity.org>, <councilmember.parks@lacity.org>, <councilmember.smith@lacity.org>

---

This is a copy of previous email with address and phone number added at the request of Councilmember Greuel.

Dear Mr. Lid:

I would like to correct a misrepresentation at yesterday's Transportation Hearing re: the Cheviot Hills NTMP.

During Councilman Weiss' testimony and subsequently referred to by members of neighboring communities, the Councilman reported that the Cheviot Hills community members participated at a Hearing in Cheviot Hills December 2, 2004. He reported that Phillip Recht presided at that Hearing. Mr. Recht, a personal friend of the Councilman, acted as the moderator at the behest of Councilman Weiss, and not as a Hearing officer nor appointed representative of any City Commission.

I would like the record to reflect that this was a meeting called by the Los Angeles Dept. of Transportation at the request of the Council Office. Members of neighboring communities participated as did commuters from all parts of the City including a speaker from Pasadena. This was not a Hearing as reported, nor was any testimony recorded or collected. The purpose of this meeting, as stated in the flyer which was sent only sporadically to residents, was for the City staff to report on the effects of the changes in traffic due to the newly implemented NTMP. It was never stated nor represented that this meeting would be utilized to alter the NTMP any time in the future as has now happened. The LADOT actually explained that though the goals of the NTMP had not yet been achieved at that time, they would continue their work to ensure that these goals would be achieved in the coming months.

Though this may seem to be a very small issue, it is extremely significant in light of the many inaccurate statements made at yesterday's Hearing with no ability for participants to rebutt. While I appreciate the Committee's generosity of time at the hearing, the Committee made their determination to send the Resolution to the City Council with no finding of fact for this decision. Perhaps this is the routine, rather than the exception, in these sorts of hearings. For those who expended enormous amounts of time and sweat equity to participate, this seemly routine stamping of the Resolution, without any requirement to adhere to the rules set forth by the previous Resolution, is extremely disappointing.

Thank you for your time and extreme courtesy to those of us who came before your panel. Please advise me when the correction is effectuated.

Sincerely,

Lucie Bava  
2946 Motor Avenue  
Los Angeles, CA 90064  
(310) 204-0754

CITY HALL  
200 N. Spring Street  
Rm. 440  
Los Angeles, CA 90012  
(213) 473-7005  
Fax: (213) 978-2250  
weiss@council.lacity.org  
www.lacity.org/council/cd5



**JACK WEISS**  
Councilmember, Fifth District

TRANSPORTATION COMMITTEE  
SUBMITTED IN COMMITTEE  
11/30/05

VALLEY OFFICE  
14310 Ventura Blvd.,  
Ste. 100  
Sherman Oaks, CA 91423  
(818) 756-8083  
Fax: (818) 788-9210

WEST L. A. OFFICE  
822 S. Robertson Blvd.,  
Ste. 102  
Los Angeles, CA 90035  
(310) 289-0363  
Fax: (310) 289-0365

April 22, 2005

03-0591-51

Steve Spector, Chair  
c/o Macerich Company  
401 Wilshire Blvd., Suite 700  
Santa Monica, CA 90401

**Re: Century City Neighborhood Traffic Management Plan (CCNTMP) --  
Phase I Measures**

Dear Mr. Spector:

Protecting and preserving the quality of life in residential neighborhoods are my top priorities as your City Councilmember.

Traffic conditions have become especially frustrating in the area of the Century City Neighborhood Traffic Management Plan (CCNTMP), which includes your neighborhood. The CCNTMP has two Phases. Phase I includes traffic mitigation measures which are currently being implemented by the City of Los Angeles. Public review of Phase I measures has allowed policymakers to gauge the effectiveness and level of support of specific mitigation.

I have received hundreds of letters, emails, phone calls and comments from the community regarding certain elements of the Phase I CCNTMP, with the overwhelming majority favoring the addition of a second right turn lane on northbound Motor Avenue. Many community members have aired their concerns personally at a public meeting on December 2, 2004 at the Cheviot Hills Recreation Center and at additional homeowners' association meetings.

Having heard the concerns of all sides of the community on this issue, I have decided to implement the following changes to Phase I of the CCNTMP:

- Create a second right turn lane on northbound Motor Avenue to eastbound Pico Blvd.

Chair: Information Technology & General Services ♦ Vice Chair: Audits & Governmental Efficiency  
Member: Public Safety ♦ Planning & Land Use Management



April 22, 2005

Page 2

- Remove the right turn only pocket on westbound Pico at Avenue of the Stars and make it a through lane instead.
- Install a right-turn-only lane on southbound Motor from eastbound Pico into the Cheviot Hills Park Recreation Center.

I believe these changes will alleviate some of the congestion and frustration in the area, while retaining the integrity of the plan to reduce cut-through traffic in the residential neighborhoods. These changes should be completed within the next two months.

I recognize that these issues have stirred many emotions in the community, and I have provided opponents of my proposed changes with the opportunity to give information and feedback to my office prior to making my final decision.

Specifically, I met with board members of the Cheviot Hills Homeowners' Association on two occasions in recent months and discussed my recommendations. At each meeting, the board members told me that they did not agree with my proposed changes and asked for the opportunity to provide me with communications from residents in opposition to my proposals. To date, my office has received only a handful of communications in opposition to my proposed changes, whereas we have received hundreds of communications in support of my proposed changes.

Thank you again for communicating your thoughts and concerns to me, and for your patience during this complicated process.

Sincerely,

A handwritten signature in black ink that reads "Jack Weiss". The signature is stylized, with the first letters of the first and last names being large and bold.

JACK WEISS





*From the Los Angeles Times*

**COLUMN ONE**

## **'Calmed' Roads Led to a Storm**

**Engineers tried to ease Cheviot Hills traffic by slowing it to push drivers elsewhere. But only residents' anger is flowing more freely.**

By Martha Groves  
Times Staff Writer

July 20, 2005

For the most part, Glen Friedman loves living in Cheviot Hills, a choice Westside neighborhood with undulating streets and gracious multimillion-dollar houses.

If only he could get in and out of it.

The same goes for Chuck Shephard, a lawyer in Century City who in spring 2004 had to allow 40 minutes to get from his desk to his son's 5 p.m. Pony League games at nearby Cheviot Hills Recreation Center. That's for a 1.4-mile trip that Mapquest, the online service, says should take three minutes.

"People have become prisoners of Cheviot Hills," said Shephard's wife, Robin. "You can't leave in the morning or get back at night."

If it sounds like it's time for a traffic fix, consider this: The city has already instituted its most extensive neighborhood traffic measures ever to slow down and redirect the crush of commuters who pour daily through Cheviot Hills.

Many residents say it's the so-called traffic calming fixes themselves — four-way stop signs, metered signals, road narrowing curb extensions known as bump-outs, re-stripped lanes and right- and left-turn restrictions — that are the problem.

The people of Cheviot Hills and traffic engineers are learning a sobering lesson about life in the vehicle-laden big city: In the absence of mass transit that gets people out of their cars, or more roads to accommodate the rising number of motorists, it's not enough to just push the traffic around. One street's sweet relief can quickly mean another's misery.

"Nothing is working on the Westside anymore," said Sandy Brown, a longtime activist. "All these wonderful mitigations, and traffic is backed up for blocks. If you really talk seriously to a traffic engineer, they'll tell you they're out of tricks."

For years, residents of Cheviot Hills have complained loudly to City Hall about traffic — with good reason.

Their affluent enclave of doctors, producers and lawyers, in the heart of the Westside, has long been the cut-through of choice for thousands of commuters trying to get from the Santa Monica Freeway to Century City, and vice versa.

Under pressure from high-powered residents, the city years ago embarked on its most ambitious effort ever to control residential traffic. Engineers began installing just about every traffic calming measure they knew.

Along Motor Avenue, the community's main drag, residents say they can now at least back out of their driveways or cross the street on foot without risking life or limb.

On side streets, however, neighbors like the Shephards and Friedman are in an uproar. The traffic plan, they say, has prompted commuters to detour onto quieter lanes like their Monte Mar Drive. The metered signals and curb bump-outs, meanwhile, have added minutes to locals' trips into and out of the area.

Meetings of the Cheviot Hills Homeowners Assn. have gotten nasty. In June, a group called Neighbors for Change succeeded in ousting four longtime board members, including the woman who had most doggedly pursued the Motor Avenue measures.

The ill will was stirred largely by resentment over traffic. Robin Shephard, for one, says short shopping hops to Century City have become time-consuming forays. To avoid Motor's backups, she drives the opposite direction, skirting the Rancho Park Golf Course: Monte Mar to Lorenzo Drive to Lorenzo Place to Patricia Avenue to Pico Boulevard, which she jogs across to continue on Patricia, finally mushing on to Olympic Boulevard, where she turns right to backtrack into Century City.

At the urging of disgruntled residents, Councilman Jack Weiss recently revealed that he planned to adjust some of the measures. Motor Avenue residents erupted, saying his actions threatened to undo years of hard work.

Now talk of litigation is floating on the jasmine-scented air.

---

It's no secret that the Los Angeles area has some of the nation's worst traffic and that the prosperous Westside is the region's most congested pocket. Seeking to ease the dust and din, residents have clamored for landscaped medians, traffic circles and speed humps. Traffic engineers have obliged.

A New Age-sounding name for an old-fashioned idea, "traffic calming" does not refer to a campaign to get caffeine-hyped commuters to trade their rush-hour lattes for Valium or to practice yoga behind the wheel. Rather, these techniques are aimed at getting drivers to slow down and steer toward streets built to handle the load.

The efforts take their cue from the ancient Romans, who erected stone barriers to cut down (no joke) on nighttime chariot racing.

"It's not a new behavior problem or strategy," said Elizabeth Deakin, director of the UC Transportation Research Center in Berkeley. "We're all looking for ways to try to balance wanting to be mobile with having quiet little neighborhoods."

In recent years the use of traffic calming measures has soared in the U.S. They have had "a positive effect," said Glenn Ogura, principal transportation engineer with the Los Angeles Department of Transportation.

They have also sparked controversy. In Encino Hills, a plan to manage traffic failed to win community approval three years ago because some residents and motorists feared being inconvenienced. Emergency response teams routinely complain about speed humps, but residents continue to demand them.

The brouhaha in Cheviot Hills, however, "rises far above the others in terms of magnitude, controversy and impact," said John Fisher, an assistant general manager at LADOT.

Named for the hills that traverse the border of England and Scotland, Cheviot Hills was built on former bean fields starting in the 1920s. The British theme echoes today in street names such as Dumfries, Wigtown and Troon. Houses sell for \$1 million to \$3 million.

Over the years, Cheviot Hills has boasted a mini-galaxy of celebrities, including Buster Keaton, Stan Laurel, Phil Silvers, Jack Paar and Agnes Moorehead. The area is now home to a handful of celebrities, including former Mamas and the Papas folk-rocker Michelle Phillips and author Ray Bradbury. Former Gov. Pete Wilson also has bought a house in the neighborhood.

In the early 1960s, Century City began rising to the north as a modern mini-metropolis on what had been the back lot of 20th Century Fox Film Studios.

Los Angeles soon imposed limits on building heights, density and car trips in and out of the Century City area. The aim was to balance development and quality-of-life issues in adjacent residential areas, including Cheviot Hills, Beverlywood and others. It was agreed that both a Beverly Hills Freeway and a rapid transit line would be needed to make the commercial center workable.

Neither freeway nor rail line came to pass. As the city continued to approve large developments in Century City, it failed, critics say, to keep a lid on neighborhood traffic.

Bisecting Cheviot Hills is Motor Avenue — which, back in the day, was the first paved road between two prominent Hollywood studios, Fox and MGM.

Motor "has always been the solution to excess traffic going from Century City to the freeway," said Lucie Bava, a 30-year resident who led the charge for traffic calming and failed to win reelection to the homeowners board.

As Bava tells it, traffic tension really began rising in 1993, when Fox announced plans for a major studio expansion. The city approved the proposal over the objections of Cheviot Hills homeowners.

As part of its deal with the city, Fox deposited \$500,000 into a mitigation fund. LADOT was to use the money to install measures to divert traffic toward major streets — Santa Monica, Olympic, Pico, Robertson and Westwood boulevards and Overland Avenue.

The city later approved two other big projects: the now completed 38-story MGM office tower and 2000 Avenue of the Stars. The latter project involved razing the ABC Entertainment Center, which will be replaced with dual 15-story mixed-use office buildings. The projects' developers together pumped in a total of \$3 million for more promised traffic measures.

Still to come are two 47-story condo towers and the completion of the Westfield Century City shopping center's expansion.

With all those projects in the works, city officials years ago began devising the neighborhood traffic plan.

At that point, said Fisher of LADOT, the department made "an unwavering commitment" to minimizing congestion on local streets. The traffic management project, he added, "was our biggest undertaking, and we had to do a lot of soul-searching as an agency responsible for mobility."

To ease Motor Avenue traffic in particular, the city timed traffic lights and added four-way stop signs to prevent commuters from treating the avenue like their private Grand Prix course. Faux brick crosswalks were installed to make crossing safer for pedestrians. Cobblestone bump-outs were put in at intersections to narrow the road.

The results, traffic engineers say, were dramatic. Along the stretch of Motor just south of the Fox studios, trips were cut by 4,600 a day — to 18,700 from 23,300. As the city intended, those motorists appear to have shifted

primarily to bigger arterial routes, notably Overland and Robertson.

But some traffic has found its way onto Queensbury Drive, Monte Mar and other smaller residential streets.

"These things have made us crazy ... and, frankly, Jack Weiss has heard an earful," said Laurie L. Levenson, a law professor who lives in the neighborhood. As people slow down, "I'm just wondering what kind of road rage they're working up."

Janet Levine, an attorney who has lived in the area for a decade, said the bump-outs on Motor "serve no purpose except to make driving, walking, biking and running on the street more dangerous. And they're not even pretty, to boot."

The rounded features stick out six to eight feet from the curb and are intended "to get you to see [that] the roadway is narrower and you need to drive slower," Fisher said. "If you're inattentive even for a moment," he acknowledged, "you could end up hitting them."

Bava counters the critics. "No matter where they live, everyone in Cheviot is going to be impacted by traffic," she said. "As Motor goes, so goes the neighborhood."

Elaine Gilbert, another Motor resident, likes the measures, which she believes have reduced accidents. Previously, she saw or heard many from her kitchen window. One driver careered into a magnolia tree across the street, setting it ablaze; the scorch marks remain to this day.

Meanwhile, the bump-out installed recently on her corner has cut down on the squealing of tires and "makes it feel more like a neighborhood and less of a highway."

With the debate raging, city officials are trying to figure out what to do.

At the urging of many disgruntled Cheviot Hills residents, Councilman Weiss is poised to add, among other changes, a second right-turn lane from northbound Motor onto Pico Boulevard to speed the flow to and from Century City.

That, in turn, has outraged Bava. She has suggested that she and other supporters of traffic calming might fight in court to keep all the measures in place.

Traffic experts predict many more such battles as neighborhoods across the region face increasingly crowded surface streets at a time when funds for road projects are severely limited.

"We're going to see more of these traffic calming efforts," said Brian Taylor, director of UCLA's Institute of Transportation Studies. "And I would suspect you'll see more reaction against them."

Meanwhile, the furor in Cheviot Hills rages even though engineers have yet to install all the traffic relief measures. Still to come are a couple of landscaped islands on Motor.

"This kind of completes the effort," Fisher said. "There is nothing more that can be done."

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# **Tract No. 7260 Association, Inc.**

2065 Kerwood Avenue, Los Angeles, CA 90025-6006 (310) 277-6505 [www.tract7260.org](http://www.tract7260.org)

---

**President**  
Mike Eveloff

December 9, 2004

Councilman Weiss,

**Vice-President**  
Kevin Singer

We have attached a copy of our comments with regard to the Century City Neighborhood Transportation Mitigation Project (CCNTMP).

**Treasurer**  
Patt Hoffen  
Sue Sokol

Tract No. 7260 strongly believes that the CCNTMP was created and pushed through by and for a small number of homeowners on Motor Avenue --- at the expense of the entire West Los Angeles area.

**Board of  
Directors**

Clyde Augustson  
Marie Epstein  
Michael Eveloff  
Richard S Harmetz  
Kurt Herrmann  
Patty Hoffen  
Shirley Kiley  
Mark Robbins  
Kevin Singer  
Richard Smith  
Sue Sokol  
Barbara Wilson  
C. Z. Wick  
Diane Witz  
Kurt Wortman

At the meeting, Tract No. 7260, Westwood South and most notably numerous residents of Cheviot Hills spoke out against the CCNTMP. The Los Angeles Department of Transportation presented data that showed significant impacts according to its own definitions as described in the West L.A. TIMP.

We doubt that you were told that the CCNTMP would so significantly impact traffic. You rely on LADOT to provide analysis in their area of expertise. Once again, LADOT has failed the community and failed the council by providing a weak plan that has failed to take into account the regional traffic implications.

Without duplicating the content of the attached letter, Tract No. 7260 would like to request that you take the following actions:

1. Halt the CCNTMP mitigations and reverse those that have most impacted West L.A. traffic.
2. Require that LADOT provide proof of the Adaptive Traffic Control System's (ATCS) efficacy, and do so in a transparent fashion that takes into account LADOT's potential conflict of interest with regard to ATCS.
3. Develop a plan for LADOT accountability
4. Require that infrastructure exist *prior* to large development projects coming online.
5. Encourage LADOT to be more forthcoming in its representations of community involvement.

Traffic, and the frustrations created and time consumed by it, are becoming the primary issue in our association, and we believe in the entire CD5 area. We strongly encourage you to take an aggressive stand against the CCNTMP in the interest of the entire Westside.

Sincerely,

Michael Eveloff  
President  
Tract 7260 Homeowners Association.

# **Tract No. 7260 Association, Inc.**

2065 Kerwood Avenue, Los Angeles, CA 90025-6006 (310) 277-6505 [www.tract7260.org](http://www.tract7260.org)

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**President**  
Mike Eveloff

**Vice-President**  
Kevin Singer

**Treasurer**  
Patt Hoffen  
Sue Sokol

**Board of  
Directors**  
Clyde Augustson  
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Mark Robbins  
Kevin Singer  
Richard Smith  
Sue Sokol  
Barbara Wilson  
C. Z. Wick  
Diane Witz  
Kurt Wortman

## **Written Comments – December 2<sup>nd</sup> CCNTMP Meeting**

The Tract 7260 Homeowners Association wishes to provide the following written comments with regard to the December 2, 2004 meeting held at Rancho Park concerning the Century City Neighborhood Traffic Management Project (CCNTMP).

### **Overview**

It is the position of the Tract 7260 Homeowners Association that the CCNTMP is an ineffective, counter-productive, ill-conceived plan designed to benefit a small group at the expense of thousands of other residents and commuters.

We also strenuously object to the lack of pre-implementation communication with our group and other impacted groups.

### **The PowerPoint Presentation**

Comments with regard to several PowerPoint slides presented are given below:

Slide Title	Comments
Initial Community Input	<p>The slide states that Los Angeles Department of Transportation (LADOT) collected initial input regarding traffic issues from neighborhood associations. Our group was not consulted, even though Pico is our southern border, and Century City is our eastern border.</p> <p>We also understand from our neighbor to the west, Westwood South of Santa Monica Homeowners Association, that it was not contacted, even though Pico forms its southern border.</p>
Preliminary Plan	<p>This slide also attempts to paint a picture of community interaction and communication – something that was far from the truth.</p>
Traffic Calming Studies	<p>We formally request that these studies be made public so that there can be accountability for the predictions and analysis they contain. Further, we wish to see the specific portions of the pre-project research which indicated that numerous intersections and streets would sustain significant impacts from the CCNTMP.</p> <p>Additionally, we reject the implication of the title of the slide. The CCNTMP has not calmed traffic – it has done the reverse.</p>
Interim Findings – All Slides	<p>Based on the data provided in this presentation, the CCNTMP has had “Significant” impacts on numerous intersections per the definition provided in the West L.A. TIMP. As stated above, we specifically request that LADOT provide its pre-project analysis, which showed these impacts would occur.</p>

### **Impact On Traffic**

As was made clear during the meeting, both by LADOT's data and by anecdotal evidence presented by public speakers, traffic has been made *worse* by the CCNTMP, not better, except for the very few who live on Motor Avenue. In fact, numerous residents of Cheviot Hills, *the very people this plan was supposed to benefit*, spoke out strongly against the CCNTMP.

Members of our group have noticed dramatic impacts on all east/west arterials, especially on Pico. Specifically, the left turn lanes on Pico westbound all "overflow" into the left-most through lanes during peak (and often non-peak) times. This effectively reduces the capacity of the street by one lane and dramatically reduces throughput on Pico.

This is also true on Overland southbound. As the left turn lane backs up, it can block Overland southbound traffic entirely until the left turn lane clears. While it is not in our area, we also need to point out that Overland has taken on a huge burden of the CCNTMP traffic impact. Overland traffic not only passes numerous homes, but also passes the elementary school which serves our area.

We have also noticed increased traffic on Beverly Glen and on Olympic. Olympic now regularly backs-up during the P.M. peak westbound from Century City to Overland, and often to the 405. The left turn lane from Olympic westbound to Overland southbound regularly overflows its queue, thus blocking a through lane of traffic.

### **Significant Impact**

As stated above, the preliminary data presented at the meeting shows significant impacts to numerous intersections throughout the area. We strongly object to any "mitigation" project that has such onerous impacts. In fact, due to its significant impacts the CCNTMP would likely be rejected if it were a stand-alone project.

We refer LADOT to section 4.E.3 of the West L.A. TIMP, which states that LADOT shall require that mitigation measures be undertaken or guaranteed to *reduce* the Significant Transportation Impacts of a project to a level of insignificance. As shown by LADOT's own data, the CCNTMP has *increased* the impacts of the Project from which it derived its funds.

We strongly doubt that the council office would have approved the CCNTMP if its true impacts had been known.

### **Adaptive Traffic Control System (ATCS)**

Little was said about the LADOT ATCS system during the meeting, except that it was implemented after the pre-project data was gathered and was in effect at the time the Post-phase 1 data was gathered.

Tract 7260 does not believe that ATCS should be used as a mitigation measure and/or capacity enhancement until its efficacy has been proven at *each* Level Of Service (LOS). If the system is to work in concert with other traffic conditions, such as a priority bus lane, we request that ATCS' efficacy be proven in those situations as well prior to its use in traffic capacity calculations. It should be noted that in other meetings with LADOT, we have been told that a) physical constraints of specific intersections are not taken into consideration by the system, and b) ATCS will not improve capacity in already impacted intersections where the load is balanced.

The data provided during the meeting seems to show that ATCS is not doing its job. For this reason, Tract 7260 requests immediate access to all raw traffic data which relates to ATCS efficacy.

We should also point out that we are concerned that LADOT is the agency evaluating ATCS when it has a stake in ATCS' success. This conflict of interest or potential conflict of interest should encourage LADOT to provide an extremely unbiased report with a fully transparent data collection and evaluation process.

Finally, any evaluation of the CCNTMP should be performed on an "apples-to-apples" basis. Specifically, the impact (if any) of ATCS on post-project traffic should be isolated and removed from the calculation.

### **Implementation With The Santa Monica Project**

LADOT's lack of planning with regard to implementing the CCNTMP simultaneously with the Santa Monica Project is stunning. To create such confusion on two of the three primary east/west arterials in the area seems to indicate a complete lack of coordination and long range planning. Further, as Pico (via Overland) and Santa Monica (via the 405), represent the only two other primary routes to the 10 from Century City, implementation of the CCNTMP at this point seems unwise at best.

We also doubt that consideration has been given to the interaction between the CCNTMP and other major projects. Specifically the Westfield expansion project, 2000 Avenue of the Stars and the Fox expansion all will have, or are already having, an impact on regional traffic.

### **Failure To Enact Regional Traffic Plans**

Perhaps LADOT's most essential failure has been its failure to develop a regional traffic improvement plan. DOT's failure has been so complete and frustrating to the community that the council office and homeowner groups, along with the Westside Neighborhood Council have taken it upon themselves to develop a plan. That the community feels so disconnected and discontent with LADOT should be a wake-up call to LADOT management.

Instead of focusing on regional traffic improvements, LADOT focuses its efforts and the community's scarce mitigation resources on highly localized band-aid solutions meant to quiet the loudest and most persistent minorities. The CCNTMP is a prime example.

