



clerk CIS <clerk.cis@lacity.org>

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## Your Community Impact Statement Submittal - Council File Number: 17-1125-S9 - Agenda Item Number: 10di

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LA City SNow <cityoflaprod@service-now.com>

Thu, Aug 15, 2024 at 9:05 AM

Reply-To: LA City SNow <cityoflaprod@service-now.com>

To: Clerk.CIS@lacity.org, deborah@losangeleswalks.org, labac.committee@gmail.com, Jasmin.SanLuis@lacity.org

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

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

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

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

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

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

### Contact Information

Neighborhood Council: Downtown Los Angeles

Name: BellaNaomi Ostby

Email: [bellanaomi.ostby@dlanc.com](mailto:bellanaomi.ostby@dlanc.com)

The Board approved this CIS by a vote of: Yea(12) Nay(3) Abstain(1) Ineligible(1) Recusal(1)

Date of NC Board Action: 08/13/2024

Type of NC Board Action: For

### Impact Information

Date: 08/15/2024

Update to a Previous Input: No

Directed To: City Council and Committees, Pedestrian Advisory Committee, Board of Transportation Commissioners, Los Angeles Bicycle Advisory Committee

Council File Number: 17-1125-S9

City Planning Number:

Agenda Date: 08/13/2024

Item Number: 10di

Summary: At a regular public meeting on August 13, 2024, the Board of Directors of the Downtown Los Angeles Neighborhood Council ("DLANC") voted to submit this Community Impact Statement in support of Council File 17-1125-S9: Dockless On-Demand Mobility Devices / Downtown Los Angeles Special Operations Zone / Red Curb Zones / Parking Spaces. Please see our attached letter for additional information regarding our support.

CITY OF LOS ANGELES  
CALIFORNIA



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NEIGHBORHOOD COUNCIL  
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DOWNTOWN LOS ANGELES NEIGHBORHOOD COUNCIL

WWW.DLANC.COM

EMAIL: DLANC@EMPOWERLA.ORG

August 13, 2024

**Re: Community Impact Statement on CF 17-1125-S9: Dockless On-Demand Mobility Devices /  
Downtown Los Angeles Special Operations Zone / Red Curb Zones / Parking Spaces**

To Whom It May Concern:

At our regularly held public meeting on August 13, 2024, the Board of Directors of the Downtown Los Angeles Neighborhood Council ("DLANC") voted to provide the following comments below:

The Downtown Los Angeles Neighborhood Council submits this Community Impact Statement **in support** of CF 17-1125-S9: Dockless On-Demand Mobility Devices / Downtown Los Angeles Special Operations Zone / Red Curb Zones / Parking Spaces.

In 2022, DLANC sent several letters to LADOT staff in support of initial efforts taken by the department to study the creation of a Special Operations Zone (SOZ) for the Downtown Los Angeles area in Council District 14. After years of community engagement undertaken by the LADOT and Council District 14 to DTLA residents and stakeholders, the DTLA SOZ was successfully implemented and has widely helped alleviate some of the initial strains seen with the quantities and servicing of dockless mobility devices in DTLA. However, issues still need to be addressed with the regulations and infrastructure governing the parking and placement of these devices on the public right-of-way (PROW).

Solutions presented by this Council Motion to have docking stations located in the street rather than the sidewalk address many concerns regarding the parking management of devices, but efforts must be taken to ensure the solutions to tackle this issue do not inadvertently create unintended consequences that impact motorist safety and parking/loading for businesses.

Therefore DLANC recommends LADOT consider the following treatments in the Standard Plan for the placement of *docking stations* in the PROW:

- Design *docking stations/mobility hubs* with physical corral barriers to prevent scooters and e-bikes from falling into vehicle travel lines - these can look like the existing LADOT bicycle carrols used by DOT's Livable Streets kit.
- Provide high visibility markers such as paint, signage, colored K71 Bollards, or stanchions to designate *docking stations*.
- Consider working with the Bureau of Street Services (StreetsLA) Street Transit Amenities Program (STAP) team to integrate STAP furniture assets with *docking stations*
- Couple and integrate *docking stations* with existing Metro Bike Stations wherever possible to create multimodal experiences.
- Preserve all taxi, ADA, commercial, passenger, and valet parking zones. If the preservation of regular parking spaces cannot be achieved, ensure that LADOT works with the Council Office, Neighborhood Council, and Business Improvement Districts (if applicable), for community outreach and impact mitigation to merchants and any other impacted stakeholders.

Sincerely,



Claudia Oliveira  
President,  
DLANC



Debby Zhou,  
Chair,  
DLANC Livability Committee

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LADOT, For-Hire Policy Bureau (via email)  
LADOT, Central District Office (via email)  
LADOT, Office of External Affairs (via email)  
LADOT, Bicycle Advisory Committee (via email)  
LADOT, Pedestrian Advisory Committee (via email)  
Board of Transportation Commissioners (via email)  
Council District 14 (via email)  
Arts District Little Tokyo Neighborhood Council (via email)  
Downtown Center Business Improvement District (via email)  
South Park Business Improvement District (via email)  
Fashion District Business Improvement District (via email)  
Historic Core Business Improvement District (via email)  
Industrial District Business Improvement District (via email)