



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 20-1469-S1

1 message

LA City SNow <cityoflaprod@service-now.com>
 Reply-To: LA City SNow <cityoflaprod@service-now.com>
 To: philipa474@gmail.com, Clerk.CIS@lacity.org

Tue, Sep 16, 2025 at 10:52 PM

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

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

The CIS process was enable by the to 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 rResolution 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 Councils rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

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

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

Contact Information

Neighborhood Council: Rampart Village

Name: Philip Armstrong

Email: philipa474@gmail.com

The Board approved this CIS by a vote of: Yea(6) Nay(0) Abstain(0) Ineligible(1) Recusal(0)

Date of NC Board Action: 09/16/2025

Type of NC Board Action: For if Amended

Impact Information

Date: 09/17/2025

Update to a Previous Input: Yes

Directed To: City Council and Committees

Council File Number: 20-1469-S1

City Planning Number:

Agenda Date:

Item Number:

Summary: The Rampart Village Neighborhood Council (RVNC) requests that the City Council ask the Department of Transportation (LADOT), with support from the Bureau of Engineering, the Bureau of Street Services (BSS), and the Bureau of Contract Administration (BCA), to amend its report back, "Policies and Procedures of Temporary Closures of Active Transportation Facilities," dated August 7, 2025, to address a systemic failure of the existing policies and procedures. This systemic failure allowed a developer to close a critically important sidewalk for two weeks during which numerous middle school students were stranded without an alternate safe route to school. Therefore, we request that

LADOT, with support from the Bureau of Engineering, BSS, and BCA, amend its report back in order to enable their staffs to notify and protect users during the temporary closure of active transportation facilities. The motion for Council File 20-1469-S1 asks that LADOT, with support from the Bureau of Engineering and the BSS, be instructed to report back, within 90 days, with existing and/or proposed policies and procedures to notify and protect users during the temporary closure of active transportation facilities (sidewalks, off-street paths, and Class II and Class IV Bicycle Lanes), including notification, signage, equivalent facility and/or safe detour requirements. However, LADOT only recommends that the City Council note and file its report. In addition, LADOT's proposed changes to policies and procedures only addresses bike lane closures. In our August 20, 2024 community impact statement, the RVNC supported this council file provided that the report back address gaps in the existing policies and procedures that we observed when the sidewalk at [200 N Vermont Avenue](#) was closed in February 2024. To understand how this scenario played out in our area for two weeks in February 2024, the RVNC considered the information described in our full community impact statement attached for your use.

2 attachments



Community Impact Statement for Council File 20-1469-S1_2.pdf

519K



A2024000049.pdf

87K



Philip Armstrong, President | Ronnie Reece, Vice President
Lara Morrison, Treasurer | Mohammad Sufian, Secretary
Quazi Huda, Community Interest Rep | Jennifer Quinones, At-Large Rep
Kahlinah Garrett, Resident Tenants Rep | Amy Lee, Student Youth Rep
Gaines Newborn, Business Rep | Mujibar Badal, At-Large Rep
Shafi Ahmed, Community Based Organization Rep



Community Impact Statement
Temporary Closures / Active Transportation Facilities / Transportation Network Improvement
/ PWRS / Proposed Policies and Procedures
Council File 20-1469-S1

September 16, 2025

Honorable Members of the Los Angeles City Council,

The Rampart Village Neighborhood Council (RVNC) requests that the City Council ask the Department of Transportation (LADOT), with support from the Bureau of Engineering, the Bureau of Street Services (BSS), and the Bureau of Contract Administration (BCA), to amend its [report back](#), "Policies and Procedures of Temporary Closures of Active Transportation Facilities," dated August 7, 2025, to address a systemic failure of the existing policies and procedures. This failure allowed a developer to close a critically important sidewalk for two weeks during which numerous middle school students were stranded without an alternate safe route to school.

The [motion](#) for Council File 20-1469-S1 asks that LADOT, with support from the Bureau of Engineering and the BSS, be instructed to report back, within 90 days, with existing and/or proposed policies and procedures to notify and protect users during the temporary closure of active transportation facilities (sidewalks, off-street paths, and Class II and Class IV Bicycle Lanes), including notification, signage, equivalent facility and/or safe detour requirements.

In its report back dated August 7, 2025, LADOT only recommends that the City Council note and file its report. In addition, LADOT's proposed changes to policies and procedures only addresses proposed policies and procedures for bike lane closures.