We believe that each area, our own included, must take its fair share of the traffic burden as part of a regional traffic plan. When ill-conceived plans such as the CCNTMP are implemented, we, along with others, lose faith in LADOT's ability to develop and implement true traffic solutions.

### **Poor Communication/Failure To Speak To Community**

Perhaps the most disappointing part of the CCNTMP process was the complete failure of LADOT to consult with our group and with Westwood South. We not only border the CCNTMP area, but our association shares a border with Century City. Westwood South and Tract 7260 both experience the traffic on Olympic, which passes through both our areas, on Pico, which represents each group's southern border, and on Santa Monica, which represents each group's northern border.

When LADOT represents in a public presentation that homeowner's groups were consulted and implies that all impacted groups had input, it sacrifices its credibility with regard to its other statements. When, at the meeting, qualifying statements, such as "the groups within the project area" or "the groups within the neighborhood" were consulted, the statements increase the distrust the community has for LADOT.

Perhaps the greatest evidence of poor community notification with regard to the CCNTMP is evidenced by the number of Cheviot residents opposed to the plan. It appears that the local association did not inform its members of the impacts of the CCNTMP, nor did LADOT provide residents with an accurate assessment, if any, of what the plan would do to their commutes.

Had LADOT truly spoken with the stakeholders in West L.A. traffic, this plan would likely never have been implemented, and the mitigation funds could have been used to truly improve traffic in the area.



**Conclusion**

With reference to the above arguments, Tract 7260 hereby requests that the CCNTMP be halted and reversed in favor of a regional traffic plan that takes into consideration the needs of the entire area, and not just those of a few dozen homeowners on Motor Avenue. We further recommend that any mitigations wait until the Santa Monica Project has been completed, traffic patterns have stabilized, and the impacts of the Santa Monica Project on regional traffic are understood.

Finally, we request that ATCS not be permitted in capacity calculations, or be allowed as a mitigation until its efficacy has been proven.

Submitted by Michael Eveloff  
President  
Tract 7260 Homeowners Association

③



**Katz, Okitsu & Associates**  
*Planning and Engineering*

1055 Corporate Center Dr.  
Suite 300  
Monterey Park, CA  
91754-7642  
823.260.4708  
fax: 823.260.4705

www.katzokitsu.com

November 7, 2005

Mr. Greg Pulis & Robert J. Simon, MD  
Traffic Committee Co-Chairmen  
Cheviot Hills Homeowners Association  
10331 Dunleer Dr.  
Los Angeles, CA 90064

**Subject:** Century City Neighborhood Traffic Management Plan (CCNTMP) Phase 1 Measures

Dear Mr. Pulis,

Katz, Okitsu & Associates has reviewed the materials you have sent to us regarding the CCNTMP program. It is our understanding consideration is being given to changing the recently installed traffic calming tools by the Honorable Councilman Jack Weiss's office due to adverse reaction by some members of the community.

In our experience with traffic calming and NTMP's, members of the community often have "buyers remorse" soon after the program has been implemented. In some cases residents find they got more than they bargained for vis-à-vis the program is more restrictive or effective than they realized and in other cases those that did not participate suddenly find their lives disrupted. When this happens, the reaction is all too quickly to ask the City to restore the roadway system to its previous state.

We have several concerns with this. The CCNTMP was designed and implemented by the City in part as a settlement agreement between the developers of the 2000 Avenue of the Stars project, the City and the Cheviot Hills Community. Second, the City of Los Angeles has a formal program for the planning, design and implementation and evaluation of NTMP's. An NTMP must meet a number of criteria in order to be considered and implemented.

According to the City's NTMP guidelines, "an NTM Plan sometimes may be developed in response to a long-standing problem or to address the projected impacts of new land development". The plans are developed based on a rigorous evaluation of traffic patterns, community outreach, and an engineering feasibility assessment by LADOT. Before an NTM Plan is prepared, an evaluation of the problems is made based on field observations and traffic data. If the problems are confirmed and can be mitigated LADOT then proceeds with the preparation of the Plan. With direct community input, appropriate measures are developed and LADOT identifies the benefits and impacts of the measures being considered.

LADOT guidelines require "substantial community support" before a plan can be implemented. The City's NTMP guidelines, like most cities have an evaluation period. If, after the test period, the measures are found to be effective and are acceptable to the community, the measure may be made permanent.

CHHA NTMP  
Proposed Phase 1 Changes  
November 7, 2005

Katz, Okitsu & Associates

1



**Katz, Okitsu & Associates**  
*Planning and Engineering*

In recognition of the attributes of the settlement agreement, the merits of the City's NTMP program and concerns raised by members of the community, we feel that all Phases of the program should be implemented and should be evaluated in accordance with the City's guidelines and standard engineering practice and should not be modified until this has been done. We would also suggest a review of the goals of the program, the "before" implementation data and "existing" conditions data to determine what impacts, if any the NTMP has had. We also suggest representatives of the CHHA, LADOT, the developer, and associated consultants and the Council convene a meeting to develop an effective and reasonable course of action. Otherwise the merits of this NTMP and others around the City will be diluted.

Should you have any questions, please contact me at (323) 260-4703.

Sincerely,

Joel Falter  
Vice President  
Katz, Okitsu & Associates

MICHELE BRESLAUER  
2906 Motor Avenue  
Los Angeles, CA 90064

SUBMITTED IN  
COMMITTEES  
11/30/05  
03-059-51

Council member Greig Smith  
Council member Bernard Parks  
Council member Wendy Greuel  
City Hall, Los Angeles, CA

RE: Transportation Committee Hearing, November 30, 2005 - Concerning the NTMP

Dear Councilpersons:

I am an eight-year resident of Cheviot Hills and I am very grateful that the NTMP exists and has provided safety to my neighborhood. I am here today to urge you to put on hold your vote on the proposed changes to the NTMP until a proper analysis by qualified experts has been done.

I am a lawyer for children in foster care, and in the legal profession we use the term of art "Due Diligence" and I ask that you all do your due diligence regarding these changes. As elected officials we expect you to do just that. A proper analysis **MUST** be conducted to determine what effects these changes will have on the current plan. Members of our community did just that - we hired a traffic engineer who told us the changes would be significant. Have you seen this analysis? Please make sure you read it before proceeding today as it is currently the **ONLY** analysis conducted by qualified experts.

Let me just give you a personal antidote of why you should not allow these changes. Before the traffic mitigations and safety plans were in place, I was calling 911 on a regular basis. One time a van rolled over and exploded in front of my house - this cost the city thousands of dollars to have three fire trucks, and numerous police cars to help at the accident site. I could go on and tell you all the times accidents happened where public services were needed. With the NTMP I can tell you I have **NOT** made one 911 call. The NTMP has saved me and my family anguish, and **YOU** have saved **YOUR** community money and resources.

Why change that now? Why even consider risking the safety of the residents in Cheviot Hills, and my children for that matter, for the sake of speed? I cannot understand how anyone could be influenced by the pressure of individuals who want to get their errands done faster, or refuse to set their alarm clocks five minutes earlier so they can get to work on time. Safety must trump convenience.

This NTMP is an agreement between you, the City Council representing the City of Los Angeles, and my community. I voted for Jack Weiss because I thought he would uphold this agreement and others he has made with the people and communities of this great city. I trusted him. That trust is now shattered by the proposals he has made today. I urge you to restore that trust by postponing your vote, or voting **NO** to the changes in the NTMP. Thank you.

*M Breslaue*

Cynthia McGranahan, Ph.D.  
1137 Second Street, Suite 201  
Santa Monica, CA 90403

SV3M111RD IN COMMENTS  
California License PSY11231  
Tel: (310) 576-0670  
Fax: (310) 839-0265

11/7/05  
03-059175

November 30, 2005

Councilmembers on the Transportation Committee  
The Honorable Wendy Greuel, Rm 475  
The Honorable Bernard Parks, Rm 460  
The Honorable Greig Smith, Rm 405  
200 N. Spring Street  
Los Angeles, Ca 90012

Re: Proposed Changes to Cheviot Hills Traffic Mitigation

Dear Honorable Committee Members:

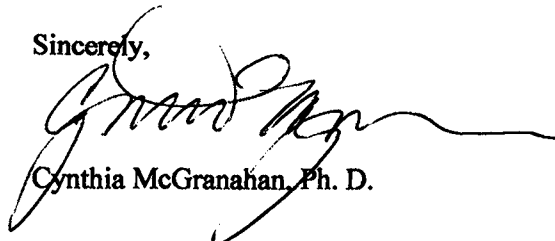
As a 10 year resident of Cheviot Hills, I am writing to strongly protest any changes proposed to the current Cheviot Hills traffic mitigations. The already implemented mitigations have greatly improved the traffic congestion in my neighborhood and decreased the reckless commuters speeding through our side streets. The mitigations have been particularly effective on Motor Ave., which used to have bumper to bumper during both the morning and afternoon commutes. Because of this I strongly protest adding a second right turn lane from Motor onto Pico going east. This will encourage not only more traffic on Motor but we will again have commuters racing through the side streets to cut into north bound traffic on Motor via Monte Mar. My understanding is that two independent traffic engineers have concluded that there will be a significant and negative impact on the neighborhood traffic if these proposed changes are made. Don't allow these changes.

Traffic in Los Angeles has greatly increased over the last few years. Congestion is a constant but in this situation there is an opportunity to prevent congestion building again. Some people have complained that even if they live in the Cheviot area they have a long wait to get into Century City from Motor Ave. I frequently make this trip myself between 8:00am and 9:00 am and the longest it has taken me is 10 minutes. This is a slight inconvenience in exchange for our neighborhood and streets being protected. In the grand scheme of the Los Angeles traffic, 10 minutes is not a long time in rush hour. I am sure most of us often have to wait in rush hour for two to three cycles of a signal to continue our commutes. To me it is a small price to pay.

If any changes are to be considered a thorough study should be done by the City's traffic engineers along with careful consideration to the impact on the surrounding neighborhoods, especially with the increasing density of Century City.

Thank you for your thoughtful consideration of this matter.

Sincerely,



Cynthia McGranahan, Ph. D.

Lyle W. Dawn

2844 Club Dr.  
Los Angeles, Ca 90064

Telephone (310) 839-3077  
Facsimile (310) 839-0265

5/13/05 IN CAMPERS  
11/30/05

03-0591-31

November 30, 2005

Councilmembers on the Transportation Committee

The Honorable Wendy Greuel, Rm 475

The Honorable Bernard Parks, Rm 460

The Honorable Greig Smith, Rm 405

200 N. Spring Street

Los Angeles, Ca 90012

Re: Proposed Changes to Cheviot Hills Traffic Mitigation

Dear Honorable Committee Members:

I am a 24-year resident of Cheviot Hills. During this period I have seen the traffic go from gridlock on Motor with dangerous speeders on the side streets, to the current state which is now regulated by the current traffic mitigations. These mitigations have been very successful, the traffic on Motor is manageable and the dangerous cut-through traffic on the side streets as been nearly eliminated. I urge you not to make any changes to the existing plan by adding a second right turn lane from Motor onto Pico going east. Two independent traffic engineers have determined that a second turn lane will invite more traffic to Motor and the side streets which will greatly undermine the current traffic mitigation agreement. If there are to be any changes, I request a thorough study be done of the possible ramifications of the changes before any changes are implemented.

Much has been made of the morning traffic that backs up along Motor going north from Monte Mar to Pico between 8:15am and 9:15am. I have purposely timed this drive on numerous occasions and although the traffic *looks* horrific, it only takes two to five minutes even with the back-up. For peak hours this is negligible and takes place all over the city.

Thank you for your consideration.

Sincerely,

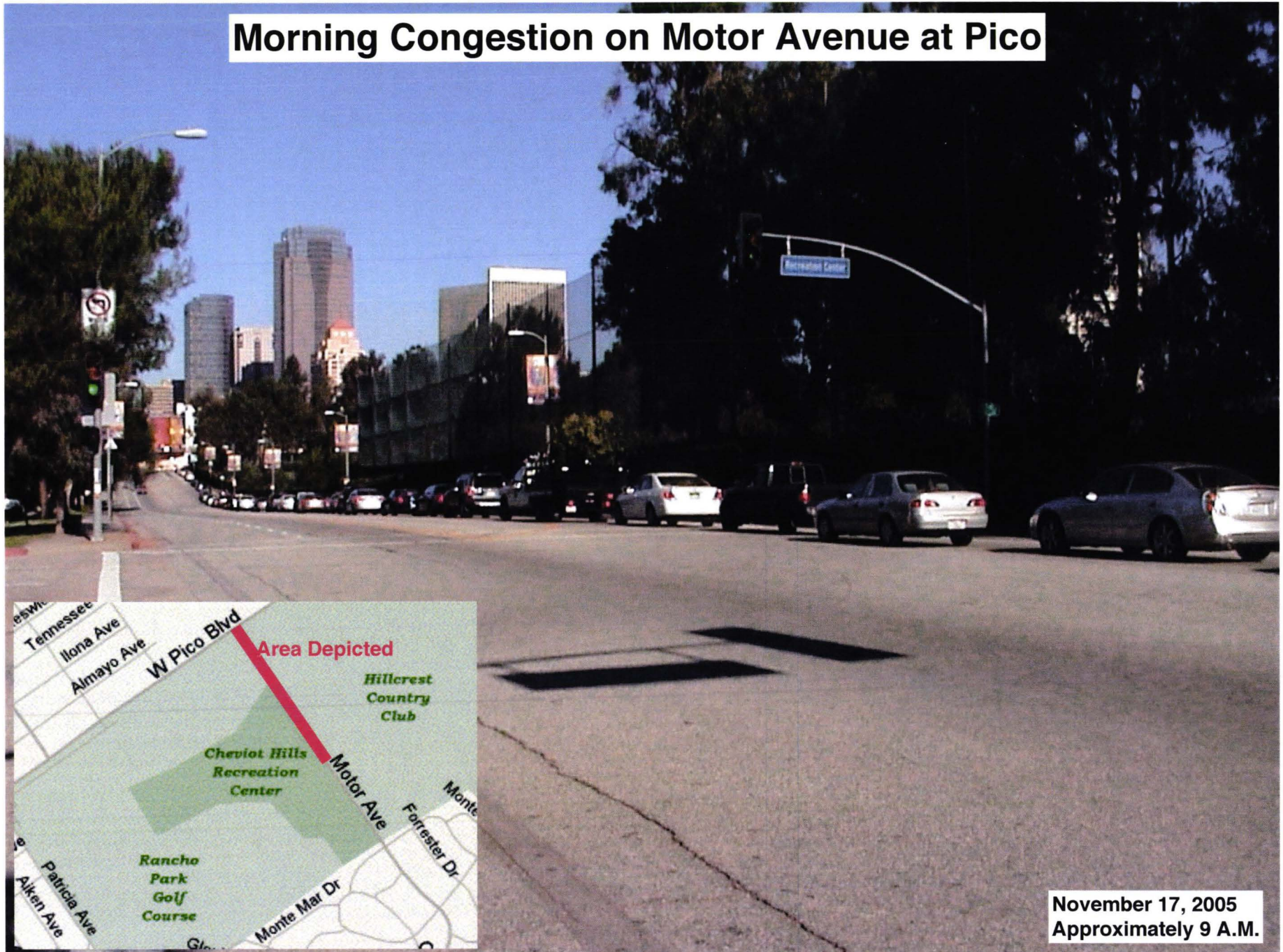
Lyle Dawn

Lyle Dawn



SUBMITTED IN COMMITTEES  
11/30/05 CB-0591-51

## Morning Congestion on Motor Avenue at Pico



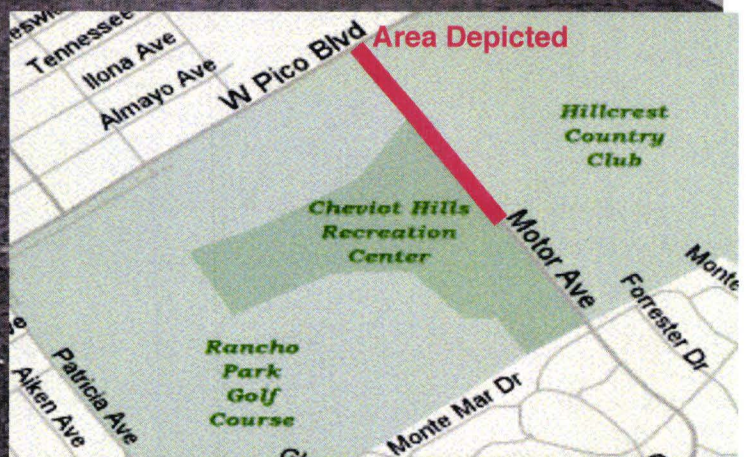
November 17, 2005  
Approximately 9 A.M.



## Morning Congestion on Motor Avenue at Pico

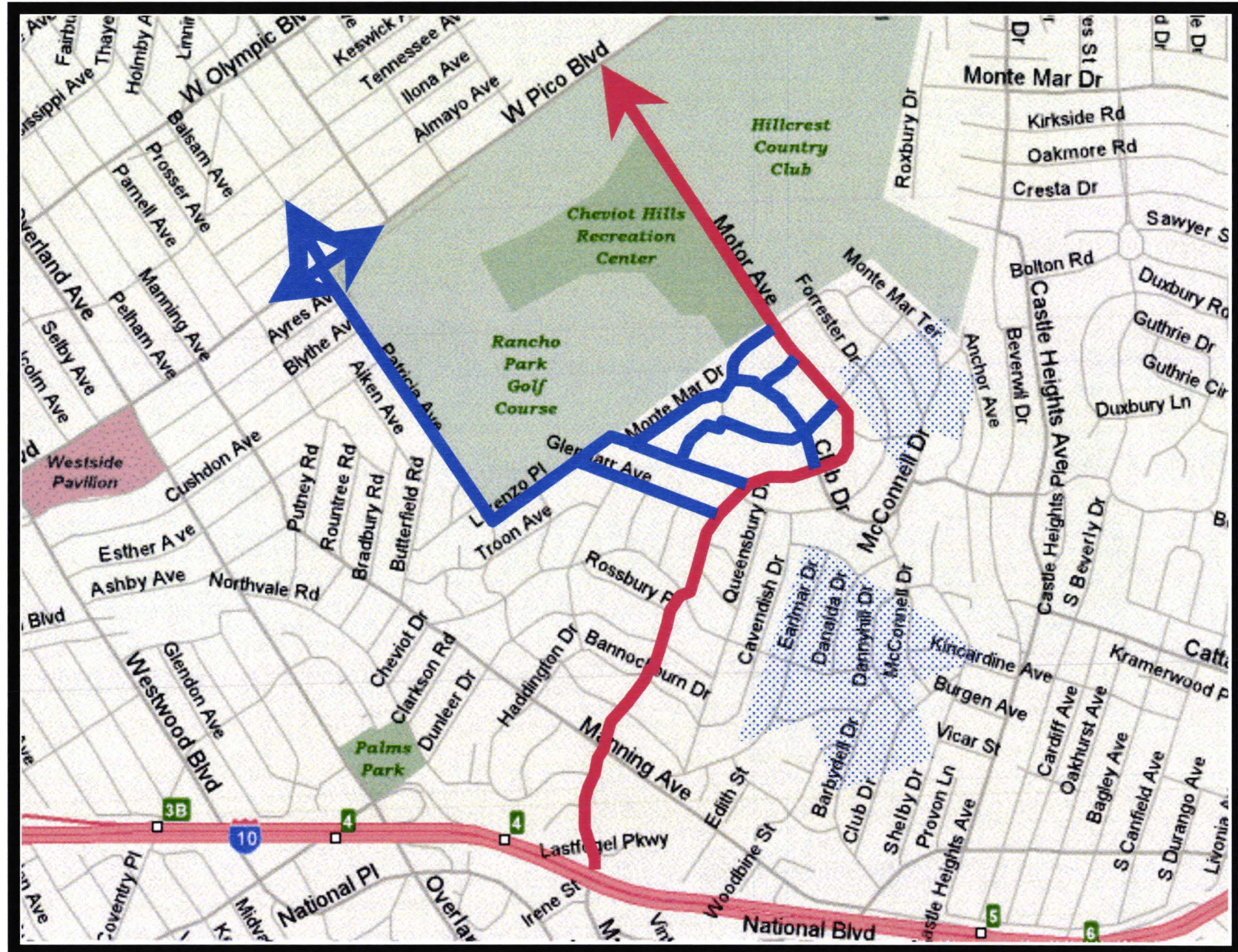


November 17, 2005  
Approximately 9 A.M.





## Many Area Residents Have Resorted to Morning “Cut Through” Routes





SUBMITTING IN COMMENTS

11/30/05

03-0591-51

November 30, 2005

Cecilia Barajas and Mitchell Lasky  
2760 Monte Mar Terrace  
Los Angeles, CA 90064

To Whom It May Concern:

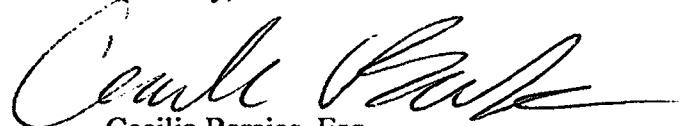
I strongly urge you to add back a left and right lane to the Motor Avenue/Pico intersection. I am a member of the Cheviot Hills Homeowners Association and live in Cheviot Hills. The recent changes to Motor Avenue as part of the "traffic mitigation" plan have been an utter disaster – so terrible as to make me consider moving from a neighborhood which has been my home for many years.

Unfortunately for me, the various measures taken on Motor have made me a virtual prisoner in my own neighborhood. I take my child to school every day. The most logical route involves me turning left from Motor onto Pico. Because of these traffic changes, I can't take the route that makes most sense, but have learned to take new, shortcuts, bisecting the narrow residential streets of Cheviot Hills.

The Motor Avenue party which is so vocally opposing the logical addition of left and right hand lanes, is a small but persistent **minority**. What they have proposed and imposed may lessen the traffic on Motor but it pushes the traffic throughout other Cheviot Hills narrow streets (ones which cannot accommodate the new heavy congestion) and onto the poor residents of Beverlywood. At least, Motor was designed to accommodate a higher flow of traffic. The new traffic on Lorenzo, Monte Mar Dr., Patricia, Castle Heights and Manning is not safe and unfair.

Please, I beg of you. Do what is right. Give the neighborhood a left hand lane on Motor. Century City is not going away. Traffic will continue. At least, allow the residents to not be virtual prisoners in the neighborhood every morning at 9:00 am.

Sincerely,



Cecilia Barajas, Esq.

Your friend,

November 29, 2005

The Honorable Wendy Greuel  
Fax 213/680-7895  
[councilmember.greuel@lacity.org](mailto:councilmember.greuel@lacity.org)

The Honorable Bernard Parks  
Fax 213/485-7683  
[councilmember.parks@lacity.org](mailto:councilmember.parks@lacity.org)

The Honorable Greg Smith  
[councilmember.smith@lacity.org](mailto:councilmember.smith@lacity.org)

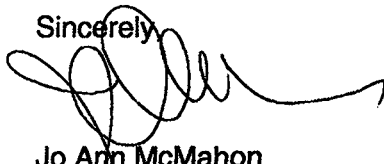
Councilmember Jack Weiss  
Fax 213/978-2250  
[councilmember.weiss@lacity.org](mailto:councilmember.weiss@lacity.org)

The purpose of this letter is to urge you to support Councilmember Weiss' motion to make a necessary change to the existing traffic plan that was implemented over the last several months. I understand that one main purpose was to reduce the number of commuters traveling through Cheviot Hills on Motor Avenue.

I moved to Cheviot Hills in December of 2003. I live one block east of Motor just south of Forrester. One factor for my choosing this neighborhood was its proximity to Century City, where I work. My 2.3 mile commute took me about 5 minutes in the morning and less than 10 in the late afternoon. Since the traffic "calming" measures were put into place, my morning commute has more than quadrupled on most days. The primary reason for this is that there currently is only one right turn lane from Motor onto Pico. The backup waiting to turn right onto Pico is often south of Monte Mar and sometimes even as far as Club. I don't believe that this back up was an intended result of the traffic measures and strongly urge that you support the change to reinstate the second right turn lane.

I am a member of the Cheviot Hills Homeowners' Association and, after talking to several neighbors, have learned that there are a few representatives of the association that purport to speak for the entire membership. Please note that they do NOT speak for me in regard to this matter. I am in favor of the second right turn lane.

Sincerely,



Jo Ann McMahon  
2979 Queensbury Drive  
Los Angeles, CA 90064  
310/553-3716

Dear Councilmembers,

I am a nine year resident of Cheviot Hills. I am a mother of two children who attend two different schools in west Los Angeles. My husband is a commercial real estate broker and his office is on Olympic and the corner of Beverly Drive. Since the change of the right turn lanes on Motor a few years ago, our morning routines have become so much more frustrating and hectic. My husband has to take alternative routes to get to his office, and I am driving completely out of my way to get my children to school without spending precious morning minutes sitting in that awful traffic jam. I understand that the people who originally had the idea of making this change for the residents of Cheviot Hills to protect our neighborhood from commuters was made with every good intention. However, as I'm sure you are aware, it backfired. The people who need to get into Century City and the surrounding areas to get to work, have not stopped driving through our neighborhood. Nor would I expect them to. They need to get to work. The problem is that all of the congestion caused by trying to prevent the congestion has just made everyone's life more difficult. Please join me and my neighbors in supporting Councilman Weiss' motion to add the necessary right turn lane onto Pico from Motor.

Thank you,  
Deanne Lebowitz  
3257 Woodbine Street  
Los Angeles, CA 90064

-----

**Councilmember's:**

**I live at 3051 Cavendish Drive in Cheviot Hills and have lived there for over 32 years. I am writing to add my support to Jack Weiss' motion to add a right turn lane on northbound Motor Ave. at Pico, being considered by you on Nov. 30th at your Transportation Committee Meeting. I know all of you have seen any number of reasons why we are asking you to support Jack Weiss' motion. In this regard, I affirm all of these reasons. However, I need not bore you with my own personal entry and exit issues.**

**So let me close by asking sincerely that you consider our request not just as a bunch of complaining neighbors but rather as a concerned community with grave concerns about the quality of life in their neighborhood.**

**Yes we clearly understand it is a balancing act between competing and conflicting interests and desires but an objective view might well see that ease of ingress and egress during the most stressful hours for the average working resident as the controlling interest that tips the scale in favor of support.**

**Cheviot Hills residents need this extra lane so that they can get out of the neighborhood weekday mornings!**

**Thank you very much for your serious consideration to our request.**

**Sincerely**

**Bob Guerin**

---

Dear Chairperson Greuel,

My wife, Joan Krausen Moyer, and I are writing this e-mail to you in support of Councilman Weiss' motion to add a right turn lane on Motor Ave at Pico Blvd. My wife will be working and cannot attend the Transportation Committee meeting on November 30.

We have been residents of Cheviot Hills for more than 31 years. Our children were born and raised in the neighborhood. They grew up playing soccer, baseball and basketball at the Recreation Center at Rancho Park, which is adjacent to Motor Ave at Pico. We, along with many of our neighbors and other L.A. residents, continue to enjoy the park.

We share many of our neighbors' desire that we not be "trapped" in our own neighborhood by the current traffic mediation plan. We expect you have and will receive many communications echoing this theme.

We are, therefore, writing this to address another issue of great concern:  
the negative environmental impact the current plan has on the park and the surrounding neighborhood. From approximately 8 a.m. to at

least 10 a.m., Monday through Friday, traffic slows to a crawl northbound on Motor directly adjacent to the park. Traffic often comes to a virtual standstill. The logjam creates exhaust fumes that pollute the air at the park, as well as throughout our entire neighborhood. This traffic also makes entering and exiting the park difficult, if not dangerous.

The pollution and traffic hazards are occurring at exactly the same time children are attending summer daycamps that operate out of the park. A public pool is a short distance from this segment of Motor. Many other residents, children and adults alike, use the park to play ball, use the archery facility, train their dogs, meet at the tables or just take a walk.

All of these activities are negatively impacted by the long line of cars that creep northbound on Motor in the morning.

The park has been a jewel on the Westside for decades. The current traffic mediation plan threatens to tarnish that jewel.

Please consider these environmental factors in evaluating Councilman Weiss' motion.

Joan Krausen Moyer  
Steven Evan Moyer  
2993 Haddington Dr.  
Los Angeles, CA 90064  
tel: 310.836.3290  
fax: 310.839.8123

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Dear Chairperson Greuel,

My wife, Joan Krausen Moyer, and I are writing this e-mail to you in support of Councilman Weiss' motion to add a right turn lane on Motor Ave at Pico Blvd. My wife will be working and cannot attend the Transportation Committee meeting on November 30.

We have been residents of Cheviot Hills for more than 31 years. Our children were born and raised in the neighborhood. They grew up playing soccer, baseball and basketball at the Recreation Center at Rancho Park,

which is adjacent to Motor Ave at Pico. We, along with many of our neighbors and other L.A. residents, continue to enjoy the park.

We share many of our neighbors' desire that we not be "trapped" in our own neighborhood by the current traffic mediation plan. We expect you have and will receive many communications echoing this theme.

We are, therefore, writing this to address another issue of great concern: the negative environmental impact the current plan has on the park and the surrounding neighborhood. From approximately 8 a.m. to at least 10 a.m., Monday through Friday, traffic slows to a crawl northbound on Motor directly adjacent to the park. Traffic often comes to a virtual standstill. The logjam creates exhaust fumes that pollute the air at the park, as well as throughout our entire neighborhood. This traffic also makes entering and exiting the park difficult, if not dangerous.

The pollution and traffic hazards are occurring at exactly the same time children are attending summer day camps that operate out of the park. A public pool is a short distance from this segment of Motor. Many other residents, children and adults alike, use the park to play ball, use the archery facility, train their dogs, meet at the tables or just take a walk.

All of these activities are negatively impacted by the long line of cars that creep northbound on Motor in the morning.

The park has been a jewel on the Westside for decades. The current Traffic mediation plan threatens to tarnish that jewel.

Please consider these environmental factors in evaluating Councilman Weiss' motion.

Joan Krausen Moyer  
Steven Evan Moyer  
2993 Haddington Dr.  
Los Angeles, CA 90064  
tel: 310.836.3290  
fax: 310.839.8123

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Dear Transportation Committee Council Members,

It has come to my attention that you will be voting on an initiative Wednesday, November 30 as proposed by Council Member Jack Weiss. This proposal would add a second right-hand turn lane to northbound Motor Avenue (on to Pico Blvd.) as it once was.

As a resident of Cheviot Hills, I strongly urge you to support Council Member Weiss' proposal. The neighborhood traffic congestion we endure each day would be alleviated by adding a second right-hand turn lane. I understand we live in a major city and some streets, such as Motor Avenue, are thru ways for commuters. This is a fact all Los Angeles residents must adjust to these days. So let's use some common sense, and help assist those trying to get to work or school to actually get there instead of waiting in a line that backs into a residential neighborhood.

Your assistance in this manner will be greatly appreciated by our family.

Fondly,

Dawn O'Leary

The O'Learys  
3388 Patricia Avenue  
Los Angeles, CA 90064  
P: (310) 837-7338  
F: (310) 837-7328

---

Dear Council Members: please consider the following with reference to the Transportation Hearing scheduled for November 30 at 3:00 p.m., which I will be unable to attend:

I am a member of the California Country Club Homeowners Association and have lived in this neighborhood for almost 10 years. I believe most of the traffic mitigation changes have been a disaster. Motor Avenue should be the main access road for me to take in and out of the neighborhood. Instead, I have devised a series of winding routes through neighborhood streets to take me in and out of the neighborhood in order to avoid Motor while traveling to and from my kids' schools, Century City to shop, Temple Isalah (for services and religious school twice a week) and to and from my office in Westwood.

As an example, I used to take Motor to Pico to Beverly Glen to and from work in Westwood. I now cross over Motor at Club, go around Rancho Park on Lorenzo, Club, Monte Mar and Patricia - anything to avoid Motor. I have been doing this each morning and evening for over a year now. It takes three times longer to go on Motor. The long line of traffic going south on Motor in the afternoon and evening between Pico and Monte Mar is solely a result of the reduction from two lanes to one. The same is true for the line of traffic going north on Motor in the mornings. What used to take 5 minutes now takes 20, solely because of the so-called

mitigation factors. Ironically, THERE ARE NO HOMES ON MOTOR BETWEEN PICO AND MONTE MAR, so reversing the changes would not directly impact any residential driveways.

It is also frustrating when I am driving westbound on Pico from Beverly Hills or Century City and want to make a left turn onto Motor to go home. There used to be a 2-lane left turn lane. It is now one lane, and if you do not make it into the lane, and are forced to put your turn signal on and stop ongoing traffic in the center lane of traffic, it is really scary - I'm always afraid I'll be rear ended, as there are too many cars making left turns to fit into the left turn lanes. This backs up westbound traffic on Pico and should be reversed.

Finally, after dropping our kids off at Palms Middle School or Windward School, we cannot make a left turn from National back into our neighborhood - as there is no left turn permitted from 7-10 a.m. onto Club or Shelby. We can wait three light changes and make a left on Castle Heights and another left on Vicar, but that takes at least 10 minutes. Further, if we make a left on Manning, we cannot make a right turn into our neighborhood. The only alternative is to take Motor - which is usually backed up. There must be an easier way for us to be able to get back into our neighborhood after dropping our kids off at school or stopping at Vons or Starbucks before 10 a.m. Please eliminate the "no left turn" lanes on National.

Thank you for your consideration,

Sincerely,

Ellen Nagler  
9915 Stellbar Place  
Los Angeles, CA 90064

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Councilmembers:

My family and I live at 3128 Cavendish Drive in Cheviot Hills. We are writing to add our support to Jack Weiss' motion to add a right turn lane on northbound Motor Avenue at Pico, which is being considered by you on November 30 at your Transportation Committee Meeting. Cheviot Hills residents need this extra lane so that they can get out of the neighborhood on weekday mornings.

In addition to slowing my husband's commute to his job in Century City, each morning when I drop my daughter off at her preschool, I get stuck behind the long line that forms to turn right at that intersection - and we need to turn left to get to her preschool. We end up either having to wait for the lane on the right to clear or having to cut through side streets in the neighborhood. Neither option is desirable for us or our fellow neighbors. So, we ask that an additional right turn lane be added to assist traffic both turning right and left at that intersection. We have lived in the neighborhood since 1998 and never before has the traffic situation been so dire; we chose to live in our neighborhood for a number of reasons, but one of those key reasons (i.e., easy accessibility to where we work and where our children

go to school) has been significantly impacted. We seek your assistance in remedying this situation. Thank you very much for your wise representation.

Carolyn Burger and Rik Geiersbach

Carolyn C. Burger  
Pillsbury Winthrop Shaw Pittman LLP  
725 South Figueroa Street, Suite 2800  
Los Angeles, CA 90017-5406  
(213) 488-7198 (213) 629-1033 (fax)  
(213) 226-4031 (desktop fax)  
carolyn.burger@pillsburylaw.com

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Dear Councilmembers:

I am writing to urge you to support Councilmember Weiss' motion to make changes to the existing traffic plan. The Century City Neighborhood Traffic Plan was implemented last year with limited input from the community affected by it. While I am not advocating a rollback of the plan in its entirety, I am hoping you will pay attention to one particular issue Councilmember Weiss is trying to change: Reinstating the second right hand turn from Motor northbound at Motor.

I live one block east of Motor, and usually use Motor as part of my commute. Instead of taking me 5 minutes to exit my community when going to Century City, Westwood, Beverly Hills, or Hollywood, it takes up to 20 on weekday mornings (it's taken me up to 12 minutes to go the one block distance from Monte Mar to Pico on some mornings). This is due to the tremendous backup on Motor, resulting from the removal of the right turn lane.

I understand that many of the commuters are trying to get to Century City, but the result of the changes has led to nothing less than an unnecessary traffic jam in my community. I live in Cheviot Hills. Please don't make me a prisoner in my own community. Lately, I have been cutting through other people's neighborhoods in order to avoid the traffic on Motor. I have been using Beverwil in Beverlywood when I need to go east, and have been using Manning and Patricia if I plan to go west. I can't believe that the intention of the so called "traffic calming" efforts was to clog up other neighborhoods.

Please move forward with supporting Councilmember Weiss' motion.

Sincerely,

Jennifer Hannon  
2970 Queensbury Drive  
Los Angeles, CA 90064

27 November 2005

The Honorable Wendy Greuel  
Los Angeles City Councilmember  
200 North Spring Street, Room 475  
Los Angeles

We are writing to support the efforts of our councilmember Jack Weiss' plans to help the traffic congestion which affects our everyday life on Motor Avenue. We have lived in Cheviot Hills, one block east of Motor, since 1984 and every year our traffic situation worsens. In order to get to Century City and beyond whether it be for medical appointments, super market shopping or anything else which is actually a short distance away, 5 to 8 minutes, it takes in excess of a half an hour. We feel trapped in our own neighborhood unable to get to the nearby communities i.e.: Beverly Hills, Century City and West Hollywood etc. One of the main reasons we moved to Cheviot Hills was because of the easy access to all areas. Please reinstate the double right hand turn lane on Motor heading north to Pico Blvd.

Thank you,

Richard Hand Susan Sager  
2971 Queensbury Drive  
Los Angeles, CA 90064

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Councilmembers,

I write to you to urge you to move with whatever maximum speed the City can muster to restore the second right turn lane on Motor Avenue to Pico Blvd. in Cheviot Hills. This is a measure that is long overdue to correct a situation that has caused a dramatic increase in traffic delays and congestion in my neighborhood. I understand that the City originally removed this lane because it thought the removal would lead to a decrease in traffic problems. As a resident of Cheviot Hills, however, I can personally attest to the fact that the removal of this lane has had the opposite impact. The removal of this lane has led to increased delays for residents leaving Cheviot Hills when we need to travel on Motor to go to work, school, or Rancho Park. It has also increased traffic on residential streets, as commuters looking to avoid the long lines and delays on Motor Ave now cut through winding residential streets running parallel to Motor Ave. This is not a good situation for anyone - commuters or residents.

I was told, when the "traffic mitigation" measures in our area were originally being implemented, that we, the residents, would have an opportunity to provide input on these measures so that things that were not working could be removed. Well, the single right-turn lane from Motor to Pico is not working. In fact, it is a disaster. When the community had the opportunity to speak out about the changes at a meeting late last year, virtually every member

of the community spoke out strongly against this single lane. As I recall, the only people who tried to defend the change were a small group of people who had initially championed this change (I believe their names were Lucie Bava, Stan Arcader, and one or two others that I can't recall right now), but even they were forced to acknowledge that this lane has created a bottleneck for residents and commuters alike, and that this has increased congestion and delays for people trying to leave our neighborhood.

Please help us correct this wrong. The City should be taking steps to alleviate traffic delays and congestion, not to increase them. I understand that, to a certain extent, everything in City Hall involves politics, but I urge you - on this matter - to listen to the overwhelming numbers of us who live in the neighborhood, and who have been made unwitting prisoners because of a bad idea. We can fix this. Our Councilmember, Jack Weiss, has heard us and has given us this opportunity. We need to seize it.

Thank you for your attention to this matter.

-Jonathan Kagan  
Cheviot Hills  
310-203-7092

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From: "Jeff Feuer" <jfeuer@askcsg.com>  
To: <councilmember.greuel@lacity.org>  
CC: <councilmember.weiss@lacity.org>  
Subject: Councilmember Weiss' motion to change Motor Avenue right turn privileges  
Date: Tue, 29 Nov 2005 18:12:52 -0800

Please endorse Councilmember Weiss' motion to make changes to configuration of the Motor Avenue to Pico Boulevard intersection which I believe will come before the city council tomorrow, Wednesday November 30 at 3:00 PM. My work obligations prevent me from expressing to you personally how important the relief sought is. A second right hand turn from Motor onto Pico will reduce congestion considerably while the other traffic elements recently installed will control the overall traffic flow.

I live one block east of Motor, and witness first hand the congestion in question. I am especially concerned about what I might do if a member of my family needed to go to the hospital or doctor quickly during rush hours. We would burn up 15 precious minutes while a middle lane remained idle. The long line of cars meanwhile pollute our air while needlessly waiting for their turn. We all dislike pollution and traffic and with the proposed change I see a way to make an improvement on both issues.

Thank you for your consideration.

Jeffrey Feuer  
President  
Customer Solutions Group  
5839 Green Valley Circle, Suite 209

Culver City, CA 90230  
(310) 338-1171 x10

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Subject: Motion to change Motor Ave. traffic configuration  
Date: Tue, 29 Nov 2005 21:07:11 -0800  
From: "Jim Hannon" <jim@ferrazzigreenlight.com>  
To: <councilmember.parks@lacity.org>,  
<councilmember.smith@lacity.org>,  
<councilmember.greuel@lacity.org>  
CC: <councilmember.weiss@lacity.org>

I fully support Councilmember Weiss' motion on Nov. 30 to reinstate a second righthand turn lane from northbound Motor Ave. to eastbound Pico Blvd. The removal of that lane two years ago has had a number of undesirable and unintended consequences that you can now correct by carrying Councilmember Weiss' motion. First, the traffic backup on northbound Motor Ave. is tremendous during my morning commute to my office in West Hollywood - two LEFT turn lanes sit virtually idle while a blocks-long procession of cars waits to turn right from the remaining single right turn lane. Second, I've noticed a marked increase in cars speeding up my street, Queensbury Drive, which runs parallel to Motor, one block east. Presumably trying to bypass some of the slowness on Motor, many of these cars fail to stop at the "traffic calming" stop sign at the corner of Queensbury and Kincardine, and some don't even bother to slow down! With two young children, I hate to see this kind of driving on streets not designed to handle it. Finally, although I personally try to resist the temptation, I know many of my neighbors cut through the side streets of Cheviot Hills and Beverlywood to avoid the Motor/Pico mess altogether - again, using small residential streets as commuting arteries.

Clearly, Motor Ave. was designed to handle the traffic for Cheviot Hills. Please remove the artificial bottleneck at its north end so we, the residents of the community, can once again enjoy the use of Motor for its intended purpose.

Jim Hannon  
2970 Queensbury Dr.  
LA 90064

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From: "Doris Childs" <drc836@pacbell.net>  
To: <councilmember.greuel@lacity.org>,  
<councilmember.parks@lacity.org>,  
<councilmember.smith@lacity.org>  
CC: <hannonjen@yahoo.com>  
Subject: Motor Avenue Traffic  
Date: Mon, 28 Nov 2005 00:01:50 -0800

Dear Honorable Councilmembers:

I am joining my voice to those of us in the Cheviot Hills/Country Club Estates community who use Motor Avenue to commute to work, shop, exercise, etc. The traffic on Motor Avenue on weekday mornings is not to be believed and generally impossible, backing up to south of Monte Mar and taking almost half an hour to reach Pico Blvd. I tend to avoid Motor and use back streets to reach my destination, but it is inconvenient and absurd to do so when Motor is just one block from my home.



This has been an ill-thought-out traffic design in order to placate those few who were crying "the sky is falling" over the alleged impending doom to be created by the Fox expansion. There has been no doom and no impossible traffic caused by the Fox expansion, only that created by the current traffic design.

I urge you to support Councilmember Jack Weiss' motion to restore the two right turn lanes to go east on Pico and the two left turn lanes on Pico to go south on Motor. The two left turn lanes to go west on Pico are redundant in the extreme; hardly anyone uses them - one was and is always more than sufficient. The one lane on Pico to go south on Motor is likewise a nightmare and absurdity, and creates major havoc on those attempting to go west on Pico.

Please don't bury your heads in the sand, and thank you for your anticipated attention to this matter.

Doris R. Childs  
3116 Queensbury Drive  
Los Angeles 90064  
T: (310) 836-1177  
F: (310) 836-4838  
e-mail: drc836@pacbell.net

# CONDON & FORSYTH LLP

NEW YORK  
LOS ANGELES  
WASHINGTON, DC

E-mail: [rmargo@condonlaw.com](mailto:rmargo@condonlaw.com)

November 28, 2005

## VIA E-MAIL

The Honorable Wendy Greuel  
Chair, L.A. City Transportation Committee  
200 North Spring Street, Room 475  
Los Angeles, California 90012

E-mail: [councilmember.greuel@lacity.org](mailto:councilmember.greuel@lacity.org)

The Honorable Bernard Parks  
Vice Chair, L.A. City Transportation Committee  
200 North Spring Street, Room 460  
Los Angeles, California 90012

E-mail: [councilmember.parks@lacity.org](mailto:councilmember.parks@lacity.org)

The Honorable Greig Smith  
Member, L.A. City Transportation Committee  
200 North Spring Street, Room 405  
Los Angeles, California 90012

E-mail: [councilmember.smith@lacity.org](mailto:councilmember.smith@lacity.org)

## Re: Motor Avenue Traffic Mitigation Plan

Dear Committee Members:

I am writing as a resident of Cheviot Hills for the past 20 years. I currently reside on Cavendish Drive between Cheviot Drive and Forrester.

Since the introduction of the traffic mitigation plan on Motor Avenue, getting into and out of our neighborhood has become a nightmare. While I appreciate that there has been a good faith attempt to introduce a beneficial plan for the neighborhood, the plan as it is now implemented has had the opposite effect.

To begin with, it is essential that there be a minimum of two northbound lanes on Motor Avenue, and that the second right-turn lane onto Pico Boulevard be reinstated.

Further, introducing all the stop signs on Motor Avenue has contributed to massive slowdown and congestion, which is in need of rectification. While I work in Century City, a stone's throw from my home in Cheviot Hills, traveling to and from work has become an absurdly lengthy expedition.

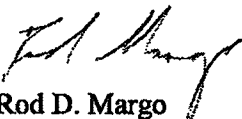
CONDON & FORSYTH LLP

The Honorable Wendy Greuel  
The Honorable Bernard Parks  
The Honorable Greig Smith  
November 28, 2005  
Page 2

I hope you and your colleagues will give this matter the urgent attention it requires.

If you have any questions, please contact me.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Rod D. Margo".

Rod D. Margo

RDM/el

# **Tract No. 7260 Association, Inc.**

2065 Kerwood Avenue, Los Angeles, CA 90025-6006 (310) 277-6505 [www.tract7260.org](http://www.tract7260.org)

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**President**  
Mike Eveloff

December 9, 2004

Councilman Weiss,

**Vice-President**  
Kevin Singer

We have attached a copy of our comments with regard to the Century City Neighborhood Transportation Mitigation Project (CCNTMP).

**Treasurer**  
Patt Hoffen  
Sue Sokol

Tract No. 7260 strongly believes that the CCNTMP was created and pushed through by and for a small number of homeowners on Motor Avenue --- at the expense of the entire West Los Angeles area.

**Board of Directors**  
Clyde Augustson  
Marie Epstein  
Michael Eveloff  
Richard S Harmetz  
Kurt Herrmann  
Patty Hoffen  
Shirley Kiley  
Mark Robbins  
Kevin Singer  
Richard Smith  
Sue Sokol  
Barbara Wilson  
C. Z. Wick  
Diane Witz  
Kurt Wortman

At the meeting, Tract No. 7260, Westwood South and most notably numerous residents of Cheviot Hills spoke out against the CCNTMP. The Los Angeles Department of Transportation presented data that showed significant impacts according to its own definitions as described in the West L.A. TIMP.

We doubt that you were told that the CCNTMP would so significantly impact traffic. You rely on LADOT to provide analysis in their area of expertise. Once again, LADOT has failed the community and failed the council by providing a weak plan that has failed to take into account the regional traffic implications.

Without duplicating the content of the attached letter, Tract No. 7260 would like to request that you take the following actions:

1. Halt the CCNTMP mitigations and reverse those that have most impacted West L.A. traffic.
2. Require that LADOT provide proof of the Adaptive Traffic Control System's (ATCS) efficacy, and do so in a transparent fashion that takes into account LADOT's potential conflict of interest with regard to ATCS.
3. Develop a plan for LADOT accountability
4. Require that infrastructure exist *prior* to large development projects coming online.
5. Encourage LADOT to be more forthcoming in its representations of community involvement.

Traffic, and the frustrations created and time consumed by it, are becoming the primary issue in our association, and we believe in the entire CD5 area. We strongly encourage you to take an aggressive stand against the CCNTMP in the interest of the entire Westside.

Sincerely,



Michael Eveloff  
President  
Tract 7260 Homeowners Association.