In our August 20, 2024 [community impact statement](#), the RVNC supported this council file provided that the report back would address the gaps in the existing policies and procedures that we observed when the sidewalk at 200 N Vermont Avenue was closed from February 8 to 21, 2024. For the Transportation Committee meeting scheduled for August 27, 2025, only one community impact statement, from the PICO Neighborhood Council, was included under Item (1) Council File 20-1469-S1. We were subsequently told that our August 20, 2024 community impact statement and another community impact statement dated September 5, 2024 from

the North Westwood Neighborhood Council had already been included on the September 18, 2024 Transportation Committee agenda and the October 1, 2024 Council agenda. Furthermore, the City Clerk's Office stated, "Once the Council has taken an action, only new community impact statements are added to subsequent agendas only if they are new submissions."

On February 8, 2024, the RVNC observed the sidewalk closure at 200 N Vermont Avenue. Consequently, we submitted Service Request # 1-4647956881, citing "illegal construction," a category of service request that may no longer exist, because no detours and no equivalent facilities were provided for pedestrians. On February 9, we were informed that Service Request # 1-4647956881 was closed with the following comments: "Please be advise this location has a Building Materials permit on file for k-rails. Location will be inspected."

When an equivalent facility was created on February 22, 2024, which consisted of a passageway for pedestrians between the k-rails and the sidewalk, we observed it being used by numerous students. When we asked Council District 13 how they managed to address our safety concerns for the students, Field Deputy Laila Molina told us that she spoke with the BSS investigator who went to the site after the issue was brought to her attention and made sure a traffic control plan was enforced by the developer.

In monitoring the delivery of City services related to this temporary closure of active transportation facilities in our area, the RVNC considered the following information:

- On January 8, 2024, Bureau of Engineering issued Permit No. A2024-000049 (copy attached), Reference No. 108644, for the sidewalk closure which required the following permit conditions among others: #3. Call for inspection before noon on the workday prior to doing any work. #6. Pedestrian and vehicular access must be maintained at all times. This permit stated in all caps with red lettering: "Call Bureau of Contract Administration for inspection prior to commencing work." This permit replaced expired Permit No. A2021-001995, issued September 7, 2021, and neither of the two permits explained how permit condition #6 would be implemented.
- LADOT accepted two Traffic Control Plans (TCPs) for Project BR004669 on October 28, 2021 and January 3, 2022. Fabio Arias in LADOT's Permit Plan Review Division told us that these TCPs were submitted by the developer and neither one of these TCPs described the safe passageway that the BSS investigator required the developer to implement on February 22, 2024.
- [LADOT's report](#), dated October 20, 2021, relative to recommended protocols to minimize public impacts during construction, within the public right-of-way, Council File 20-1469, included the following description of roles and responsibilities. "To streamline the permitting process, LADOT does not require site-specific plans for typical SLS [street, lane and sidewalk] Closures and instead, if applicable, allows the applicants to use standard plans authorized by Federal standards (California Manual of Uniform Traffic

Control Devices), the Work Area Traffic Control Handbook manual, and LADOT standards. The monitoring and enforcement of SLS Closures are investigated by BCA and BSS inspectors.” Our question is: who determines when an SLS Closure meets the definition of “typical” to qualify for the streamlined permitting process and what criteria allow the applicants to use standard plans?

- Ordinance 187666, an ordinance amending Sections 62.04 and 62.61 of the Los Angeles Municipal Code to clarify penalties and authorize Administrative Citation Enforcement citations for violations of specified code sections, was created under Council File 20-1469 and it included penalties of: 1) \$1000 for violating conditions and requirements of a permit (LAMC 62.61(b)) and 2) \$4000 for work without requesting inspection (LAMC 62.04(n)). We understand that the City Attorney will not enforce LAMC 62.61(f), Penalties for Noncompliance, in the context of temporary closures of active transportation facilities because there isn’t consistent application of penalties across the City. It is not clear to us why the City Attorney could not prioritize enforcement of Ordinance 187666 on a case by case basis considering the scale of the liability to which the violations expose the City.
- The BCA did not receive a call to do an inspection for Permit No. A2024-000049. To make matters worse, the 311 customer service specialist should have, but did not, assign the RVNC’s Service Request # 1-4647956881 to BCA because it was BCA that was responsible for inspecting the sidewalk closure to ensure that the permit conditions were met.
- John Calderon, Principal, Metropolitan East Construction Division in the BCA told us that the nearest crosswalk, at W 1st Street and Vermont Avenue, is approximately 500 feet from the site where the sidewalk was closed. If there was a crosswalk within 300 feet of the site, they could direct pedestrians to use the crosswalk to meet permit condition #6. Virgil Middle School is located at 152 N Vermont Avenue and the sidewalk in front of 200 N Vermont Avenue provides easy and safe access for students from the school to the Vermont/Beverly Metro Station. The school and 200 N Vermont Avenue are separated by Council Street and that intersection does not have a crosswalk or traffic signal that would allow pedestrians to safely cross Vermont Avenue.
- On May 21, 2024, Tim Fremaux in LADOT Design and Construction Management told us a traffic signal for Vermont/Council (the location where pedestrian access to the sidewalk on the east side of Vermont Avenue was closed for two weeks) was going through plan review and they expected that the developer would construct it in the next three to six months, but that was just an estimate, since the developer controls their own schedule. It still hasn’t been constructed.
- Regarding the ATP Cycle 6 Infrastructure Concept Plan Review for the Central City Safe Routes to School (SRTS) Safety & Climate Resilient Neighborhood Network Project,