# **Tract No. 7260 Association, Inc.**

2065 Kerwood Avenue, Los Angeles, CA 90025-6006 (310) 277-6505 [www.tract7260.org](http://www.tract7260.org)

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**President**  
Mike Eveloff

**Vice-President**  
Kevin Singer

**Treasurer**  
Patt Hoffen  
Sue Sokol

**Board of Directors**  
Clyde Augustson  
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Richard S  
Harmetz  
Kurt Herrmann  
Patty Hoffen  
Shirley Kiley  
Mark Robbins  
Kevin Singer  
Richard Smith  
Sue Sokol  
Barbara Wilson  
C. Z. Wick  
Diane Witz  
Kurt Wortman

## **Written Comments – December 2<sup>nd</sup> CCNTMP Meeting**

The Tract 7260 Homeowners Association wishes to provide the following written comments with regard to the December 2, 2004 meeting held at Rancho Park concerning the Century City Neighborhood Traffic Management Project (CCNTMP).

### **Overview**

It is the position of the Tract 7260 Homeowners Association that the CCNTMP is an ineffective, counter-productive, ill-conceived plan designed to benefit a small group at the expense of thousands of other residents and commuters.

We also strenuously object to the lack of pre-implementation communication with our group and other impacted groups.

### **The PowerPoint Presentation**

Comments with regard to several PowerPoint slides presented are given below:

Slide Title	Comments
Initial Community Input	<p>The slide states that Los Angeles Department of Transportation (LADOT) collected initial input regarding traffic issues from neighborhood associations. Our group was not consulted, even though Pico is our southern border, and Century City is our eastern border.</p> <p>We also understand from our neighbor to the west, Westwood South of Santa Monica Homeowners Association, that it was not contacted, even though Pico forms its southern border.</p>
Preliminary Plan	<p>This slide also attempts to paint a picture of community interaction and communication – something that was far from the truth.</p>
Traffic Calming Studies	<p>We formally request that these studies be made public so that there can be accountability for the predictions and analysis they contain. Further, we wish to see the specific portions of the pre-project research which indicated that numerous intersections and streets would sustain significant impacts from the CCNTMP.</p> <p>Additionally, we reject the implication of the title of the slide. The CCNTMP has not calmed traffic – it has done the reverse.</p>
Interim Findings – All Slides	<p>Based on the data provided in this presentation, the CCNTMP has had “Significant” impacts on numerous intersections per the definition provided in the West L.A. TIMP. As stated above, we specifically request that LADOT provide its pre-project analysis, which showed these impacts would occur.</p>

### **Impact On Traffic**

As was made clear during the meeting, both by LADOT's data and by anecdotal evidence presented by public speakers, traffic has been made *worse* by the CCNTMP, not better, except for the very few who live on Motor Avenue. In fact, numerous residents of Cheviot Hills, *the very people this plan was supposed to benefit*, spoke out strongly against the CCNTMP.

Members of our group have noticed dramatic impacts on all east/west arterials, especially on Pico. Specifically, the left turn lanes on Pico westbound all "overflow" into the left-most through lanes during peak (and often non-peak) times. This effectively reduces the capacity of the street by one lane and dramatically reduces throughput on Pico.

This is also true on Overland southbound. As the left turn lane backs up, it can block Overland southbound traffic entirely until the left turn lane clears. While it is not in our area, we also need to point out that Overland has taken on a huge burden of the CCNTMP traffic impact. Overland traffic not only passes numerous homes, but also passes the elementary school which serves our area.

We have also noticed increased traffic on Beverly Glen and on Olympic. Olympic now regularly backs-up during the P.M. peak westbound from Century City to Overland, and often to the 405. The left turn lane from Olympic westbound to Overland southbound regularly overflows its queue, thus blocking a through lane of traffic.

### **Significant Impact**

As stated above, the preliminary data presented at the meeting shows significant impacts to numerous intersections throughout the area. We strongly object to any "mitigation" project that has such onerous impacts. In fact, due to its significant impacts the CCNTMP would likely be rejected if it were a stand-alone project.

We refer LADOT to section 4.E.3 of the West L.A. TIMP, which states that LADOT shall require that mitigation measures be undertaken or guaranteed to *reduce* the Significant Transportation Impacts of a project to a level of insignificance. As shown by LADOT's own data, the CCNTMP has *increased* the impacts of the Project from which it derived its funds.

We strongly doubt that the council office would have approved the CCNTMP if its true impacts had been known.

### **Adaptive Traffic Control System (ATCS)**

Little was said about the LADOT ATCS system during the meeting, except that it was implemented after the pre-project data was gathered and was in effect at the time the Post-phase 1 data was gathered.

Tract 7260 does not believe that ATCS should be used as a mitigation measure and/or capacity enhancement until its efficacy has been proven at *each* Level Of Service (LOS). If the system is to work in concert with other traffic conditions, such as a priority bus lane, we request that ATCS' efficacy be proven in those situations as well prior to its use in traffic capacity calculations. It should be noted that in other meetings with LADOT, we have been told that a) physical constraints of specific intersections are not taken into consideration by the system, and b) ATCS will not improve capacity in already impacted intersections where the load is balanced.

The data provided during the meeting seems to show that ATCS is not doing its job. For this reason, Tract 7260 requests immediate access to all raw traffic data which relates to ATCS efficacy.

We should also point out that we are concerned that LADOT is the agency evaluating ATCS when it has a stake in ATCS' success. This conflict of interest or potential conflict of interest should encourage LADOT to provide an extremely unbiased report with a fully transparent data collection and evaluation process.

Finally, any evaluation of the CCNTMP should be performed on an "apples-to-apples" basis. Specifically, the impact (if any) of ATCS on post-project traffic should be isolated and removed from the calculation.

### **Implementation With The Santa Monica Project**

LADOT's lack of planning with regard to implementing the CCNTMP simultaneously with the Santa Monica Project is stunning. To create such confusion on two of the three primary east/west arterials in the area seems to indicate a complete lack of coordination and long range planning. Further, as Pico (via Overland) and Santa Monica (via the 405), represent the only two other primary routes to the 10 from Century City, implementation of the CCNTMP at this point seems unwise at best.

We also doubt that consideration has been given to the interaction between the CCNTMP and other major projects. Specifically the Westfield expansion project, 2000 Avenue of the Stars and the Fox expansion all will have, or are already having, an impact on regional traffic.

### **Failure To Enact Regional Traffic Plans**

Perhaps LADOT's most essential failure has been its failure to develop a regional traffic improvement plan. DOT's failure has been so complete and frustrating to the community that the council office and homeowner groups, along with the Westside Neighborhood Council have taken it upon themselves to develop a plan. That the community feels so disconnected and discontent with LADOT should be a wake-up call to LADOT management.

Instead of focusing on regional traffic improvements, LADOT focuses its efforts and the community's scarce mitigation resources on highly localized band-aid solutions meant to quiet the loudest and most persistent minorities. The CCNTMP is a prime example.

We believe that each area, our own included, must take its fair share of the traffic burden as part of a regional traffic plan. When ill-conceived plans such as the CCNTMP are implemented, we, along with others, lose faith in LADOT's ability to develop and implement true traffic solutions.

### **Poor Communication/Failure To Speak To Community**

Perhaps the most disappointing part of the CCNTMP process was the complete failure of LADOT to consult with our group and with Westwood South. We not only border the CCNTMP area, but our association shares a border with Century City. Westwood South and Tract 7260 both experience the traffic on Olympic, which passes through both our areas, on Pico, which represents each group's southern border, and on Santa Monica, which represents each group's northern border.

When LADOT represents in a public presentation that homeowner's groups were consulted and implies that all impacted groups had input, it sacrifices its credibility with regard to its other statements. When, at the meeting, qualifying statements, such as "the groups within the project area" or "the groups within the neighborhood" were consulted, the statements increase the distrust the community has for LADOT.

Perhaps the greatest evidence of poor community notification with regard to the CCNTMP is evidenced by the number of Cheviot residents opposed to the plan. It appears that the local association did not inform its members of the impacts of the CCNTMP, nor did LADOT provide residents with an accurate assessment, if any, of what the plan would do to their commutes.

Had LADOT truly spoken with the stakeholders in West L.A. traffic, this plan would likely never have been implemented, and the mitigation funds could have been used to truly improve traffic in the area.

**Conclusion**

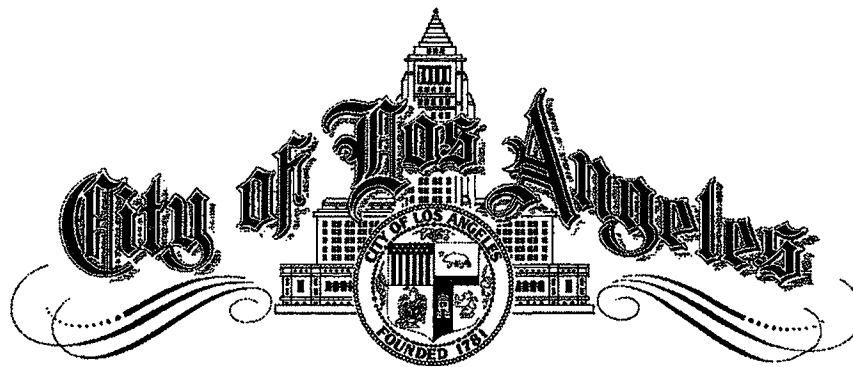
With reference to the above arguments, Tract 7260 hereby requests that the CCNTMP be halted and reversed in favor of a regional traffic plan that takes into consideration the needs of the entire area, and not just those of a few dozen homeowners on Motor Avenue. We further recommend that any mitigations wait until the Santa Monica Project has been completed, traffic patterns have stabilized, and the impacts of the Santa Monica Project on regional traffic are understood.

Finally, we request that ATCS not be permitted in capacity calculations, or be allowed as a mitigation until its efficacy has been proven.

Submitted by Michael Eveloff  
President  
Tract 7260 Homeowners Association



CITY HALL  
200 N. Spring Street  
Rm. 440  
Los Angeles, CA 90012  
(213) 473-7005  
Fax: (213) 978-2250  
weiss@council.lacity.org  
www.lacity.org/council/cd5



**JACK WEISS**  
Councilmember, Fifth District

VALLEY OFFICE  
14310 Ventura Blvd.,  
Ste. 100  
Sherman Oaks, CA 91423  
(818) 756-8083  
Fax: (818) 788-9210

WEST L. A. OFFICE  
822 S. Robertson Blvd.,  
Ste. 102  
Los Angeles, CA 90035  
(310) 289-0353  
Fax: (310) 289-0365

April 22, 2005

Steve Spector, Chair  
c/o Macerich Company  
401 Wilshire Blvd., Suite 700  
Santa Monica, CA 90401

Re: Century City Neighborhood Traffic Management Plan (CCNTMP) –  
Phase I Measures

Dear Mr. Spector:

Protecting and preserving the quality of life in residential neighborhoods are my top priorities as your City Councilmember.

Traffic conditions have become especially frustrating in the area of the Century City Neighborhood Traffic Management Plan (CCNTMP), which includes your neighborhood. The CCNTMP has two Phases. Phase I includes traffic mitigation measures which are currently being implemented by the City of Los Angeles. Public review of Phase I measures has allowed policymakers to gauge the effectiveness and level of support of specific mitigation.

I have received hundreds of letters, emails, phone calls and comments from the community regarding certain elements of the Phase I CCNTMP, with the overwhelming majority favoring the addition of a second right turn lane on northbound Motor Avenue. Many community members have aired their concerns personally at a public meeting on December 2, 2004 at the Cheviot Hills Recreation Center and at additional homeowners' association meetings.

Having heard the concerns of all sides of the community on this issue, **I have decided to implement the following changes to Phase I of the CCNTMP:**

- Create a second right turn lane on northbound Motor Avenue to eastbound Pico Blvd.

April 22, 2005

Page 2

- Remove the right turn only pocket on westbound Pico at Avenue of the Stars and make it a through lane instead.
- Install a right-turn-only lane on southbound Motor from eastbound Pico into the Cheviot Hills Park Recreation Center.

I believe these changes will alleviate some of the congestion and frustration in the area, while retaining the integrity of the plan to reduce cut-through traffic in the residential neighborhoods. These changes should be completed within the next two months.

I recognize that these issues have stirred many emotions in the community, and I have provided opponents of my proposed changes with the opportunity to give information and feedback to my office prior to making my final decision.

Specifically, I met with board members of the Cheviot Hills Homeowners' Association on two occasions in recent months and discussed my recommendations. At each meeting, the board members told me that they did not agree with my proposed changes and asked for the opportunity to provide me with communications from residents in opposition to my proposals. To date, my office has received only a handful of communications in opposition to my proposed changes, whereas we have received hundreds of communications in support of my proposed changes.

Thank you again for communicating your thoughts and concerns to me, and for your patience during this complicated process.

Sincerely,

A handwritten signature in black ink that reads "JACK WEISS". The signature is stylized with a large, bold "J" and "W".

JACK WEISS

In 1992 Fox Studios agreed to pay \$500,000 to fund traffic mitigation improvements as a part of the Fox Studios Lot Development project. Fox Studios deposited the \$500,000 into a special account under the control of the Los Angeles Department of Transportation (LADOT) to implement the traffic mitigation improvements. The remaining fund balance was subsequently transferred to the Century City Neighborhood Traffic Protection Trust Fund, administered by the Department of Public Works.

In 1998, developers for the Constellation Place development, JMB Realty Corporation / A.P. Properties, agreed to pay \$1,000,000 to fund the study, development and implementation of a Neighborhood Traffic Management Plan (NTMP) to address existing traffic concerns in the Cheviot Hills area. These funds were deposited into the West Los Angeles Transportation Improvement and Mitigation Specific Plan Fund (No. 681) under the control of the Los Angeles Department of Transportation to implement the Neighborhood Traffic Management Plan. The fund balance was subsequently transferred to the Century City Neighborhood Traffic Protection Trust Fund, administered by the Department of Public Works. The Los Angeles Department of Transportation prepared a Neighborhood Traffic Management Plan, in consultation with Council District Five and various community and homeowner associations.

The Neighborhood Traffic Management Plan was subsequently revised, as a policy matter, in further consultation with various community and homeowner groups. Thus, on July 8, 2003, the City Council adopted a resolution approving the revised Neighborhood Traffic Management Plan for the Century City area of west Los Angeles, referred to as the "Century City NTMP." The resolution stated that the Approved Neighborhood Traffic Management Plan may also be revised by providing substitute or additional improvements to the list after the City Council, in consultation with the appropriate Council Office and Los Angeles Department of Transportation, has determined that the improvements are consistent with the Neighborhood Traffic Management Plan and that a substitute improvement fulfills the transportation objectives of the improvement which it is to replace.

I THEREFORE MOVE that the City Council approve the attached substitutions or additional improvements to the Approved Neighborhood Traffic Management Plan. These substitutions or additional improvements have been made in consultation with the appropriate Council Office and the affected communities. The Los Angeles Department of Transportation has determined that the improvements are consistent with the Neighborhood Traffic Management Plan and that the attached substitute improvements fulfill the transportation objectives of the improvement which it is to replace while retaining the integrity of the NTMP.

PRESENTED BY: 

JACK WEISS, Councilmember, 5th District

PR  
SECONDDED BY: 

November 22, 2005

**For the Neighborhood Traffic Management Measures and Arterial Flow Enhancements  
Phase I:**

Item No. 20 - modify to read, "Reduce NB green time during AM peak period to meter NB flow on Motor Ave. at National Bl. to approximately 600 vph. Eliminate one of two through lanes. Increase N/B left turn green time."

Remove Item No. 35, "Install All-way stop at Earlmart Dr. & Patricia Ave."

Item No. 43 - modify 1st sentence to read, "Install landscaped median island on Bagley Ave. S/O Kincardine Ave. along with a two-way left turn lane extending 500 feet S/O Kincardine Ave."

Item No. 47 - modify 1st sentence to read, "Install landscaped median island on Castle Heights Ave. S/O Burgen Ave."

Add Item No. 71 – "Remove the Pico Bl. WB right turn only lane at Ave. of the Stars."

Add Item No. 72 – "Convert the Motor Ave. NB double left turn lanes and single right turn lane at Pico Bl. to a NB single left turn lane and double right turn lanes."

**For the Neighborhood Traffic Management Measures and Arterial Flow Enhancements for  
Phase II:**

Item No. 1, modify to read, "Install landscaped median island on Beverwil Dr. between Beverlywood St. & Cattaraugus Ave. Modify striping and signage as needed."

Item No. 4, modify to read, "Install landscaped median on Motor Ave. S/O Pico Bl. Modify striping and signage as needed."

Item No. 15, modify the 1st sentence to read, "Construct landscaped gateway median island on Manning Ave. N/O Ayres Ave."

Item No. 19, modify the 1st sentence, "Construct landscaped gateway median island on Prosser Ave. N/O Ayres Ave."

**For the Council District 5 Recommendations:**

Remove Item No. 2, "Install All-way stop at Earlmart Dr. & Patricia Ave."

FRANK T. MARTINEZ  
City Clerk

KAREN E. KALFAYAN  
Executive Officer

When making inquiries  
relative to this matter  
refer to File No.

03-0591-S1

CITY OF LOS ANGELES  
CALIFORNIA



JAMES K. HAHN  
MAYOR

Office of the  
CITY CLERK  
Council and Public Services  
Room 395, City Hall  
Los Angeles, CA 90012  
Council File Information - (213) 978-1043  
General Information - (213) 978-1133  
Fax: (213) 978-1040

HELEN GINSBURG  
Chief, Council and Public Services Division

CD 5

PLACE IN FILES

JUN 15 2005

June 14, 2005

DEPUTY

Councilmember Weiss  
Councilmember Smith  
Board of Transportation Commissioners  
Office of the Mayor  
Chief Legislative Analyst  
Bureau of Street Lighting  
Department of Transportation

Controller, Room 300  
Accounting Division, F&A  
Disbursement Division  
City Administrative Officer  
Bureau of Engineering  
Bureau of Street Services  
Board of Public Works

RE: FUND TRANSFER TO THE DEPARTMENT OF PUBLIC WORKS AND THE DEPARTMENT OF  
TRANSPORTATION FOR TRAFFIC MITIGATION

At the meeting of the Council held May 25, 2005, the following  
action was taken:

Attached report adopted.....	_____
Attached motion (Weiss - Smith) adopted.....	_____ X _____
Ordinance adopted.....	_____
Motion adopted to approve attached report.....	_____
Motion adopted to approve attached communication.....	_____
To the Mayor FORTHWITH.....	_____
Ordinance Number.....	_____
Publication date.....	_____
Effective date.....	_____
Mayor concurred.....	_____ 6-01-05 _____
Findings adopted.....	_____
Negative Declaration adopted.....	_____
Categorically exempt.....	_____
Generally exempt.....	_____
EIR certified.....	_____

*Frank T. Martinez*  
City Clerk  
dng



OFFICE OF THE MAYOR  
Mayor's Time Stamp  
RECEIVED  
2005 MAY 27 PM 2:24  
CITY OF LOS ANGELES

RECEIVED  
City Clerk's Time Stamp  
CITY CLERK'S OFFICE  
2005 MAY 27 PM 2:11  
CITY CLERK  
BY \_\_\_\_\_  
DEPUTY

**SUBJECT TO MAYOR'S APPROVAL**

COUNCIL FILE NO. 03-0591-S1

COUNCIL DISTRICT NO. \_\_\_\_\_

COUNCIL APPROVAL DATE MAY 25, 2005

RE: FUND TRANSFER TO THE DEPARTMENT OF PUBLIC WORKS AND THE DEPARTMENT  
OF TRANSPORTATION FOR TRAFFIC MITIGATION

JUN 06 2005

LAST DAY FOR MAYOR TO ACT \_\_\_\_\_  
(10 Day Charter requirement as per Charter Section 341)

**DO NOT WRITE BELOW THIS LINE - FOR MAYOR OFFICE USE ONLY**

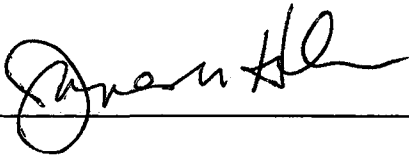
APPROVED  


\*DISAPPROVED

\_\_\_\_\_  
\*Transmit objections in writing  
pursuant to Charter Section 341

DATE OF MAYOR APPROVAL OR DISAPPROVAL JUN 01 2005

MAYOR



RECEIVED  
CITY CLERK'S OFFICE  
2005 JUN -2 PM 4:04  
CITY CLERK  
BY \_\_\_\_\_  
DEPUTY

MAY 13 2005

## MOTION

On July 8, 2003, the City Council adopted a resolution approving the revised Neighborhood Traffic Management Plan for the Century City area of West Los Angeles, referred hereafter as the "Century City NTMP." The resolution also provided that the implementation of the Century City NTMP (Phase I) shall be funded through the Century City Neighborhood Traffic Protection Trust Fund (CCNTPTF), Fund No. 47M, Dept. 50. Further, the resolution directed the Department of Transportation (DOT) and the Department of Public Works (DPW) to take all appropriate actions to implement the Century City NTMP (Phase I) within six months after the transfer of funds into the CCNTPTF, which was done in June, 2004.

The implementation of the Century City NTMP requires DOT to implement traffic signal timing strategies and install/construct various improvements, including but not limited to: traffic signal equipment, striping, signs, pavement markings, curb zones, speed humps, enhanced crosswalk pavement, landscaped median islands, and curb extensions. In the effort to meet the time constraints, DOT will accomplish most final design, construction management, and construction work on an overtime basis, with the exception of the construction of speed humps, which will be constructed by DOT's speed hump contractor.

The Bureau of Street Services has begun and will continue to construct special pavement at crosswalks and landscaped curb extensions.

The Bureau of Street Lighting will prepare street lighting design services and perform street lighting modifications and improvements, while the Bureau of Engineering provides survey services.

Appropriations in the amount of \$174,021 have been provided for this work for the first quarter of this fiscal year.

I THEREFORE MOVE that the City Council, subject to the approval of the Mayor, direct the Controller to transfer \$267,009 from the Century City Neighborhood Traffic Protection Trust Fund, Fund 47M, Dept 50, Account No. V201, Constellation Place Neighborhood Traffic Mitigation Plan, to the appropriation accounts shown herein for the cost of the work performed during the last three quarters of the 2004-05 fiscal year.

### Department of Public Works, Bureau of Engineering, Fund No. 100/78

Account No.	Account Name	Amount
1010	Salaries	\$ 15,375
	<b>TOTAL</b>	<b>\$ 15,375</b>

### Department of Public Works, Bureau of Street Lighting, Fund No. 100/84

Account No.	Account Name	Amount
1010	Salaries	\$ 846
8780	Street Lighting Improvement & Supplies	1,350
	<b>TOTAL</b>	<b>\$ 2,196</b>

469  
267

**Department of Public Works, Bureau of Street Services, Fund No. 100/86**

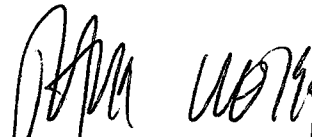
<b>Account No.</b>	<b>Account Name</b>	<b>Amount</b>
1090	Overtime	\$100,000
6020	Operating Supplies and Expense	40,000
	<b>TOTAL</b>	<b>\$140,000</b>

**Department of Transportation, Fund No. 100/94**

<b>Account No.</b>	<b>Account Name</b>	<b>Amount</b>
1010	Salaries	\$ 7,558
1090	Overtime	57,636
3030	Construction Services (Materials)	793
3040	Contractual Services	4,567
3090	Field Equipment	13,415
3350	Sign and Paint Material	5,953
3360	Signal Supplies	19,515
	<b>TOTAL</b>	<b>\$109,437</b>

**TOTAL \$267,009**

PRESENTED BY:

  
JACK WEISS, Councilmember, Fifth District

SECONDED BY:

  
Mo.

MAY 10 2005  
May 10, 2005

**ADOPTED**

MAY 25 2005

**LOS ANGELES CITY COUNCIL**

MAYOR WITH FILE - 341



COUNCIL VOTE

May 25, 2005 10:32:41 AM, #2

Items for Which Public Hearings Have Not Been Held - Items 28-60  
Voting on Item(s): 28-46,49-60  
Roll Call

CARDENAS	Yes
GARCETTI	Yes
GREUEL	Yes
HAHN	Yes
LABONGE	Absent
LUDLOW	Yes
*MISCIKOWSKI	Yes
PARKS	Absent
PERRY	Yes
REYES	Absent
SMITH	Yes
VILLARAIGOSA	Yes
WEISS	Yes
ZINE	Yes
PADILLA	Absent

Present: 11, Yes: 11 No: 0

TRANSPORTATION COMMITTEE  
SUGGESTED NOTIFICATION OF COUNCIL ACTION

Council File No. 03 - 0591 - S1

- ☐ Petitioner/Communicant \_\_\_\_\_
- ☒ Council Member(s) CD5, 12
- ☒ Board of Transportation Commissioners
- ☒ Office of the Mayor (w/o file)
- ☒ City Administrative Officer (CAO)
- ☒ Chief Legislative Analyst (CLA)
- ☐ Los Angeles County Metropolitan Transportation Authority
- ☐ City Attorney
- ☒ Controller
- ☒ DEPARTMENT OF PUBLIC WORKS,
  - ☐ BUR OF HIGHW.
  - ☐ BUR OF ST. MAINTENANCE
  - ☐ BUR OF ST. SEW.
- ☒ DOT
- ☐ \_\_\_\_\_
- ☐ \_\_\_\_\_
- ☐ \_\_\_\_\_

51

PLEASE SCHEDULE THE FOLLOWING ITEM FOR WEDNESDAY, MAY 25, 2005:

ITEM NO. ( ) - Motion Required

03-0591-S1  
CD 5

CONSIDERATION OF MOTION (WEISS - SMITH) relative to fund transfer to the Department of Public Works (DPW) and the Department of Transportation (DOT) for traffic mitigation.

Recommendation for Council Action, pursuant to Motion (Weiss - Smith), SUBJECT TO THE APPROVAL OF THE MAYOR:

TRANSFER \$267,009 from the Century City Neighborhood Traffic Protection Trust Fund, Fund 47M, Department 50, Account No. V201, Constellation Place Neighborhood Traffic Mitigation Plan, to the appropriation accounts shown herein for the cost of work performed on the Century City Neighborhood Traffic Management Plan during the last three quarters of the 2004-05 fiscal year:

a. Department of Public Works, Bureau of Engineering, Fund No. 100/78			
<u>Account No.</u>	<u>Account Name</u>	<u>Amount</u>	
1010	Salaries	\$15,375	
	<b>TOTAL:</b>	<b>\$15,375</b>	
b. Department of Public Works, Bureau of Street Lighting, Fund No. 100/84			
<u>Account No.</u>	<u>Account Name</u>	<u>Amount</u>	
1010	Salaries	\$ 846	
8780	Street Lighting Improvement and Supplies	\$ 1,350	
	<b>TOTAL:</b>	<b>\$ 2,196</b>	
c. Department of Public Works, Bureau of Street Services, Fund No. 100/86			
<u>Account No.</u>	<u>Account Name</u>	<u>Amount</u>	
1090	Overtime	\$100,000	
6020	Operating Supplies and Expense	\$ 40,000	
	<b>TOTAL:</b>	<b>\$140,000</b>	
d. Department of Transportation Fund No. 100/94			
<u>Account No.</u>	<u>Account Name</u>	<u>Amount</u>	
1010	Salaries	\$ 7,558	
1090	Overtime	\$ 57,636	
3030	Construction Services (Materials)	\$ 793	
3040	Contractual Services	\$ 4,567	
3090	Field Equipment	\$ 13,415	
3350	Sign and Paint Material	\$ 5,953	
3360	Signal Supplies	\$ 19,515	
	<b>TOTAL:</b>	<b>\$109,437</b>	
<b>GRAND TOTAL:</b>		<b>\$267,009</b>	

(Transportation Committee waived consideration of the above matter)

FRANK T. MARTINEZ  
City Clerk

KAREN E. KALFAYAN  
Executive Officer

When making inquiries  
relative to this matter  
refer to File No.

03-0591-S1

CITY OF LOS ANGELES  
CALIFORNIA



JAMES K. HAHN  
MAYOR

Office of the  
CITY CLERK  
Council and Public Services  
Room 395, City Hall  
Los Angeles, CA 90012  
Council File Information - (213) 978-1043  
General Information - (213) 978-1133  
Fax: (213) 978-1040

HELEN GINSBURG  
Chief, Council and Public Services Division

CD 5

PLACE IN FILES

MAR 10 2005

DEPUTY

March 7, 2005

Councilmember Weiss  
Board of Transportation Commissioners  
City Administrative Officer  
Chief Legislative Analyst

RE: ESTABLISHMENT OF A NEW COUNCIL DISTRICT FIVE REGIONAL TRAFFIC TASK  
FORCE

At the meeting of the Council held March 4, 2005, the following  
action was taken:

Attached report adopted.....	<u>X</u>
Attached motion adopted().....	_____
Attached resolution adopted().....	_____
Motion adopted to approve attached report.....	_____
Motion adopted to approve attached communication.....	_____
To the Mayor FORTHWITH.....	_____
Findings adopted.....	_____
Negative Declaration adopted.....	_____
Categorically exempt.....	_____
Generally exempt.....	_____

*Frank T. Martinez*

City Clerk  
et



TO THE COUNCIL OF THE  
CITY OF LOS ANGELES

Your

TRANSPORTATION

COMMITTEE

reports as follows:

	<u>Yes</u>	<u>No</u>
Public Comments	<u>XX</u>	

TRANSPORTATION COMMITTEE REPORT relative to the establishment of a new Council District 5 (CD 5) Regional Traffic Task Force.

Recommendation for Council action, pursuant to Motion (Weiss - LaBonge):

AUTHORIZE CD 5 to establish a new CD 5 Regional Traffic Task Force, responsible for advising Council on the best possible use of available funds for improvements and mitigation, to include representatives of neighborhood organizations in the West Los Angeles Area of CD 5 and said Task Force to coordinate with the existing and planned traffic studies of other organizations within the area to evaluate plans and develop recommendations for improving traffic conditions in the area.

Fiscal Impact Statement: The DOT reports that the establishment of the CD 5 Regional Traffic Task Force has no impact on the General Fund.

Summary:

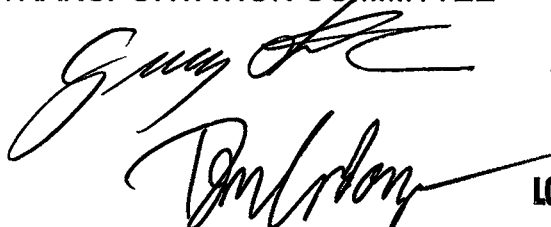
At its February 23, 2005 meeting, your Committee considered a Motion (Weiss - LaBonge) and February 15, 2005 report from the DOT relative to establishing a new CD 5 Regional Traffic Task Force that would be responsible for advising Council on the best possible use of available funds for improvements and mitigation and include representatives of neighborhood organizations in the West Los Angeles Area of CD 5. The CD 5 Regional Traffic Task Force is to coordinate with the existing and planned traffic studies of other organizations within the area to evaluate plans and develop recommendations for improving traffic conditions in the area.

After hearing testimony from the DOT representative and providing an opportunity for public comments, your Committee moved to approve the Motion's recommendation.

This matter is now forwarded to the Council for its consideration.

Respectfully submitted,

TRANSPORTATION COMMITTEE



Rpt  
**ADOPTED**

MAR 04 2005

LOS ANGELES CITY COUNCIL

MEMBER	VOTE
VILLARAIGOSA:	ABSENT
SMITH:	YES
LABONGE:	YES

COUNCIL VOTE

Mar 4, 2005 10:43:34 AM, #2

Items for Which Public Hearings Have Been Held - Items 3- 10

Voting on Item(s): 3-9

Roll Call

CARDENAS	Absent
GARCETTI	Yes
GREUEL	Yes
HAHN	Yes
LABONGE	Yes
LUDLOW	Yes
MISCIKOWSKI	Absent
PARKS	Absent
PERRY	Yes
REYES	Yes
SMITH	Yes
VILLARAIGOSA	Yes
WEISS	Absent
ZINE	Yes
*PADILLA	Yes

Present: 11, Yes: 11 No: 0

Council File No. 03-0591

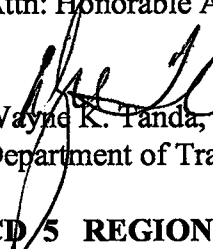
Council File No. 03-0591

- [illegible]

**CITY OF LOS ANGELES  
INTER - DEPARTMENTAL CORRESPONDENCE**

Date: February 15, 2005

To: City Council  
c/o City Clerk, Room 395, City Hall  
Attn: Honorable Antonio Villaraigosa, Transportation Committee

From:  Wayne K. Panda, General Manager  
Department of Transportation

Subject: **CD 5 REGIONAL TRAFFIC TASK FORCE (CF NO. 03-0591-s1)**

Recommendation

That the City Council note and file this report.

Discussion

This is in response to the Motion (Weiss/LaBonge) presented on December 8, 2004 that Council District 5 will establish a Regional Task Force to include representatives of neighborhood organizations in the West Los Angeles area of Council District 5. The Task Force will coordinate with the existing and planned traffic studies of other organizations within the area to evaluate plans, and develop recommendations for improving traffic conditions in the area.

The first meeting of the CD 5 Regional Task Force will be held on February 16, 2005. The Task Force will provide regular updates and recommendations directly to the City Council's Transportation Committee.

Fiscal Impact Statement

This action has no impact on the General Fund.

**TRANSPORTATION**

FEB 16 2005



03-0591-21

RECEIVED  
CITY CLERK'S OFFICE

2005 FEB 17 AM 11: 47

CITY CLERK  
BY *[Signature]* DEPUTY

[Back to Results](#)[Search Again](#)**File Number****03-0591-s1****Last Changed Date**

01/12/2005

**Title**

NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN / CENTURY CITY

**Initiated by**

Weiss Mover 2003 / LaBonge

**Subject**

Resolution - In 1992 Fox Studios agreed to pay \$500,000 to fund traffic mitigation improvements as a part of the Fox Studios Lot Development project. Fox Studios deposited the \$500,000 into a special account under the control of the Los Angeles Department of Transportation (LADOT) to implement the traffic mitigation improvements.

In 1998, developers for the Constellation Place development, JMB Realty Corporation/A.P. Properties, agreed to pay \$1,000,000 to fund the study, development and implementation of a Neighborhood Traffic Management Plan (NTMP) to address existing traffic concerns in the Cheviot Hills area. These funds were deposited into the West Los Angeles Transportation Improvement and Mitigation Specific Plan Fund (No. 681) under the control of the Los Angeles Department of Transportation to implement the Neighborhood Traffic Management Plan.

Los Angeles Department of Transportation has prepared a Neighborhood Traffic Management Plan, in consultation with Council District Five and various community and homeowner associations.

The Neighborhood Traffic Management Plan has been subsequently revised, as a policy matter, in further consultation with various community and homeowner groups.

NOW THEREFORE, BE IT RESOLVED that the City Council approves the revised Neighborhood Traffic Management Plan for the Century City area of West Los Angeles attached hereto as the "Approved NTMP." The Approved Neighborhood Traffic Management Plan prioritizes the order for implementation of improvements. The Approved Neighborhood Traffic Management Plan may also be revised by providing substitute or additional improvements to the list after the City Council, in consultation with the appropriate Council Office and Los Angeles Department of Transportation, has determined that the improvements are consistent with the Neighborhood Traffic Management Plan and that a substitute improvement fulfills the transportation objectives of the improvement which it is to replace; and

BE IT FURTHER RESOLVED that prior to any substitution the affected community organizations will have a reasonable opportunity to review and comment on such measures; and

BE IT FURTHER RESOLVED, that the Council directs Los Angeles Department of Transportation and the Department of Public Works and the applicant under, pursuant to 2002-4621-CU-SPP-DD Condition A.8.c. and d of the Approval thereof, to take all appropriate actions to implement the Approved Neighborhood Traffic Management Plan; and

BE IT FURTHER RESOLVED, that the order and timing of implementation

of the improvements in the Approved Neighborhood Traffic Management Plan shall be designated by the City Council in consultation with the Council Office representing the Century City area, Los Angeles Department of Transportation, the City Administrative Officer, and the Chief Legislative Analyst; and

BE IT FURTHER RESOLVED, that funding for the implementation of the Approved Neighborhood Traffic Management Plan be provided by the newly created Century City Neighborhood Traffic Protection Trust Fund; and

BE IT FURTHER RESOLVED, that upon transfer of the Constellation Place funds and the Fox Studios funds into the Century City Neighborhood Traffic Protection Trust Fund, the City shall use its reasonable efforts to implement Approved Neighborhood Traffic Management Plan improvements within six months to the extent there are funds available in the Century City Traffic Protection Trust Fund; and

BE IT FURTHER RESOLVED, that in connection with the landscaped improvements in the Approved Neighborhood Traffic Management Plan the City of Los Angeles shall provide funding for landscape maintenance for one year following implementation of the improvements. If sufficient funds are located in the future, the City may provide funding for landscape maintenance beyond one year.

## **Council District**

5

## **Date Received**

06/27/2003

## **File History**

6-27-03 - This day's Council session

6-27-03 - File to Calendar Clerk for placement on next available Council agenda

7-8-03 - Council Action - Motion ADOPTED

7-16-03 - File in files

12-16-03 - For ref - Transmittal from City Attorney R03-0584 relative to an ordinance amending Los Angeles Administrative Code to establish the Century City Neighborhood Traffic Protection Trust Fund.

12-17-03 - Ref to Public Works and Transportation Committees

12-17-03 - File to Public Works Committee Clerk

1-26-04 - For ref - Communication from Department of Transportation relative to Century City Neighborhood Traffic Protection Trust Fund.

1-27-04 - Ref to Public Works and Transportation Committees - to Public Works Committee Clerk

2-3-04 - Council Action - Transportation Committee report ADOPTED, subject to the approval of the Mayor to:

1. FIND that this action is exempt from California Environmental Quality Act guidelines under Section 15061 (b)(3) and will not have an impact on the environment.

2. PRESENT and ADOPT the accompanying ORDINANCE adding Article 13.8 to Chapter 5 of Division 5 of the Los Angeles Administrative Code to provide for a Century City Neighborhood Traffic Protection Trust Fund - Ordinance ADOPTED - Categorical Exemption APPROVED - (Public Works Committee waived consideration of the above matter).

2-4-04 - File to Mayor for signature FORTHWITH

2-19-04 - File to Calendar Clerk

2-25-04 - File to Transportation Committee Clerk OK

2-27-04 - File in files

5-19-04 - This day's Council session - Motion - Weiss.Mover 2004 /

Villaraigosa - On July 8, 2003, the City Council adopted a resolution approving the revised Neighborhood Traffic Management Plan for the Century City area of West Los Angeles, referred hereafter as the "Century City NTMP." The resolution also provided that the implementation of the Century City Neighborhood Traffic Management Plan (Phase I) shall be funded through the Century City Neighborhood Traffic Protection Trust Fund (CCNTPTF) administered by the Director of the Public Works Bureau of Financial Management and Personnel Services (Director). Further, the resolution directed the Department of Transportation (DOT) and the Department of Public Works (DPW) to take all appropriate actions to implement the Century City Neighborhood Traffic Management Plan (Phase I) within six months after the transfer of funds into the Century City Neighborhood Traffic Protection Trust Fund.

The implementation of the Century City Neighborhood Traffic Management Plan will require Department of Transportation to implement traffic signal timing strategies and install/construct various improvements, including but not limited to: traffic signal equipment, striping, signs, pavement markings, curb zones, and speed humps. In the effort to meet the time constraints, Department of Transportation will accomplish final design, construction management, and construction utilizing staff on overtime and regular time basis as well as contractual services.

The Bureau of Street Services has begun the work of the Century City Neighborhood Traffic Management Plan with approximately 11,850 square feet of decorative, cross-walk paving consisting of stamped, colored asphalt, and will construct new street improvements, including fifteen curb extensions or "bumpouts" with decorative river-run cobblestone paving, installation of new median islands with landscaping, enhanced paving, and automated irrigation, beautification and enhancement of an existing median island with river rock and landscaping, installation of more than thirty disabled access ramps, and engineering design and construction management services.

The Bureau of Street Lighting will prepare street lighting design services and perform street lighting modifications in conjunction with Department of Transportation's traffic signal modification work.

The Bureau of Engineering will provide survey services for the Bureau of Street Services

THEREFORE MOVE that the City Council, subject to the approval of the Mayor, (1) appropriate \$732,854.32 to a new account titled, "Constellation Place Neighborhood Traffic Management Plan," in the Century City Neighborhood Traffic Protection Trust Fund, Fund 47M, Dept 50; and (2) direct the Controller to transfer as needed, \$251,200 from the Century City Neighborhood Traffic Protection Trust Fund, Fund 47M, Dept 50, Account No. to be established, "Constellation Place Neighborhood Traffic Management Plan," to the following funds and accounts, in the amounts indicated:

Department of Transportation, Fund No. 100/94

Account No. Account Name Amount

1010 Salaries \$11,000

1090 Overtime \$22,812

3350 Sign & Paint Material \$14,256

3360 Signal Supplies \$14,502

3090 Field Equipment \$10,295

3030 Construction Materials \$ 1,977

3040 Contractual Services \$50,067

TOTAL \$124,909

Department of Public Works, Bureau of Street Services, Fund No. 100/86

Account No. Account Name Amount

1090 Overtime \$56,823

3030 Construction Materials \$16,278

3040 Contractual Services \$16,995

6020 Operating Supplies \$16,995

TOTAL \$107,091

Department of Public Works, Bureau of Engineering, Fund No. 100/78

Account No. Account Name Amount

1010 Salaries \$16,200

TOTAL \$16,200

Department of Public Works, Bureau of Street Lighting, Fund No. 100/84

Account No. Account Name Amount

1090 Overtime \$3,000

TOTAL \$3,000

TOTAL \$251,200

THEREFORE MOVE that the City Council direct each affected Department to submit on a quarterly basis, effective July 1, 2004, to the affected Council office(s) for approval, the Department's request for fund transfers and justification for work to be done for the upcoming period.

5-19-04 - Ref to Transportation Committee

5-19-04 - File to Transportation Committee Clerk

6-2-04 - Motion ADOPTED \*AS AMENDED (see attached motion) -

Transportation waived consideration

6-2-04 - \*Verbal Motion - Weiss Mover 2004 / Villaraigosa - ADOPTED -

HEREBY MOVE that Council AMEND the Motion (Weiss - Villaraigosa) on today's agenda, waived by the Transportation Committee (Item No. 25, CF **03-0591-s1**) relative to the Century City Neighborhood Traffic

Management Plan, as follows:

RECOMMENDATION NO. 1:

1. APPROPRIATE \$732,854.32 \*from the West Los Angeles Transportation Improvement and Mitigation Fund to a new account titled, "Constellation Place Neighborhood Traffic Management Plan," in the Century City Neighborhood Traffic Protection Trust Fund, Fund 47M, Department 50.

6-4-04 - File to Mayor

6-14-04 - Mayor's message concurred in action of June 2, 2004

6-14-04 - File to Calendar Clerk

6-22-04 - File in files

12-8-04 - This day's Council session - Motion - Weiss Mover 2004 / Villaraigosa - Traffic is the top quality of life concern in the West Los Angeles area of Council District 5. Motorists, pedestrians, residents, and local businesses are frustrated by unsafe driving, cut through routes in residential neighborhoods, gridlock, and delays.

The Century City Neighborhood Traffic Management Plan (NTMP) was designed to improve traffic flow on main arteries and discourage use of smaller residential streets. Improvements and mitigations in the plan are funded by revenues from development projects in the area, and some additional mitigation funds will be available for future traffic projects.

Traffic planning must be addressed regionally to ensure a coordinated and effective strategy for safety and smooth flow. Mitigations must balance drivers' needs with the reasonable requests of residents.

THEREFORE MOVE that a new Council District 5 Regional Traffic Task Force be

established to include representatives of neighborhood organizations in the West Los Angeles area of Council District 5. The Task Force will

coordinate with the existing and planned traffic studies of other organizations within the area to evaluate plans, and develop recommendations for improving traffic conditions in the area. The Task Force will be responsible to advise the City Council of the best possible use of available funds for improvements and mitigation. The Task Force will provide regular updates and recommendations directly to the City Council's Transportation Committee.

12-8-04 - Ref to Transportation Committee

12-8-04 - File to Transportation Committee Clerk

### **Ordinance**

175787 (Adopted 2-3-04; Effective 3-29-04)

[Back to Results](#)

[Search Again](#)

## MOTION

Traffic is the top quality of life concern in the West Los Angeles area of Council District 5. Motorists, pedestrians, residents, and local businesses are frustrated by unsafe driving, cut through routes in residential neighborhoods, gridlock, and delays.

The Century City Neighborhood Traffic Management Plan (NMTP) was designed to improve traffic flow on main arteries and discourage use of smaller residential streets. Improvements and mitigations in the plan are funded by revenues from development projects in the area, and some additional mitigation funds will be available for future traffic projects.

CD 5  
vm  
Traffic planning must be addressed regionally to ensure a coordinated and effective strategy for safety and smooth flow. Mitigations must balance drivers' needs with the reasonable requests of residents.

I THEREFORE MOVE that a new CD5 Regional Traffic Task Force be established to include representatives of neighborhood organizations in the West Los Angeles area of Council District 5. The Task Force will coordinate with the existing and planned traffic studies of other organizations within the area to evaluate plans, and develop recommendations for improving traffic conditions in the area. The Task Force will be responsible to advise the City Council of the best possible use of available funds for improvements and mitigation. The Task Force will provide regular updates and recommendations directly to the City Council's Transportation Committee.

PRESENTED BY:   
JACK WEISS, Councilmember, 5<sup>th</sup> District

SECONDED BY: 

December 8, 2004

J. MICHAEL CAREY  
City Clerk

FRANK T. MARTINEZ  
Executive Officer

When making inquiries  
relative to this matter  
refer to File No.

03-0591-S1

# CITY OF LOS ANGELES

CALIFORNIA



JAMES K. HAHN  
MAYOR

Office of the  
**CITY CLERK**  
Council and Public Services  
Room 395, City Hall  
Los Angeles, CA 90012  
Council File Information - (213) 978-1043  
General Information - (213) 978-1133  
Fax: (213) 978-1040

HELEN GINSBURG  
Chief, Council and Public Services Division

CD 5

PLACE IN FILES

JUN 22 2004

DEPUTY *g*

June 18, 2004

Honorable James Hahn, Mayor  
Councilmember Weiss  
Councilmember Villaraigosa  
Board of Transportation Commissioners  
Department of Transportation  
Chief Legislative Analyst  
Bureau of Engineering

Controller, Room 300  
Accounting Division, F&A  
Disbursement Division  
City Attorney  
City Administrative Officer  
Bureau of Street Services  
Bureau of Street Lighting

RE: CENTURY CITY NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN

At the meeting of the Council held June 2, 2004, the following  
action was taken:

Attached report adopted.....	_____
Attached motion (Weiss - Villaraigosa) adopted as amended.....	_____ <b>X</b>
Attached amending motion (Weiss - Villaraigosa) adopted.....	_____ <b>X</b>
To the Mayor FORTHWITH.....	_____
Mayor vetoed.....	_____
Mayor concurred.....	_____ <b>6-14-04</b>
Mayor failed to act - deemed approved.....	_____
Findings adopted.....	_____
Negative Declaration adopted.....	_____
Categorically exempt.....	_____
Generally exempt.....	_____
EIR certified.....	_____

*J. Michael Carey*

City Clerk  
dng





OFFICE OF THE MAYOR  
Mayor's Office Stamp

2004 JUN -4 PM 12:21

CITY OF LOS ANGELES

RECEIVED  
CITY CLERK'S OFFICE  
2004 JUN -4 PM 12:19  
CITY CLERK  
DEPUTY  
City Clerk's Office Stamp

**SUBJECT TO MAYOR'S APPROVAL**

COUNCIL FILE NO. 03-0591-S1

COUNCIL DISTRICT NO. 5

COUNCIL APPROVAL DATE June 2, 2004

RE: THE CENTURY CITY NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN

RECEIVED  
CITY CLERK'S OFFICE  
2004 JUN 14 PM 3:32  
CITY CLERK  
DEPUTY  
BY

JUN 14 2004

LAST DAY FOR MAYOR TO ACT \_\_\_\_\_  
(10 Day Charter requirement as per Charter Section 341)

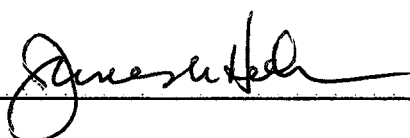
**DO NOT WRITE BELOW THIS LINE - FOR MAYOR OFFICE USE ONLY**


APPROVED

\*DISAPPROVED

\*Transmit objections in writing  
pursuant to Charter Section 341

DATE OF MAYOR APPROVAL OR DISAPPROVAL JUN 14 2004

  
MAYOR

JUN 15 2004 

MAY 19 2004

## MOTION

On July 8, 2003, the City Council adopted a resolution approving the revised Neighborhood Traffic Management Plan for the Century City area of West Los Angeles, referred hereafter as the "Century City NTMP." The resolution also provided that the implementation of the Century City NTMP (Phase I) shall be funded through the Century City Neighborhood Traffic Protection Trust Fund (CCNTPTF) administered by the Director of the Public Works Bureau of Financial Management and Personnel Services (Director). Further, the resolution directed the Department of Transportation (DOT) and the Department of Public Works (DPW) to take all appropriate actions to implement the Century City NTMP (Phase I) within six months after the transfer of funds into the CCNTPTF.