Margot Ocanas, LADOT's SRTS Director, mentioned this planned traffic signal for Vermont/Council to us in a January 2022 presentation for Central City Value High School and Dr. Sammy Lee Medical and Health Science Magnet Elementary School. This SRTS ATP6 project was awarded \$32 million (California Department of Transportation Funds) in fall 2023 and will impact approximately 16,000 students (of whom about 50% are independent active transportation travelers based on LADOT's travel tally) at 21 schools. However, we have not had a regular point of contact for this project since Margot Ocanas left LADOT in May 2024.

- In retrospect, it appears to us that the developer could have satisfied permit condition #6 by constructing the traffic signal for Vermont/Council and would likely have done so if the developer had anticipated that the BCA would require them to comply with permit condition #6 of Permit No. A2024-000049.

Therefore, we request that LADOT, with support from the Bureau of Engineering, BSS, and BCA, amend its report back to address the above described systemic failure of the existing policies and procedures in order to enable their staffs to notify and protect users during the temporary closure of active transportation facilities.

In service,
Rampart Village Neighborhood Council

PRESENTED BY: Lara Morrison

SECONDED BY: Shafi Ahmed

YES: 6 NO: 0 ABSTAIN: 0 ABSENT: 4 INELIGIBLE: 1

ON THIS DATE: September 16, 2025

Attachment: Permit No. A2024-000049, Reference No. 108644

Cc: Laura Rubio-Cornejo, General Manager, LADOT
Dr. Rocío Rivas, Vice President, Board of Education, District 2
Hydee Feldstein Soto, City Attorney
Councilmember Heather Hutt
Councilmember Hugo Soto-Martinez
Alan Antonio, Deputy, CD 10
Emma Howard, Community Development & Planning Director, CD 13
Jack L. Suria Linares, Community Affairs Deputy, Board of Education, District 2
Elliott Shaw, LADOT
Eleanor Hunts, LADOT



CLASS "A" PERMIT



City of Los Angeles
Department of Public Works
Bureau of Engineering

Job Location: 200 N VERMONT AVE
Contact: ISMAEL PABLO
Contact Phone: 2132331496
Permittee: ISMAEL PABLO
Permittee Address: 865 South Figueroa St Suite 3200
Los Angeles, CA 90017
Permittee Phone: 2132331496
Description of Work: New
APN: 5501-010-032

Permit No. A2024-000049 C
Reference No. 108644
Date Issued: 01/08/2024
Expiration Date: 07/06/2024
Engineering District: Central
Thomas Guide (Page/Grid): 634 A1
Issued by: Wallie Jong
Issuing District: Central
For questions regarding this permit call: (213) 482-7030

CALL BUREAU OF CONTRACT ADMINISTRATION
FOR INSPECTION PRIOR TO COMMENCING WORK: (213) 485-5080
<https://bcainspection.lacity.org/bcaapp/home>

I hereby agree to observe all requirements of the Los Angeles Municipal Code, the Standard Specifications, and any special requirements made part of this permit.

X _____ Date: _____ Inspector: _____ Date: _____

FIELD NOTES:

REMARKS: COMPLETE A-PERMIT WORK UNDER EXPIRED A-PERMIT REF 92191. NO INSPECTIONS WERE DONE. ALL WORK TO MEET L.A. CITY STANDARDS. CALL FOR INSPECTION.