The implementation of the Century City NTMP will require DOT to implement traffic signal timing strategies and install/construct various improvements, including but not limited to: traffic signal equipment, striping, signs, pavement markings, curb zones, and speed humps. In the effort to meet the time constraints, DOT will accomplish final design, construction management, and construction utilizing staff on overtime and regular time basis as well as contractual services.

The Bureau of Street Services has begun the work of the Century City NTMP with approximately 11,850 square feet of decorative, cross-walk paving consisting of stamped, colored asphalt, and will construct new street improvements, including fifteen curb extensions or "bumpouts" with decorative river-run cobblestone paving, installation of new median islands with landscaping, enhanced paving, and automated irrigation, beautification and enhancement of an existing median island with river rock and landscaping, installation of more than thirty disabled access ramps, and engineering design and construction management services.

The Bureau of Street Lighting will prepare street lighting design services and perform street lighting modifications in conjunction with DOT's traffic signal modification work.

The Bureau of Engineering will provide survey services for the Bureau of Street Services.

I THEREFORE MOVE that the City Council, subject to the approval of the Mayor, (1) appropriate \$732,854.32 to a new account titled, "Constellation Place Neighborhood Traffic Management Plan", in the Century City Neighborhood Traffic Protection Trust Fund, Fund 47M, Dept 50; and (2) direct the Controller to transfer as needed, \$251,200 from the Century City Neighborhood Traffic Protection Trust Fund, Fund 47M, Dept 50, Account No. to be established, "Constellation Place Neighborhood Traffic Management Plan", to the following funds and accounts, in the amounts indicated:

## Department of Transportation, Fund No. 100/94

Account No.	Account Name	Amount
1010	Salaries	\$11,000
1090	Overtime	\$22,812
3350	Sign & Paint Material	\$14,256
3360	Signal Supplies	\$14,502
3090	Field Equipment	\$10,295
3030	Construction Materials	\$1,977
3040	Contractual Services	\$50,067
	<b>TOTAL</b>	<b>\$124,909</b>

MAY 19 2004

**Department of Public Works, Bureau of Street Services, Fund No. 100/86**

<b>Account No.</b>	<b>Account Name</b>	<b>Amount</b>
1090	Overtime	\$56,823
3030	Construction Materials	\$16,278
3040	Contractual Services	\$16,995
6020	Operating Supplies	\$16,995
<b>TOTAL</b>		<b>\$107,091</b>

**Department of Public Works, Bureau of Engineering, Fund No. 100/78**


<b>Account No.</b>	<b>Account Name</b>	<b>Amount</b>
1010	Salaries	\$16,200
<b>TOTAL</b>		<b>\$16,200</b>

**Department of Public Works, Bureau of Street Lighting, Fund No. 100/84**

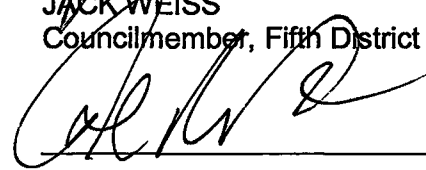
<b>Account No.</b>	<b>Account Name</b>	<b>Amount</b>
1090	Overtime	\$3,000
<b>TOTAL</b>		<b>\$3,000</b>
<b>TOTAL</b>		<b>\$251,200</b>

I THEREFORE MOVE that the City Council direct each affected Department to submit on a quarterly basis, effective July 1, 2004, to the affected Council office(s) for approval, the Department's request for fund transfers and justification for work to be done for the upcoming period.

PRESENTED BY:

  
JACK WEISS  
Councilmember, Fifth District

SECONDED BY:



May 19, 2004

*Motion*  
**ADOPTED**

JUN 02 2004

*\* As Amended*

**LOS ANGELES CITY COUNCIL**

*See Attached Motion*

VERBAL MOTION

I HEREBY MOVE that Council AMEND the Motion (Weiss - Villaraigosa) on today's agenda, waived by the Transportation Committee (Item No. 25, CF 03-0591-S1) relative to the Century City Neighborhood Traffic Management Plan, as follows:

RECOMMENDATION NO. 1:

1. APPROPRIATE \$732,854.32 \*from the West Los Angeles Transportation Improvement and Mitigation Fund to a new account titled, "Constellation Place Neighborhood Traffic Management Plan," in the Century City Neighborhood Traffic Protection Trust Fund, Fund 47M, Department 50.

PRESENTED BY \_\_\_\_\_

JACK WEISS  
Councilmember, 5th District

SECONDED BY \_\_\_\_\_

ANTONIO VILLARAIGOSA  
Councilmember, 14th District

June 2, 2004

CF 03-0591-S1  
CD 5

*Motion*  
**ADOPTED**

JUN 02 2004

**LOS ANGELES CITY COUNCIL**

COUNCIL VOTE

Jun 2, 2004 10:33:24 AM, #4

Items for Which Public Hearings Have Not Been Held - Items 20-43  
Voting on Item(s): 22-40,42-43  
Roll Call

CARDENAS	Yes
*GARCETTI	Yes
GREUEL	Yes
HAHN	Absent
LABONGE	Yes
LUDLOW	Yes
MISCIKOWSKI	Absent
PARKS	Yes
PERRY	Yes
REYES	Yes
SMITH	Yes
VILLARAIGOSA	Yes
WEISS	Yes
ZINE	Yes
PADILLA	Absent

Present: 12, Yes: 12 No: 0

25

PLEASE SCHEDULE ON WEDNESDAY, JUNE 2, 2004

Thank you - Maria Espinoza

03-0591 CONSIDERATION OF MOTION (WEISS - VILLARAIGOSA) relative to the Century  
S1 City Neighborhood Traffic Management Plan.

CD 5

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

1. APPROPRIATE \$732,854.32 to a new account titled, "Constellation Place Neighborhood Traffic Management Plan," in the Century City Neighborhood Traffic Protection Trust Fund, Fund 47M, Department 50.
2. DIRECT the Controller to transfer as needed, \$251,200 from the Century City Neighborhood Traffic Protection Trust Fund, Fund 47M, Department 50, Account No. to be established, "Constellation Place Neighborhood Traffic Management Plan," to the following funds and accounts, in the amounts indicated:

Department of Transportation, Fund No.100/94

<u>Account</u>	<u>Title</u>	<u>Amount</u>
1010	Salaries	\$ 11,000
1090	Overtime	22,812
3350	Sign & Paint Material	14,256
3360	Signal Supplies	14,502
3090	Field Equipment	10,295
3030	Construction Materials	1,977
3040	Contractual Services	<u>50,067</u>

Total \$124,909

Department of Public Works, Bureau of Street Services, Fund No.100/86

<u>Account</u>	<u>Title</u>	<u>Amount</u>
1090	Overtime	\$ 56,823
3030	Construction Materials	16,278
3040	Contractual Services	16,995
6020	Operating Supplies	<u>16,995</u>

Total \$107,091

Department of Public Works, Bureau of Engineering, Fund No. 100/78

<u>Account</u>	<u>Title</u>	<u>Amount</u>
1010	Salaries	\$16,200

Department of Public Works, Bureau of Street Lighting, Fund No. 100/84

<u>Account</u>	<u>Title</u>	<u>Amount</u>
1090	Overtime	\$ 3,000

Grand Total \$251,200

3. DIRECT each affected Department to submit on a quarterly basis, effective July 1, 2004, to the affected Council office(s) for approval, the Department's request for fund transfers and justification for work to be done for the upcoming period.

(Transportation Committee waived consideration of the above matter)

MLE  
#030591.blb  
5-27-04

TRANSPORTATION COMMITTEE  
SUGGESTED NOTIFICATION OF COUNCIL ACTION

Council File No. 03-0591-S1

☐ Petitioner/Communicant

☒ Council Member(s) Cb 5 & 14

☒ Board of Transportation Commissioners

☒ Department of Transportation

☒ Office of the Mayor w/o file

☒ City Administrative Officer

☒ Chief Legislative Analyst

☐ Los Angeles County Metropolitan Transportation Authority

☒ City Attorney

☒ Controller

☒ Public Works, Bureau of Street Services

☒ Public Works, Bureau of Engineering

☒ Public Works, Bureau of Street Lighting



J. MICHAEL CAREY  
City Clerk

FRANK T. MARTINEZ  
Executive Officer

When making inquiries  
relative to this matter  
refer to File No.

03-0591-S1

CITY OF LOS ANGELES  
CALIFORNIA



JAMES K. HAHN  
MAYOR

Office of the  
CITY CLERK  
Council and Public Services  
Room 395, City Hall  
Los Angeles, CA 90012  
Council File Information - (213) 978-1043  
General Information - (213) 978-1133  
Fax: (213) 978-1040

HELEN GINSBURG  
Chief, Council and Public Services Division

CD 5

February 24, 2004

PLACE IN FILES

FEB 27 2004

DEPUTY *VM*

Councilmember Weiss  
Board of Transportation Commissioners  
Department of Transportation  
City Administrative Officer  
Chief Legislative Analyst  
City Attorney

RE: ESTABLISHING THE CENTURY CITY NEIGHBORHOOD TRAFFIC PROTECTION TRUST  
FUND

At the meeting of the Council held February 3, 2004, the following action  
was taken:

Attached report adopted.....	X
Attached motion ( - ) adopted.....	
Attached resolution adopted.....	
Mayor approved.....	2-06-04
FORTHWITH.....	X
Mayor concurred .....	
To the Mayor FORTHWITH .....	
Findings adopted.....	
Motion adopted to approve committee report recommendation(s)...	
Motion adopted to approve communication recommendation(s).....	
Ordinance adopted.....	X
Ordinance number.....	175787
Effective date.....	3-29-04
Posted date.....	2-18-04
Negative Declaration adopted.....	
Categorically exempt.....	X

*J. Michael Carey*  
City Clerk

crm

steno\030591.1



Mayor's Time Stamp

RECEIVED

'04 FEB -4 A9:58

DEPUTY MAYOR

TIME LIMIT FILES  
ORDINANCES

FORTHWITH

RECEIVED  
CITY CLERK'S OFFICE  
City Clerk's Time Stamp

2004 FEB -4 AM 9:54

CITY CLERK

BY \_\_\_\_\_ DEPUTY

COUNCIL FILE NUMBER 03-0591-S1

COUNCIL DISTRICT 5

COUNCIL APPROVAL DATE February 3, 2004

LAST DAY FOR MAYOR TO ACT FEB 17 2004

ORDINANCE TYPE: ☐ Ord of Intent ☐ Zoning ☐ Personnel ☐ General

☐ Improvement ☐ LAMC ☒ LAAC ☐ CU or Var Appeals - CPC No \_\_\_\_\_

SUBJECT MATTER: ORDINANCE ADDING ARTICLE 13.8 TO CHAPTER 5 OF DIVISION 5 OF THE LOS ANGELES ADMINISTRATIVE CODE TO PROVIDE FOR A CENTURY CITY NEIGHBORHOOD TRAFFIC PROTECTION TRUST FUND

APPROVED DISAPPROVED

PLANNING COMMISSION

\_\_\_\_\_

\_\_\_\_\_

CITY ATTORNEY

X

\_\_\_\_\_

CITY ADMINISTRATIVE OFFICER

X

\_\_\_\_\_

OTHER

\_\_\_\_\_

\_\_\_\_\_

RECEIVED  
CITY CLERK'S OFFICE  
2004 FEB 17 AM 10:57  
CITY CLERK  
BY \_\_\_\_\_ DEPUTY

FEB 6 2004

DATE OF MAYOR APPROVAL, DEEMED APPROVED OR \*VETO: \_\_\_\_\_

\*VETOED ORDINANCES MUST BE ACCOMPANIED WITH OBJECTIONS IN WRITING PURSUANT TO CHARTER SEC. 250(b)(c)

(CITY CLERK USE ONLY PLEASE DO NOT WRITE BELOW THIS LINE)

DATE RECEIVED FROM MAYOR FEB 17 2004 ORDINANCE NO. 175787

DATE PUBLISHED \_\_\_\_\_ DATE POSTED FEB 18 2004 EFFECTIVE DATE MAR 29 2004

ORD OF INTENT: HEARING DATE \_\_\_\_\_ ASSESSMENT CONFIRMATION \_\_\_\_\_

ORDINANCE FOR DISTRIBUTION: Yes ☐ No ☒

calagend\030591.1.ord

FEB 20 2004

FEB 20 2004

ORDINANCE NO. 175787

An Ordinance adding Article 13.8 to Chapter 5 of Division 5 of the Los Angeles Administrative Code to provide for a Century City Neighborhood Traffic Protection Trust Fund.

**THE PEOPLE OF THE CITY OF LOS ANGELES  
DO ORDAIN AS FOLLOWS:**

Section 1. Article 13.8 is added to Chapter 5 of Division 5 of the Los Angeles Administrative Code to read:

**ARTICLE 13.8**

**CENTURY CITY NEIGHBORHOOD TRAFFIC PROTECTION TRUST FUND**

**Sec. 5.111.18. Creation and Administration of the Fund.**

(a) There is created and established in the Treasury of the City of Los Angeles a trust fund to be known as the **"Century City Neighborhood Traffic Protection Trust Fund"** (Fund).

(b) The purpose of the Fund shall be the receipt, retention and disbursement of neighborhood traffic management funds received by the City from projects in the Century City Neighborhood Traffic Mitigation Plan Area to alleviate existing neighborhood traffic problems within the Century City North and Century City South Plan areas (Plans). The Fund shall also be used for the disbursement of monies transferred into the Fund by the City Council in accordance with the provisions stated in the City Charter.

(c) The Fund shall be administered by the Director of the Public Works Bureau of Financial Management and Personnel Services or his or her designee (Director) in accordance with established City practices and the provisions of the Fee Mitigation Act (Government Code § 66000, *et seq.*) after consultation with the Councilmember(s) representing the Plan areas. The Director may authorize expenditures from the Fund for design and construction after submittal and approval of cost estimates. Any authorized expenditures shall conform with the provisions of the California Environmental Quality Act (California Public Resources Code § 21000, *et seq.*). No more than 5% of the monies remaining at the end of the fiscal year in the separate account in the fund for each specific use shall be used each year for administrative costs. Administrative costs shall not include traffic incursion studies, feasibility studies, traffic data surveys, preparation of a neighborhood traffic management plan, conceptual

drawings, construction drawings, construction engineering, and construction.

**(d)** The Director, after consultation with the Councilmember(s) of the Plan areas, shall inform the Controller of any special condition or restriction imposed upon any monies accepted for deposit in the Fund. The Controller shall establish a separate account in the Fund for each specific use. No money shall be expended from the Fund except in compliance with the provisions of the specific use for which it was accepted. Any request for an expenditure of money from the Fund or any of its separate accounts shall be accompanied by sufficient information for the Controller to determine that the proposed expenditure is consistent with the specific use for which the Fund or the separate account was established.

**(e)** The Director is authorized to establish appropriate procedures to carry out the provisions of this chapter.

**(f)** Monies not expended from the Fund at the close of any fiscal year shall not revert to the Reserve Fund, but shall remain in the Fund.

**(g)** All interest and other earnings attributable to monies in the Fund or to any of the separate accounts within the Fund shall be credited to the Fund or to the account to which it is attributable and shall be devoted to the purposes of the Fund.

**(h)** The Director shall maintain appropriate supporting records of the actual costs of the services rendered pursuant to the Fund. The Director shall report to the City Council and the Mayor regarding and identifying all receipts into, and all expenditures out of, the Fund as well as the purpose for which the expenditures were made. Each report shall cover a fiscal year and shall be submitted within 90 days after the close of that fiscal year.

**(i)** Neighborhood traffic management funds received from projects in the Plan areas prior to the effective date of this Ordinance that are currently deposited in the West Los Angeles Transportation Improvement and Mitigation Fund, and all interest and other earnings attributable to these monies, shall be transferred to the Fund upon its effective date.

(93637)

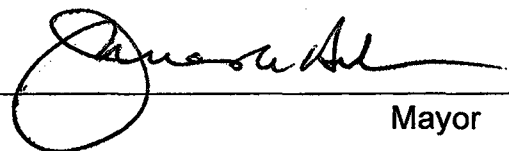
Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located in the Main Street lobby to the City Hall; one copy on the bulletin board located at the ground level at the Los Angeles Street entrance to the Los Angeles Police Department; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of FEB 03 2004.

J. MICHAEL CAREY, City Clerk

By   
Deputy

Approved FEB 6 2004

  
Mayor

Approved as to Form and Legality

Rockard J. Delgadillo, City Attorney

By   
JERI L. BURGE  
Assistant City Attorney

Date DEC 16 2003

File No. CF 03-0591 S1

DECLARATION OF POSTING ORDINANCE

I, MARIA C. RICO, state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No. 175787 - Adding Article 13.8 to Chapter 5 of Division 5 of the L.A.A.C. to provide for a Century City Neighborhood Traffic Protection Trust Fund - a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on Feb. 3, 2004, and under the direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles and Ordinance No. 172959, on Feb. 18, 2004, I posted a true copy of said ordinance at each of three public places located in the City of Los Angeles, California, as follows: 1) One copy on the bulletin board at the Main Street entrance to Los Angeles City Hall; 2) one copy on the bulletin board at the ground level Los Angeles Street entrance to the Los Angeles Police Department; and 3) one copy on the bulletin board at the Temple Street entrance to the Hall of Records of the County of Los Angeles.

Copies of said ordinance were posted conspicuously beginning on Feb. 18, 2004 and will be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct.

Signed this 18th day of February 2004 at Los Angeles, California.

Maria C. Rico  
Maria C. Rico, Deputy City Clerk

Ordinance Effective Date: March 29, 2004 Council File No. 03-0591-S1

(Rev. 3/21/03)

TRANSPORTATION COMMITTEE  
Report/Communication for Signature

Council File Number: 03-0591-51

Committee Meeting Date: 1-28-04

Council Date: 2-3-04

COMMITTEE MEMBER	YES	NO	ABSENT
Councilmember Antonio Villaraigosa, Chair	✓		
Councilmember Smith	✓		
Councilmember LaBonge			✓

Remarks

Century City Neighborhood Traffic Protection  
Trust Fund

Brian Walters, Legislative Assistant II----- Telephone 978-1056

TO THE COUNCIL OF  
CITY OF LOS ANGELES

Your

## TRANSPORTATION COMMITTEE

reports as follows:

	<u>Yes</u>	<u>No</u>
Public Comments	<u>XX</u>	—

CATEGORICAL EXEMPTION, TRANSPORTATION COMMITTEE REPORT and ORDINANCE relative to establishing the Century City Neighborhood Traffic Protection Trust Fund.

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

1. FIND that this action is exempt from California Environmental Quality Act guidelines under Section 15061 (b)(3) and will not have an impact on the environment.
2. PRESENT and ADOPT the accompanying ORDINANCE adding Article 13.8 to Chapter 5 of Division 5 of the Los Angeles Administrative Code to provide for a Century City Neighborhood Traffic Protection Trust Fund.

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

(Public Works Committee waived consideration of the above matter)

Summary:

On June 20, 2003, Council adopted conditions for a new development at 2000 Avenue of the Stars. The action requested that the City Attorney prepare an ordinance to create a new Century City Neighborhood Traffic Protection Trust Fund and to transfer protection funds deposited in the West Los Angeles Traffic Improvement and Mitigation Plan to the new Trust Fund. The purpose of the fund is for the receipt, retention and disbursement of existing and future neighborhood traffic management funds from projects in the Century City Neighborhood Traffic Mitigation Plan Area to alleviate existing traffic problems with Century City North and South Plan Areas.

The Transportation Committee, at its January 28, 2004 meeting, approved the ordinance creating the Century City Neighborhood Traffic Protection Trust Fund and now forward the matter to the Council for its consideration.

Respectfully submitted,

TRANSPORTATION COMMITTEE

MEMBER  
VILLARAIGOSA  
SMITH  
LABONGE

VOTE  
YES  
YES  
ABSENT

BEW  
#030591.1  
01/28/04  
CD 5

**RPT. & ORD.  
ADOPTED**

FEB 03 2004

LOS ANGELES CITY COUNCIL  
**CAT. EXEMPT. APPROVED  
FORTHWITH**





**OFFICE OF THE CITY ATTORNEY**  
ROCKARD J. DELGADILLO  
CITY ATTORNEY

**REPORT NO. R03-0584**  
**DEC 16 2003**

**REPORT RE:**

**AN ORDINANCE AMENDING LOS ANGELES ADMINISTRATIVE CODE TO ESTABLISH  
THE CENTURY CITY NEIGHBORHOOD TRAFFIC PROTECTION TRUST FUND**

The Honorable Los Angeles City Council  
of the City of Los Angeles  
Room 395, City Hall  
200 North Spring Street  
Los Angeles, California 90012

(Council File No. 03-0591 S1)

RECEIVED  
CITY CLERK'S OFFICE  
2003 DEC 16 PM 3:37  
CITY CLERK  
BY \_\_\_\_\_  
CLERK

Honorable Members:

Attached to this report is a final draft ordinance, approved as to form and legality, adding Article 13.8 to Chapter 5 of Division 5 of the Los Angeles Administrative Code.

**Background and Summary**

This ordinance, if adopted, would create the Century City Neighborhood Traffic Protection Trust Fund for funds received by the City for projects in the Century City Neighborhood Traffic Mitigation Plan Area within the Century City North and Century City South Plan areas.

**Council Rule 38 Referral**

We sent a copy of the final draft of ordinance, pursuant to Council Rule 38, to the Controller, Treasurer, and Departments of Public Works and Transportation for their comments. The Departments' comments have been incorporated into the ordinance.

**CEQA Findings**

Regarding a finding pursuant to the California Environmental Quality Act (CEQA), it appears that your adoption of this ordinance is exempt from CEQA because



The Honorable Los Angeles City Council  
of the City of Los Angeles  
Page 2

it can be seen with reasonable certainty that the ordinance could not possibly have a significant effect on the environment. If you concur, you should find that your action in adopting this ordinance is exempt from CEQA under Section 15061 (b) (3) of the State CEQA Guidelines. If the subject ordinance is enacted, the City Clerk should file a Notice of Exemption with the County in accordance with State CEQA Guidelines Section 15062.

If you have any questions, feel free to contact Assistant City Attorney Jeri L. Burge at (213) 978-8233. She or another member of this staff will be available to answer any questions you may have when you consider this matter.

Sincerely,

ROCKARD J. DELGADILLO, City Attorney

By *Terree A. Bowers*  
TERREE A. BOWERS  
Chief Deputy City Attorney

TAB:JLB:pj(#96526)  
Transmittal

ORDINANCE NO. \_\_\_\_\_

An Ordinance adding Article 13.8 to Chapter 5 of Division 5 of the Los Angeles Administrative Code to provide for a Century City Neighborhood Traffic Protection Trust Fund.

**THE PEOPLE OF THE CITY OF LOS ANGELES  
DO ORDAIN AS FOLLOWS:**

Section 1. Article 13.8 is added to Chapter 5 of Division 5 of the Los Angeles Administrative Code to read:

**ARTICLE 13.8**

**CENTURY CITY NEIGHBORHOOD TRAFFIC PROTECTION TRUST FUND**

**Sec. 5.111.18. Creation and Administration of the Fund.**

(a) There is created and established in the Treasury of the City of Los Angeles a trust fund to be known as the **"Century City Neighborhood Traffic Protection Trust Fund"** (Fund).

(b) The purpose of the Fund shall be the receipt, retention and disbursement of neighborhood traffic management funds received by the City from projects in the Century City Neighborhood Traffic Mitigation Plan Area to alleviate existing neighborhood traffic problems within the Century City North and Century City South Plan areas (Plans). The Fund shall also be used for the disbursement of monies transferred into the Fund by the City Council in accordance with the provisions stated in the City Charter.

(c) The Fund shall be administered by the Director of the Public Works Bureau of Financial Management and Personnel Services or his or her designee (Director) in accordance with established City practices and the provisions of the Fee Mitigation Act (Government Code § 66000, *et seq.*) after consultation with the Councilmember(s) representing the Plan areas. The Director may authorize expenditures from the Fund for design and construction after submittal and approval of cost estimates. Any authorized expenditures shall conform with the provisions of the California Environmental Quality Act (California Public Resources Code § 21000, *et seq.*). No more than 5% of the monies remaining at the end of the fiscal year in the separate account in the fund for each specific use shall be used each year for administrative costs. Administrative costs shall not include traffic incursion studies, feasibility studies, traffic data surveys, preparation of a neighborhood traffic management plan, conceptual

drawings, construction drawings, construction engineering, and construction.

**(d)** The Director, after consultation with the Councilmember(s) of the Plan areas, shall inform the Controller of any special condition or restriction imposed upon any monies accepted for deposit in the Fund. The Controller shall establish a separate account in the Fund for each specific use. No money shall be expended from the Fund except in compliance with the provisions of the specific use for which it was accepted. Any request for an expenditure of money from the Fund or any of its separate accounts shall be accompanied by sufficient information for the Controller to determine that the proposed expenditure is consistent with the specific use for which the Fund or the separate account was established.

**(e)** The Director is authorized to establish appropriate procedures to carry out the provisions of this chapter.

**(f)** Monies not expended from the Fund at the close of any fiscal year shall not revert to the Reserve Fund, but shall remain in the Fund.

**(g)** All interest and other earnings attributable to monies in the Fund or to any of the separate accounts within the Fund shall be credited to the Fund or to the account to which it is attributable and shall be devoted to the purposes of the Fund.

**(h)** The Director shall maintain appropriate supporting records of the actual costs of the services rendered pursuant to the Fund. The Director shall report to the City Council and the Mayor regarding and identifying all receipts into, and all expenditures out of, the Fund as well as the purpose for which the expenditures were made. Each report shall cover a fiscal year and shall be submitted within 90 days after the close of that fiscal year.

**(i)** Neighborhood traffic management funds received from projects in the Plan areas prior to the effective date of this Ordinance that are currently deposited in the West Los Angeles Transportation Improvement and Mitigation Fund, and all interest and other earnings attributable to these monies, shall be transferred to the Fund upon its effective date.

(93637)

Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located in the Main Street lobby to the City Hall; one copy on the bulletin board located at the ground level at the Los Angeles Street entrance to the Los Angeles Police Department; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of \_\_\_\_\_.

J. MICHAEL CAREY, City Clerk

By \_\_\_\_\_  
Deputy

Approved \_\_\_\_\_

\_\_\_\_\_  
Mayor

Approved as to Form and Legality

Rockard J. Delgadillo, City Attorney

By *Jeri L. Burge*  
JERI L. BURGE  
Assistant City Attorney

Date DEC 16 2003

File No. CF 03-0591 S1

Council File No. 03-8591-S

Council File No. 03-8591-S

- [illegible]

CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE

RECEIVED  
CITY CLERK'S OFFICE

2004 JAN 26 AM 7:41

CITY CLERK

BY \_\_\_\_\_  
DEPUTY

Date: January 23, 2004

To: City Council  
C/O City Clerk, Room 395 City Hall

*John E. Fisher*

From: *for* Wayne K. Tanda, General Manager  
Department of Transportation

Subject: CENTURY CITY NEIGHBORHOOD TRAFFIC PROTECTION TRUST  
FUND (C.F. NO. 03-0591-S1)

RECOMMENDATION

That the City Council adopt the referenced ordinance along with a revision to Paragraphs (b) and (i) to include the underlined language:

*Sec. 5.111.18. Creation and Administration of the Fund.*

*(b) The purpose of the Fund shall be the receipt, retention and disbursement of neighborhood traffic management funds received by the City from projects in the Century City Neighborhood Traffic Mitigation Plan Area to alleviate existing neighborhood traffic problems within the Century City North and Century City South Plan areas (Plans). The Fund shall also be used for the disbursement of monies transferred into the Fund by the City Council in accordance with the provisions stated in the City Charter.*

*(i) Neighborhood traffic management funds received previously to the effective date of this Ordinance from projects in the Plans areas which are currently deposited in the West Los Angeles Transportation Improvement and Mitigation Fund, and all interest and other earnings attributable to these monies, shall be transferred to the Fund upon its effective date.*

DISCUSSION

The Department of Transportation (DOT) supports the proposed ordinance prepared by the City Attorney's Office, which would create the "Century City Neighborhood Traffic Protection Trust Fund."

On June 20, 2003, the City Council adopted conditions for a new development at 2000 Avenue of the Stars (C.F. No. 03-0591). The Council action included a request to the City Attorney to prepare the necessary ordinance to create a new Century City Neighborhood Traffic Protection Trust Fund and to transfer the specified neighborhood protection funds deposited in the West Los Angeles Traffic Improvement and Mitigation

PUBLIC WORKS

TRANSPORTATION

JAN 27 2004

Plan (TIMP) instructions to the new Trust Fund. The purpose of the Trust Fund is to be the receipt, retention, and disbursement of existing and future neighborhood traffic management funds from projects in the Century City Neighborhood Traffic Mitigation Plan Area to alleviate existing traffic problems within the Century City North and Century City South Plan areas.

On July 8, 2003, the City Council approved the Neighborhood Traffic Management (NTM) plan for the Century City area (C.F. 03-0591-S1) and directed the Department of Public Works and DOT to construct the improvements designated in the plan. The funding of the implementation of the NTM plan is provided by the Trust Fund.

The Department of Public Works' Bureau of Street Services and Bureau of Street Lighting, and DOT have already begun the implementation of the NTM plan. It is important to establish the Trust Fund as soon as possible as a first step toward disbursing much needed funds to the agencies in order to complete the work without disruption.

DOT recommends that a simple revision be made to the City Attorney's proposed ordinance, in order to clarify that only *neighborhood traffic management* funds be transferred to and received by the Trust Fund. This revision would prevent potential misinterpretations of the ordinance which may lead to the belief that existing and future traffic impact assessment fees required by the West Los Angeles TIMP Specific Plan may also be transferred to the Trust Fund. Therefore, DOT recommends that

c: Councilmember Jack Weiss, 5<sup>th</sup> District



**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

Date: January 23, 2004

To: City Council  
C/O City Clerk, Room 395 City Hall

*John E. Fisher*

From: *for* Wayne K. Tanda, General Manager  
Department of Transportation

Subject: **CENTURY CITY NEIGHBORHOOD TRAFFIC PROTECTION TRUST  
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Plan (TIMP) instructions to the new Trust Fund. The purpose of the Trust Fund is to be the receipt, retention, and disbursement of existing and future neighborhood traffic management funds from projects in the Century City Neighborhood Traffic Mitigation Plan Area to alleviate existing traffic problems within the Century City North and Century City South Plan areas.

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c: Councilmember Jack Weiss, 5<sup>th</sup> District




**OFFICE OF THE CITY ATTORNEY**  
ROCKARD J. DELGADILLO  
CITY ATTORNEY

**REPORT NO.** **R 03-0584**  
**DEC 16 2003**

**REPORT RE:**

**AN ORDINANCE AMENDING LOS ANGELES ADMINISTRATIVE CODE TO ESTABLISH  
THE CENTURY CITY NEIGHBORHOOD TRAFFIC PROTECTION TRUST FUND**

The Honorable Los Angeles City Council  
of the City of Los Angeles  
Room 395, City Hall  
200 North Spring Street  
Los Angeles, California 90012

(Council File No. 03-0591 S1)

Honorable Members:

Attached to this report is a final draft ordinance, approved as to form and legality, adding Article 13.8 to Chapter 5 of Division 5 of the Los Angeles Administrative Code.

**Background and Summary**

This ordinance, if adopted, would create the Century City Neighborhood Traffic Protection Trust Fund for funds received by the City for projects in the Century City Neighborhood Traffic Mitigation Plan Area within the Century City North and Century City South Plan areas.

**Council Rule 38 Referral**

We sent a copy of the final draft of ordinance, pursuant to Council Rule 38, to the Controller, Treasurer, and Departments of Public Works and Transportation for their comments. The Departments' comments have been incorporated into the ordinance.

**CEQA Findings**

Regarding a finding pursuant to the California Environmental Quality Act (CEQA), it appears that your adoption of this ordinance is exempt from CEQA because



The Honorable Los Angeles City Council  
of the City of Los Angeles  
Page 2

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If you have any questions, feel free to contact Assistant City Attorney Jeri L. Burge at (213) 978-8233. She or another member of this staff will be available to answer any questions you may have when you consider this matter.

Sincerely,

ROCKARD J. DELGADILLO, City Attorney

By *Terree A. Bowers*  
TERREE A. BOWERS  
Chief Deputy City Attorney

TAB:JLB:pj(#96526)  
Transmittal

J. MICHAEL CAREY  
City Clerk

FRANK T. MARTINEZ  
Executive Officer

When making inquiries  
relative to this matter  
refer to File No.

03-0951-S1

CD 5

July 11, 2003

Councilmember Weiss  
Department of Transportation  
Chief Legislative Analyst  
Department of Public Works,  
Bureau of Street Services

Councilmember LaBonge  
City Administrative Officer  
Controller, Room 300  
Accounting Division, F & A  
Disbursement Division

RE: REVISED NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN FOR CENTURY CITY

At the meeting of the Council held July 8, 2003, the following  
action was taken:

Attached report adopted.....	_____
Attached motion ( ) adopted .....	_____
Attached resolution (Weiss - LaBonge) adopted .....	_____ X _____
FORTHWITH.....	_____
Ordinance adopted.....	_____
Motion adopted to approve communication recommendation(s).....	_____

*J. Michael Carey*

City Clerk  
jr

steno/030951.1

CITY OF LOS ANGELES

CALIFORNIA



JAMES K. HAHN  
MAYOR

PLACE IN FILES

JUL 16 2003

DEPUTY

*[Handwritten signature]*

Office of the  
CITY CLERK  
Council and Public Services  
Room 395, City Hall  
Los Angeles, CA 90012  
Council File Information - (213) 978-1043  
General Information - (213) 978-1133  
Fax: (213) 978-1040

HELEN GINSBURG  
Chief, Council and Public Services Division



RESOLUTION

JUN 27 2003

In 1992 Fox Studios agreed to pay \$500,000 to fund traffic mitigation improvements as a part of the Fox Studios Lot Development project. Fox Studios deposited the \$500,000 into a special account under the control of the Los Angeles Department of Transportation (LADOT) to implement the traffic mitigation improvements.

In 1998, developers for the Constellation Place development, JMB Realty Corporation/A.P. Properties, agreed to pay \$1,000,000 to fund the study, development and implementation of a neighborhood traffic management plan (NTMP) to address existing traffic concerns in the Cheviot Hills area. These funds were deposited into the West Los Angeles Transportation Improvement and Mitigation Specific Plan Fund (No. 681) under the control of the LADOT to implement the NTMP.

LADOT has prepared an NTMP, in consultation with Council District 5 and various community and homeowner associations.

The NTMP has been subsequently revised, as a policy matter, in further consultation with various community and homeowner groups.

NOW THEREFORE, BE IT RESOLVED that the City Council approves the revised Neighborhood Traffic Management Plan for the Century City area of west Los Angeles attached hereto as the "Approved NTMP." The Approved NTMP prioritizes the order for implementation of improvements. The Approved NTMP may also be revised by providing substitute or additional improvements to the list after the City Council, in consultation with the appropriate Council Office and LADOT, has determined that the improvements are consistent with the NTMP and that a substitute improvement fulfills the transportation objectives of the improvement which it is to replace;and

BE IT FURTHER RESOLVED that prior to any substitution the affected community organizations will have a reasonable opportunity to review and comment on such measures; and

BE IT FURTHER RESOLVED, that the Council directs LADOT and the Department of Public Works and the applicant under, pursuant to 2002-4621-CU-SPP-DD Condition A.8.c. and d of the Approval thereof, to take all appropriate actions to implement the Approved NTMP;and

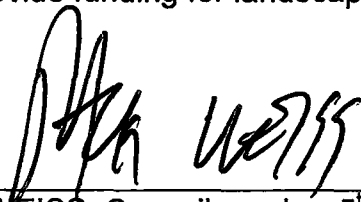
BE IT FURTHER RESOLVED, that the order and timing of implementation of the improvements in the Approved NTMP shall be designated by the City Council in consultation with the Council Office representing the Century City area, LADOT, the CAO, and the CLA;and

BE IT FURTHER RESOLVED, that funding for the implementation of the Approved NTMP be provided by the newly created Century City Neighborhood Traffic Protection Trust Fund;and

BE IT FURTHER RESOLVED, that upon transfer of the Constellation Place funds and the Fox Studios funds into the Century City Neighborhood Traffic Protection Trust Fund, the City shall use its reasonable efforts to implement Approved NTMP improvements within six months to the extent there are funds available in the Century City Neighborhood Traffic Protection Trust Fund; and

BE IT FURTHER RESOLVED, that in connection with the landscaped improvements in the Approved NTMP the City of Los Angeles shall provide funding for landscape maintenance for one year following implementation of the improvements. If sufficient funds are located in the future, the City may provide funding for landscape maintenance beyond one year.

PRESENTED BY:

  
JACK WEISS, Councilmember 5<sup>th</sup> District

SECONDED BY:



June 27, 2003

RESO  
ADOPTED

JUL 0 8 2003

LOS ANGELES CITY COUNCIL

**COUNCIL DISTRICT 5 RECOMMENDATIONS  
FOR THE CENTURY CITY NEIGHBORHOOD TRAFFIC MANAGEMENT  
AS OF June 30, 2003**

**The order and timing of implementation of these measures shall be designated by the Council Office representing the Century City area, in consultation with LADOT, the CAO and the CLO.**

1. Install All-way Stop at Dannyhill Dr. & Cheviot Dr.
2. Install All-way Stop at Earlmarr Dr. & Patricia Ave.
3. Install All-way Stop at McConnell Dr. & Stellbar Pl.
4. Install All-way Stop at Patricia Ave. & Woodbine St.
5. Install All-way Stop at Motor Ave. & Cresta Dr.
6. Install All-way Stop at Forrester Dr. & Queensbury Dr.
7. Install Landscaped Median at Cheviot Dr. between Queensbury & Cavendish
8. 3 traffic lanes uninterrupted, M-F 4-7 PM – Westbound Pico from Motor to Overland
9. Delete proposed chicane on Manning west of Edith; Replace with a conventional median island design to ensure on-street parking is preserved.
10. Install 1 proposed landscaped median on Manning at National.
11. Retain painted channelization island on Manning at National.
12. Install 3-way Stop at Glenbarr & Motor Ave.
13. Hold DOT to 600 vehicles per hour metering; to be reviewed for effectiveness within 90 days of implementation.
14. Install decorative crosswalks at Dunleer, Cheviot Dr. & Cresta Ave.
15. Landscaping Design – To be examined by community
16. Monument Design – To be examined by community
17. Scaled drawings of medians, monuments, and hardscape improvements – To be examined by community
18. Detailed drawings of curb extensions – To be examined by community
19. Install All-way Stop at Manning & Queensbury Dr.
20. Install 3-way Stop at Hillsboro & Cresta Dr.
21. Install 3-way Stop at Monte Mar & Cardiff
22. Remove 2 speed bumps from Hillsboro
23. Remove 1 speed bump from Monte Mar
24. Delete proposed deployment & rotation of speed feedback signs at various locations
25. Remove 2 proposed curb extensions/bulbouts on Motor Ave. & Kincardine
26. Install 2 curb extensions/bulbouts on Forrester Dr. & Motor Ave. Modify striping & signage as needed
27. Install 1 decorative crosswalk on National Blvd. at Manning (East Side)
28. Install 1 decorative crosswalk on National Blvd. at Castle Heights (West Side)
29. A reserve fund shall be established to provide for landscaping maintenance for not more than one year following implementation of the improvement.



30. Install All-way Stop at McConnell Pl. & McConnell Dr.

**The following measures are subject to CalTrans approval:**

1. 10 Freeway W/B exit at National – adjust signal for 1-10 W/B National off-ramp traffic to increase the time for left turn onto National and decrease the time for through traffic and right-turn moves, to be in effect Monday through Friday, 7 AM – 5 PM
2. Subject to approval of above item (#1), install “No Right Turn on Red” sign at National N/B Motor
3. 10 Freeway W/B exit at National – install “No Right Turn on Red” sign
4. Metering adjustments at 10 Freeway E/B Manning on-ramp

**NEIGHBORHOOD TRAFFIC MANAGEMENT MEASURES AND ARTERIAL FLOW ENHANCEMENTS**  
**PHASE I**  
**AS OF June 30, 2003**

**The order and timing of implementation of these measures shall be designated by the Council Office representing the Century City area, in consultation with LADOT, the CAO and the CLO.**

1. Install left-turn channelization on Airdrome St. between Robertson Bl. & Canfield Ave.
2. Install two-way left-turn lane on Bagley Ave. from Kincardine Ave. to ~500 ft. southerly
3. Install stop signs on Barbydell Dr. & Woodbine St.
4. Install stop signs on Beverly Dr. & Oakmore Rd.
5. Install left-turn channelization on Beverly Dr. Between Pico Bl. & Monte Mar Dr. Lengthen NBLT pocket on Beverly at Pico
6. Install stop signs at Beverlywood Ave. & Cardiff Ave.
7. Install two-way left-turn lane on Beverwil Dr. between Cattaraugus Ave. to Castle Heights Ave.
8. Add left-turn arrow indications to modify signal control to clarify 3-phase operation on Cadillac/Hillsboro at Robertson Bl.
9. Install decorative crosswalks on all four legs of Cattaraugus Ave. and Castle Heights Ave.
10. Install decorative crosswalks on E&W legs of Cattaraugus Ave. and Beverly Dr.
11. Install decorative crosswalks on E&W legs of Cattaraugus Ave. and Bagley Ave.
12. Install stop signs on Club Dr. & Dannyhill Dr.
13. Install Centerline striping on Manning Ave. between Blythe & Ashby
14. Add raised pavement markers on Manning Ave. between Esther & Ashby
15. Shift striping on Manning northerly to narrow WB curb lane width from 15ft. to 13ft. at Motor Ave. Also add E/B RTO lane.
16. Install stop signs on Manning Ave. & Woodbine Ave.
17. Install stop signs at McConnell PL. & McConnell Dr.
18. Utilize signal timing to meter SB flow of traffic during PM peak hours to approximately 600 vph at Motor Ave. N/O Monte Mar. Dr.
19. Implement signal timing strategies to reduce speed and create gaps on Motor Ave. at Club Dr.
20. Reduce NB green time during AM peak period to meter N/B flow on Motor Ave. at National Bl. to approximately 600 vph. Add a NB right turn only lane and eliminate one of two thru lanes. Increase N/B left turn green time.
21. Install "No Left Turn" LED sign on National Bl. At Motor Ave.
22. Utilize ATCS & retime signal offsets on National Bl. between Overland Ave. & Robertson Bl.
23. Utilize ATCS & retime signal offsets on Overland Ave. between National Bl. & Pico Bl. – NB AM Peak, SB PM Peak
24. Modify signal timing on Palms and Overland corridors S/O I-10 Fwy to encourage use of Overland for N/S traffic.
25. Install stop signs on Pickford St. & Crest Dr.
26. Increase WB LT green time on Pico Bl. & Overland Ave.

27. Utilize ATCS & retime signal offsets on Pico Bl. between Ave. of the Stars & Overland Ave. – WB AM Peak, EB PM Peak
28. Utilize ATCS & retime signal offsets on Pico Bl. between Ave. of the Stars & Robertson Bl. – WB AM Peak, EB PM Peak
29. Add "No Fwy Access" signs via Motor, use Overland Ave. & Robertson Bl., or alt messages for WB/EB vehicles on Pico Bl.
30. Remove second WB left-turn lane on Pico Bl. from E/O Ave. of the Stars to W/O Motor Ave. Restripe for 3 WB thru lanes. Revise signalization.
31. Install three "10 FWY" signs on Pico Blvd. From Castello Ave. to Robertson Bl.
32. Install EB right-turn lane with right-turn phase on Pico Bl. at Robertson Bl. Remove at least two parking spaces.
33. Utilize ATCS & retime signal offsets on Robertson Bl. between National Bl. & Pico Bl. – NB AM Peak, SB PM Peak
34. Install All-way Stop at Dannyhill Dr. & Cheviot Dr.
35. Install All-way Stop at Earlmarr Dr. & Patricia Ave.
36. Install All-way Stop at McConnell Dr. & Stellbar Pl.
37. Install All-way Stop at Patricia Ave. & Woodbine St.
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40. Install All-way Stop at Forrester Dr. & Queensbury Dr.
41. Install 3-way Stop at Hillsboro & Cresta Dr.
42. Install 3-way Stop at Monte Mar & Cardiff
43. Install 2 curb extension/bulbouts on Bagley Ave. S/O Kincardine Ave. Modify striping & signage as needed.
44. Install speed humps on Beverly Dr. between Guthrie Ave. & Beverlywood St. if adequate petition is submitted.
45. Provide landscaping or textured interior within existing raised channelization island on Beverlywood St. & Beverly Dr.
46. Install speed humps on Bradbury between Prosser & Manning if adequate petition is submitted.
47. Install 2 curb extension/bulbouts on Castle Heights Ave. & Burgen Ave. Modify striping & signage as needed.
48. Install 2 curb extension/bulbouts on Motor Ave. & Club Pl. Modify striping & signage as needed.
49. Install 2 curb extension/bulbouts on Motor Ave. & Motor Pl. Modify striping & signage as needed.
50. Install 2 curb extension/bulbouts on Motor Ave. & Lorenzo Dr. Modify striping & signage as needed.
51. Install 2 curb extension/bulbouts on Motor Ave. & Kilrenney Ave. Modify striping & signage as needed.
52. Install 2 curb extension/bulbouts on Motor Ave. & Rosbury Pl. Modify striping & signage as needed.
53. Install 3 curb extension/bulbouts on Motor Ave. & Patricia Ave. Modify striping & signage as needed.
54. Install smart pedestrian warning/crosswalk & construct median island at National Bl. & Shelby Dr. Modify striping & signage as needed.
55. Install speed humps on Rountree between Prosser & Manning if adequate petition is submitted.

56. Stripe for one traffic lane and one bike lane on Motor in each direction between Pico & Monte Mar. Eliminate SBRT lane on Motor at Monte Mar. Modify striping and signage as needed.
57. Install two decorative crosswalks on Motor Ave. at Dunleer, Cheviot Dr., and Cresta Ave. Modify striping and signage as needed.
58. Stripe for one traffic lane and one bike lane in each direction on Motor Ave. S/O Manning to National Bl. Modify striping and signage as needed.
59. 3 traffic lanes uninterrupted, M-F 4-7 PM – Westbound Pico from Motor to Overland
60. Install All-way Stop at Manning & Queensbury Dr.
61. Hold DOT to 600 vehicles per hour metering; 90 day review
62. Landscaping Design – To be examined by community
63. Monument Design – To be examined by community
64. Scaled drawings of medians, monuments, and hardscape improvements – To be examined by community
65. Detailed drawings of curb extensions – To be examined by community
66. Install 2 curb extensions/bulbouts on Forrester & Motor. Modify striping & signage as needed.
67. Install 1 decorative crosswalks on National Blvd. at Manning (East Side)
68. Install 1 decorative crosswalks on National Blvd. at Castle Heights (West Side)
69. A reserve fund shall be established to provide for landscaping maintenance for not more than one year following implementation of the improvement.
- 70. Retain painted channelization island on Manning at National.**

**The following measures are subject to CalTrans approval:**

1. 10 Freeway W/B exit at National – adjust signal for 1-10 W/B National off-ramp traffic to increase the time for left turn onto National and decrease the time for through traffic and right-turn moves, to be in effect Monday through Friday, 7 AM – 5 PM
2. Subject to approval of above item (#1), install “No Right Turn on Red” sign at National N/B Motor
3. 10 Freeway W/B exit at National – install “No Right Turn on Red” sign
4. Metering adjustments at 10 Freeway E/B Manning on-ramp

NOTE: Implement traffic controls & signal timing changes first.

**NEIGHBORHOOD TRAFFIC MANAGEMENT MEASURES AND ARTERIAL FLOW ENHANCEMENTS  
PHASE II  
AS OF June 30, 2003**

**The order and timing of implementation of these measures shall be designated by the Council Office representing the Century City area, in consultation with LADOT, the CAO and the CLO.**

1. Install landscaped median islands on Beverwil Dr. between Beverlywood St. & N/O Cattaraugus Ave. Add diagonals with Bot Dots midblock. Modify striping and signage as needed.
2. Provide landscaping within existing painted island at Hillsboro Ave. & Monte Mar Dr. Install 3 decorative marked crosswalks. Modify striping and signage as needed.
3. Construct landscaped median islands at Manning Ave. between Ashby & Rountree. Install new striping, striped curb extensions and bot dots. Modify striping and signage as needed.
4. Install landscaped median and stripe for one traffic lane and one bike lane in each direction on Motor S/O Pico. Stripe for one NB right-turn lane and 2 NB left-turn lanes on Motor S/O Pico Bl. Stripe for one traffic lane and one bike lane in each direction from Pico to Monte Mar. Modify striping and signage as needed.
5. Install a landscaped raised median on Motor Ave. S/O Rec. Center Driveway. Stripe for one traffic lane and one bike lane in each direction between Pico & Monte Mar. Modify striping and signage as needed.
6. Install a landscaped raised median on Motor Ave. N/O Monte Mar Dr. Modify striping and signage as needed. Monument sign installed as a gateway to community on median.
7. Install 2 landscaped median islands on Motor Ave. at Cheviot Dr. Modify striping and signage as needed.
8. Install raised channelization island on Irene St. at Motor Ave. Modify striping and signage as needed.
9. Construct Gateway islands on Barbydell W/O Club Dr. and on Club Dr. N/O Barbydell Dr. Modify striping and signage as needed.
10. Construct landscaped gateway median island on Beverwil Dr. S/O Pico Bl. Modify striping and signage as needed.
11. Install median islands at Castle Heights Ave. & Vicar St. Modify striping and signage as needed.
12. Install landscaped channelization island at Earlmart Dr., Patricia Ave., & Queensbury Dr. Modify striping and signage as needed.
13. Install landscaped median island approximately where painted median & 2WLT exist on Manning Ave. from ~60 ft. E/O to ~160 ft. E/O the centerline of Dunleer Ave. Modify striping and signage as needed.
14. Install landscaped median island to replace painted median and traffic bars on Manning Ave. from ~60 ft. E/O to ~60 ft. W/O the centerline of Gilmerton Ave. Modify striping and signage as needed.
15. Construct landscaped gateway median island on Manning Ave. S/O Ayres Ave. Modify striping and signage as needed.
16. Remove mid-block median on Manning Ave. N/O National Bl. and replace with painted island. Retain gateway island at intersection of Manning at National. Install Directional FWY sign.
17. Install landscaped median island and neighborhood sign on Motor Ave. S/O Manning. Modify striping and signage as needed.
18. Install landscaped median island on Motor Ave. S/O Northvale. Modify striping and signage as needed. Monument sign installed as a gateway to community on median.

19. Construct landscaped gateway median island on Prosser Ave. S/O Ayres Ave. Modify striping and signage as needed.
20. Construct landscape curb extension at NW corner of Putney & Prosser. Install striped curb extension on NW corner of Putney & Esther. Modify striping and signage as needed.
21. Install landscaped median island on Queensbury Dr. between Manning Ave. to Earlmarr & Patricia. Modify striping and signage as needed.
22. Install 2 landscaped medians on Motor at Dunleer. Modify striping & signage as needed.
23. Install landscaped median at Cheviot Dr. between Queensbury & Cavendish. Modify striping & signage as needed.
24. A reserve fund shall be established to provide for landscaping maintenance for not more than one year following implementation of the improvement.
- 25. Delete proposed chicane on Manning west of Edith; Replace with a conventional median island design to ensure on-street parking is preserved.**
- 26. Install 1 proposed landscaped median on Manning at National.**

3

CITY OF LOS ANGELES SPEAKER CARD

Date

7/8/03

Council File No., Agenda Item, or Case No.

Special #106

I wish to speak before the

City Council

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ☒ For proposal

Name: Lisa Weinberg ☐ Against proposal ☐ General comments

Business or Organization Affiliation: Cheviot Hills Homeowners Assn.

Address: 16633 Ventura Blvd., Suite 1150 Encino, CA 91436

Business phone: (818) 593-6355 Representing: Cheviot Hills Homeowners Assn.

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW: ☒

Client Name: Cheviot Hills HOA Phone #: \_\_\_\_\_

Client Address: \_\_\_\_\_

Please see reverse of card for important information and submit this entire card to the presiding officer or chairperson.

7

CITY OF LOS ANGELES SPEAKER CARD

Date

July 8, 2003

Council File No., Agenda Item, or Case No.

106

I wish to speak before the

City Council

Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ( ) For proposal

(X) Against proposal

( ) General comments

Name: Richard S Harmetz

Business or Organization Affiliation:

Address: 2065 Kerwood Ave., L.A., CA 90025-6006

Street

City

State

Zip

Business phone: (310) 277-6505 Representing: Tract No. 7260 Association, Inc.

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW:

☐

Client Name: Phone #:

Client Address: Street City State Zip

Please see reverse of card for important information and submit this entire card to the presiding officer or chairperson.



CITY OF LOS ANGELES SPEAKER CARD

Date

7/8/03

Council File No., Agenda Item, or Case No

# 106

I wish to speak before the L.A. City Council  
Name of City Agency, Department, Committee or Council

Do you wish to provide general public comment, or to speak for or against a proposal on the agenda? ☐ For proposal  
☒ Against proposal  
☒ General comments

Name: BARBARA BRODIE

Business or Organization Affiliation: WESTWOOD So. OF SANTA MONICA BLVD.  
HOMEOWNERS ASSOCIATION

Address: 2001 MALCOLM AVE., L.A. CA 90025  
Street City State Zip

Business phone: (310) 475-6123 Representing: \_\_\_\_\_

CHECK HERE IF YOU ARE A PAID SPEAKER AND PROVIDE CLIENT INFORMATION BELOW: ☐

Client Name: \_\_\_\_\_ Phone #: \_\_\_\_\_

Client Address: \_\_\_\_\_  
Street City State Zip

Please see reverse of card for important information and submit this entire card to the presiding officer or chairperson.

COUNCIL VOTE

Jul 8, 2003 12:38:32 PM, #21

ITEM NO. (106)

Voting on Item(s): 106

Roll Call

CARDENAS	Yes
GARCETTI	Yes
GREUEL	Absent
HAHN	Yes
LABONGE	Yes
LUDLOW	Yes
MISCIKOWSKI	Yes
PARKS	Yes
PERRY	Yes
REYES	Yes
SMITH	Yes
VILLARAIGOSA	Yes
WEISS	Yes
ZINE	Yes
*PADILLA	Yes

Present: 14, Yes: 14 No: 0

**COUNCIL DISTRICT 5 RECOMMENDATIONS  
FOR THE CENTURY CITY NEIGHBORHOOD TRAFFIC MANAGEMENT  
AS OF June 26, 2003**

*The order and timing of implementation of the improvements in the Approved NTMP shall be designated by the City Council in consultation with the Council Office representing the Century City area, LADOT, the CAO and the CLA*

1. Install All-way Stop at Dannyhill Dr. & Cheviot Dr.
2. Install All-way Stop at Earlmarr Dr. & Patricia Ave.
3. Install All-way Stop at McConnell Dr. & Stellbar Pl.
4. Install All-way Stop at Patricia Ave. & Woodbine St.
5. Install All-way Stop at Motor Ave. & Cresta Dr.
6. Install All-way Stop at Forrester Dr. & Queensbury Dr.
7. Install Landscaped Median at Cheviot Dr. between Queensbury & Cavendish
8. 3 traffic lanes uninterrupted, M-F 4-7 PM – Westbound Pico from Motor to Overland
9. Delete proposed chicane; Install 1 proposed landscaped median on Manning North of National
10. Install 3-way Stop at Glenbarr & Motor Ave.
11. Require DOT to achieve metered limit on Motor Avenue of no more than 600 vehicles per hour; review for effectiveness within 90 days of implementation, and if not achieved, review again every 30 days thereafter until achieved. All traffic counts and review data prepared by DOT shall promptly be provided to Council District 5 for public review.
12. Install decorative crosswalks at Dunleer, Cheviot Dr. & Cresta Ave.
13. Landscaping Design – To be examined by community
14. Monument Design – To be examined by community
15. Scaled drawings of medians, monuments, and hardscape improvements – To be examined by community
16. Detailed drawings of curb extensions – To be examined by community
17. Install All-way Stop at Manning & Queensbury Dr.
18. Install 3-way Stop at Hillsboro & Cresta Dr.
19. Install 3-way Stop at Monte Mar & Cardiff
20. Remove 2 speed bumps from Hillsboro
21. Remove 1 speed bump from Monte Mar
22. Delete proposed deployment & rotation of speed feedback signs at various locations
23. Remove 2 proposed curb extensions/bulbouts on Motor Ave. & Kincardine
24. Install 2 curb extensions/bulbouts on Forrester Dr. & Motor Ave. Modify striping & signage as needed
25. Install 1 decorative crosswalk on National Blvd. at Manning (East Side)
26. Install 1 decorative crosswalk on National Blvd. at Castle Heights (West Side)
27. The City of Los Angeles shall provide funding for landscape maintenance for not more than one year following implementation of the improvements

28. Install All-way Stop at McConnell Pl. & McConnell Dr.

**The following measures are subject to CalTrans approval:**

1. 10 Freeway W/B exit at National – adjust signal for 1-10 W/B National off-ramp traffic to increase the time for left turn onto National and decrease the time for through traffic and right-turn moves, to be in effect Monday through Friday, 7 AM – 5 PM
2. Subject to approval of above item (#1), install “No Right Turn on Red” sign at National N/B Motor
3. 10 Freeway W/B exit at National – install “No Right Turn on Red” sign
4. Metering adjustments at 10 Freeway E/B Manning on-ramp

**NEIGHBORHOOD TRAFFIC MANAGEMENT MEASURES AND ARTERIAL FLOW ENHANCEMENTS  
PHASE I**

**AS OF June 26, 2003**

*The order and timing of implementation of the improvements in the Approved NTMP shall be designated by the City Council in consultation with the Council Office representing the Century City area, LADOT, the CAO and the CLA*

1. Install left-turn channelization on Airdrome St. between Robertson Bl. & Canfield Ave.
2. Install two-way left-turn lane on Bagley Ave. from Kincardine Ave. to ~500 ft. southerly
3. Install stop signs on Barbydell Dr. & Woodbine St.
4. Install stop signs on Beverly Dr. & Oakmore Rd.
5. Install left-turn channelization on Beverly Dr. Between Pico Bl. & Monte Mar Dr. Lengthen NBLT pocket on Beverly at Pico
6. Install stop signs at Beverlywood Ave. & Cardiff Ave.
7. Install two-way left-turn lane on Beverwil Dr. between Cattaraugus Ave. to Castle Heights Ave.
8. Add left-turn arrow indications to modify signal control to clarify 3-phase operation on Cadillac/Hillsboro at Robertson Bl.
9. Install decorative crosswalks on all four legs of Cattaraugus Ave. and Castle Heights Ave.
10. Install decorative crosswalks on E&W legs of Cattaraugus Ave. and Beverly Dr.
11. Install decorative crosswalks on E&W legs of Cattaraugus Ave. and Bagley Ave.
12. Install stop signs on Club Dr. & Dannyhill Dr.
13. Install Centerline striping on Manning Ave. between Blythe & Ashby
14. Add raised pavement markers on Manning Ave. between Esther & Ashby
15. Shift striping on Manning northerly to narrow WB curb lane width from 15ft. to 13ft. at Motor Ave. Also add E/B RTO lane.
16. Install stop signs on Manning Ave. & Woodbine Ave.
17. Install stop signs at McConnell PL. & McConnell Dr.
18. Utilize signal timing to meter SB flow of traffic during PM peak hours to approximately 600 vph at Motor Ave. N/O Monte Mar. Dr.
19. Implement signal timing strategies to reduce speed and create gaps on Motor Ave. at Club Dr.
20. Reduce NB green time during AM peak period to meter N/B flow on Motor Ave. at National Bl. to approximately 600 vph. Add a NB right turn only lane and eliminate one of two thru lanes. Increase N/B left turn green time.
21. Install "No Left Turn" LED sign on National Bl. At Motor Ave.
22. Utilize ATCS & retime signal offsets on National Bl. between Overland Ave. & Robertson Bl.
23. Utilize ATCS & retime signal offsets on Overland Ave. between National Bl. & Pico Bl. – NB AM Peak, SB PM Peak
24. Modify signal timing on Palms and Overland corridors S/O I-10 Fwy to encourage use of Overland for N/S traffic.
25. Install stop signs on Pickford St. & Crest Dr.
26. Increase WB LT green time on Pico Bl. & Overland Ave.

27. Utilize ATCS & retune signal offsets on Pico Bl. between Ave. of the Stars & Overland Ave. – EB AM Peak, WB PM Peak
28. Utilize ATCS & retune signal offsets on Pico Bl. between Ave. of the Stars & Robertson Bl. – WB AM Peak, EB PM Peak
29. Add "No Fwy Access" signs via Motor, use Overland Ave. & Robertson Bl., or alt messages for WB/EB vehicles on Pico Bl.
30. Remove second WB left-turn lane on Pico Bl. from E/O Ave. of the Stars to W/O Motor Ave. Restripe for 3 WB thru lanes. Revise signalization.
31. Install three "10 FWY" signs on Pico Blvd. From Castello Ave. to Robertson Bl.
32. Install EB right-turn lane with right-turn phase on Pico Bl. at Robertson Bl. Remove at least two parking spaces.
33. Utilize ATCS & retune signal offsets on Robertson Bl. between National Bl. & Pico Bl. – NB AM Peak, SB PM Peak
34. Install All-way Stop at Dannyhill Dr. & Cheviot Dr.
35. Install All-way Stop at Earlmarr Dr. & Patricia Ave.
36. Install All-way Stop at McConnell Dr. & Stellbar Pl.
37. Install All-way Stop at Patricia Ave. & Woodbine St.
38. Install All-way Stop at Motor Ave. & Cresta Ave.
39. Install All-way Stop at Motor Ave. & Glenbarr Dr.
40. Install All-way Stop at Forrester Dr. & Queensbury Dr.
41. Install 3-way Stop at Hillsboro & Cresta Dr.
42. Install 3-way Stop at Monte Mar & Cardiff
43. Install 2 curb extension/bulbouts on Bagley Ave. S/O Kincardine Ave. Modify striping & signage as needed.
44. Install speed humps on Beverly Dr. between Guthrie Ave. & Beverlywood St. if adequate petition is submitted.
45. Provide landscaping or textured interior within existing raised channelization island on Beverlywood St. & Beverly Dr.
46. Install speed humps on Bradbury between Prosser & Manning if adequate petition is submitted.
47. Install 2 curb extension/bulbouts on Castle Heights Ave. & Burgen Ave. Modify striping & signage as needed.
48. Install 2 curb extension/bulbouts on Motor Ave. & Club Pl. Modify striping & signage as needed.
49. Install 2 curb extension/bulbouts on Motor Ave. & Motor Pl. Modify striping & signage as needed.
50. Install 2 curb extension/bulbouts on Motor Ave. & Lorenzo Dr. Modify striping & signage as needed.
51. Install 2 curb extension/bulbouts on Motor Ave. & Kilrenney Ave. Modify striping & signage as needed.
52. Install 2 curb extension/bulbouts on Motor Ave. & Rosbury Pl. Modify striping & signage as needed.
53. Install 3 curb extension/bulbouts on Motor Ave. & Patricia Ave. Modify striping & signage as needed.
54. Install smart pedestrian warning/crosswalk & construct median island at National Bl. & Shelby Dr. Modify striping & signage as needed.
55. Install speed humps on Rountree between Prosser & Manning if adequate petition is submitted.

56. Stripe for one traffic lane and one bike lane on Motor in each direction between Pico & Monte Mar. Eliminate SBRT lane on Motor at Monte Mar. Modify striping and signage as needed.
57. Install two decorative crosswalks on Motor Ave. at Dunleer, Cheviot Dr., and Cresta Ave. Modify striping and signage as needed.
58. Stripe for one traffic lane and one bike lane in each direction on Motor Ave. S/O Manning to National Bl. Modify striping and signage as needed.
59. 3 traffic lanes uninterrupted, M-F 4-7 PM – Westbound Pico from Motor to Overland
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66. Install 2 curb extensions/bulbouts on Forrester & Motor. Modify striping & signage as needed.
67. Install 1 decorative crosswalks on National Blvd. at Manning (East Side)
68. Install 1 decorative crosswalks on National Blvd. at Castle Heights (West Side)
69. The City of Los Angeles shall provide funding for landscape maintenance for not more than one year following implementation of the improvements

**The following measures are subject to CalTrans approval:**

1. 10 Freeway W/B exit at National – adjust signal for 1-10 W/B National off-ramp traffic to increase the time for left turn onto National and decrease the time for through traffic and right-turn moves, to be in effect Monday through Friday, 7 AM – 5 PM
2. Subject to approval of above item (#1), install “No Right Turn on Red” sign at National N/B Motor
3. 10 Freeway W/B exit at National – install “No Right Turn on Red” sign
4. Metering adjustments at 10 Freeway E/B Manning on-ramp

NOTE: Implement traffic controls & signal timing changes first.

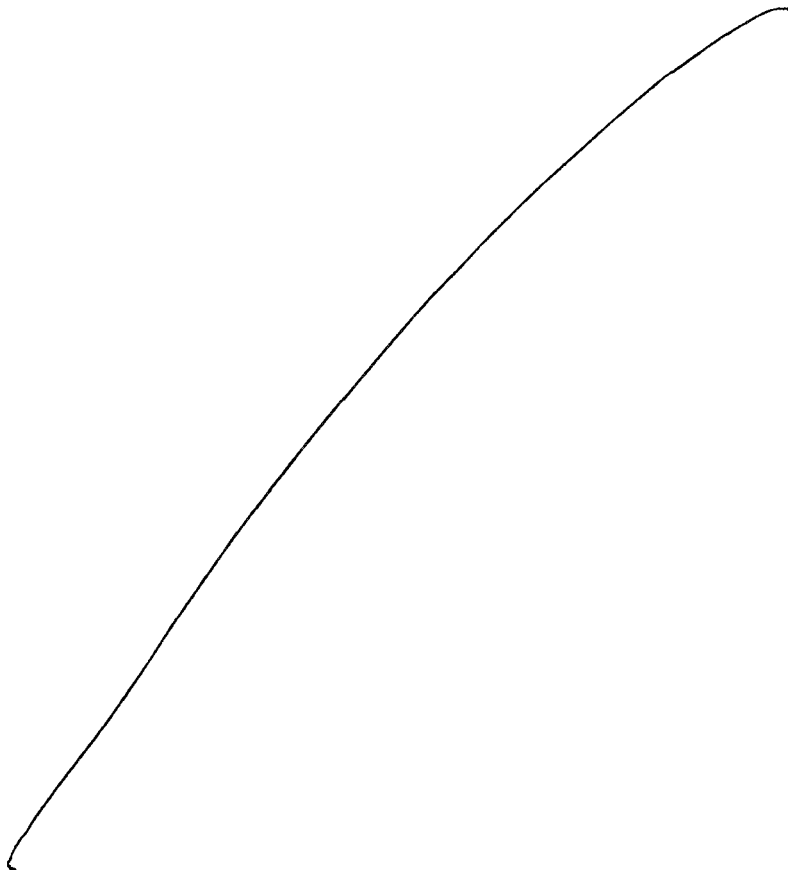
**NEIGHBORHOOD TRAFFIC MANAGEMENT MEASURES AND ARTERIAL FLOW ENHANCEMENTS  
PHASE II  
AS OF June 26, 2003**

*The order and timing of implementation of the improvements in the Approved NTMP shall be designated by the City Council in consultation with the Council Office representing the Century City area, LADOT, the CAO and the CLA*

1. Install landscaped median islands on Beverwil Dr. between Beverlywood St. & N/O Cattaraugus Ave. Add diagonals with Bot Dots midblock. Modify striping and signage as needed.
2. Provide landscaping within existing painted island at Hillsboro Ave. & Monte Mar Dr. Install 3 decorative marked crosswalks. Modify striping and signage as needed.
3. Construct landscaped median islands at Manning Ave. between Ashby & Rountree. Install new striping, striped curb extensions and bot dots. Modify striping and signage as needed.
4. Install landscaped median and stripe for one traffic lane and one bike lane in each direction on Motor S/O Pico. Stripe for one NB right-turn lane and 2 NB left-turn lanes on Motor S/O Pico Bl. Stripe for one traffic lane and one bike lane in each direction from Pico to Monte Mar. Modify striping and signage as needed.
5. Install a landscaped raised median on Motor Ave. S/O Rec. Center Driveway. Stripe for one traffic lane and one bike lane in each direction between Pico & Monte Mar. Modify striping and signage as needed.
6. Install a landscaped raised median on Motor Ave. N/O Monte Mar Dr. Modify striping and signage as needed. Monument sign installed as a gateway to community on median.
7. Install 2 landscaped median islands on Motor Ave. at Cheviot Dr. Modify striping and signage as needed.
8. Install raised channelization island on Irene St. at Motor Ave. Modify striping and signage as needed.
9. Construct Gateway islands on Barbydell W/O Club Dr. and on Club Dr. N/O Barbydell Dr. Modify striping and signage as needed.
10. Construct landscaped gateway median island on Beverwil Dr. S/O Pico Bl. Modify striping and signage as needed.
11. Install median islands at Castle Heights Ave. & Vicar St. Modify striping and signage as needed.
12. Install landscaped channelization island at Earlmart Dr., Patricia Ave., & Queensbury Dr. Modify striping and signage as needed.
13. Install landscaped median island approximately where painted median & 2WLT exist on Manning Ave. from ~60 ft. E/O to ~160 ft. E/O the centerline of Dunleer Ave. Modify striping and signage as needed.
14. Install landscaped median island to replace painted median and traffic bars on Manning Ave. from ~60 ft. E/O to ~60 ft. W/O the centerline of Gilmerton Ave. Modify striping and signage as needed.
15. Construct landscaped gateway median island on Manning Ave. S/O Ayres Ave. Modify striping and signage as needed.
16. Remove mid-block median on Manning Ave. N/O National Bl. and replace with painted island. Retain gateway island at intersection of Manning at National. Install Directional FWY sign.
17. Install landscaped median island and neighborhood sign on Motor Ave. S/O Manning. Modify striping and signage as needed.
18. Install landscaped median island on Motor Ave. S/O Northvale. Modify striping and signage as needed. Monument sign installed as a gateway to community on median.



19. Construct landscaped gateway median island on Prosser Ave. S/O Ayres Ave. Modify striping and signage as needed.
20. Construct landscape curb extension at NW corner of Putney & Prosser. Install striped curb extension on NW corner of Putney & Esther. Modify striping and signage as needed.
21. Install landscaped median island on Queensbury Dr. between Manning Ave. to Earlmarr & Patricia. Modify striping and signage as needed.
22. Install 2 landscaped medians on Motor at Dunleer. Modify striping & signage as needed.
23. Install landscaped median at Cheviot Dr. between Queensbury & Cavendish. Modify striping & signage as needed.
24. The City of Los Angeles shall provide funding for landscape maintenance for not more than one year following implementation of the improvements



FORM CC 54 (REV 9/2005)

RETURN TO:

**LOS ANGELES CITY RECORDS CENTER**

555 RAMIREZ STREET, SPACE 320

LOS ANGELES, CA, 90012

CITY MAIL STOP 161

(213) 485-3510

**RECORDS WITHDRAWAL SLIP**  
**DO NOT REMOVE**

**2**

Place in Storage Location

RECORDS CHECKED OUT TO: 06/26/2007

**KAREN KALFAYAN**

**CITY CLERK**

**200 N SPRING ST. 2ND FLOOR**

**(213) 978-1111**

Mail Stop:

**173**

BOX INFORMATION:

**Box#:**

**717381**

/CLK/01.17.0' B-2979 O010.

From:

To:

**COUNCIL FILES**

**%00717381**

RECORD INFORMATION: **Service Request#:** **13289**

**Record:** 34655

**Record ID:** O010.000187

**COUNCIL FILE 03-0591 S1**



**\$00034655**

**SR Status:** O