Frontage		Intersection		Frontage		Intersection						
Curb Face to Edge of Sidewalk:				Width of Sidewalk:								
Height of Curb:				Curb Face to Property Line:								
Driveways:												
Driveway No.	Case No.	(A)	(X)	(Y)	(W)	(T)	(GW)					
Fees:												
Fee Description		Qty	Unit	Rate	Subtotal	Discount	Net Amt.	3.00% Sur.(1)	7.00% Sur.(2)	Total	Inspection Results	
											Qty	Initial
A-Permit Basic Fee		1	each	\$273.00	\$273.00	\$0.00	\$273.00	\$8.19	\$19.11	\$300.30		
Concrete Pvmnt Insp-Sidewalk 1 (Replace)		30.00	Sq. Ft.	\$0.85	\$25.50	\$25.50	\$0.00	\$0.00	\$0.00	\$0.00		
Concrete Pvmnt Insp-Sidewalk 2 (Replace)		30.00	Sq. Ft.	\$0.85	\$25.50	\$25.50	\$0.00	\$0.00	\$0.00	\$0.00		
Concrete Pvmnt Insp-Sidewalk 3 (Replace)		20.00	Sq. Ft.	\$0.85	\$17.00	\$17.00	\$0.00	\$0.00	\$0.00	\$0.00		
Concrete Pvmnt Insp-Sidewalk 4 (Replace)		20.00	Sq. Ft.	\$0.85	\$17.00	\$17.00	\$0.00	\$0.00	\$0.00	\$0.00		
Area Drains		4	Each	\$15.95	\$63.80	\$63.80	\$0.00	\$0.00	\$0.00	\$0.00		
Totals					\$421.80	\$148.80	\$273.00	\$8.19	\$19.11	\$300.30		



Job Location: 200 N VERMONT AVE

Permit No. A2024-000049

General Notes

Initials: _____

- 1. A copy of this permit must be at the jobsite at all times.
- 2. All changes in sketches and permit limits must have prior approval.
- 3. Call for inspection before noon on the workday prior to doing any work.
- 4. All work shall comply with the latest edition of the "Greenbook", Standard Specifications for Public Works Construction.
- 5. Jobsite conditions must comply with the latest edition of the "Work Area Traffic Control Handbook" (W.A.T.C.H.)
- 6. Pedestrian and vehicular access must be maintained at all times. Barricades and lights must be in use at the jobsite from the start of removals to the completion of the work.
- 7. If the contractor does not furnish barricades and protective devices, as required, the City of Los Angeles may, at its option, provide them for a fee to the contractor.
- 8. All traffic lanes (including: Through, Turning, and Peak Hour lanes) shall be unobstructed from 3:30PM to 7:00 PM and 6:00 AM to 9:00 AM. One traffic lane may be closed at all other times.
- 9. The jobsite, including temporary resurfacing, must be maintained by the permittee until all permanent resurfacing is completed.
- 10. No driveway apron shall be permitted for front yard parking per LAMC Sec 12.21 C (g).
- 11. Sawcut all removals. No backfill or concrete shall be placed without approval of the inspector.
- 12. Slurry cement backfill is required in all public streets and alleys. Laterals require inspection before the backfill is placed.
- 13. Only Bonded Sewer Contractors are permitted to make sewer connections in the public right of way.
- 14. Property line connections must be completed prior to calling for inspection.
- 15. All permanent resurfacing must be completed within 3 weeks of the temporary resurfacing or the completion of the job.
- 16. All permanent resurfacing must be identified by an approved marker/tag identifying the permittee and the year the work was completed. Tags are to be placed as close to the curb as possible. For excavations less than 50 feet long, only one tag should be placed in the middle. For longer excavations, tags should be placed at 50 feet intervals and at both ends.
- 17. The permittee is required to contact any other agencies impacted by their work.
- 18. PERMITTEE SHALL STOP WORK AND CONTACT THE PERMITTING AGENCY PRIOR TO CUTTING OR EXCAVATING ANY DECORATIVE SIDEWALK, PAVEMENT, OR CROSSWALK.
- 19. ANY DAMAGE TO DECORATIVE SIDEWALK, PAVEMENT, OR CROSSWALK MUST BE REPAIRED IN KIND OR RECONSTRUCTED IN KIND BY THE PERMITTEE, AS DIRECTED BY THE PERMITTING AGENCY, IN A MANNER SATISFACTORY TO THE CITY ENGINEER AND THE INSPECTOR OF PUBLIC WORKS.
- 20. NO CONSTRUCTION IS ALLOWED ALONG STREETS SUBJECT TO HOLIDAY SEASON STREET CLOSURE RESTRICTIONS. THE HOLIDAY SEASON STREET CLOSURE MORATORIUM IS IN EFFECT FROM: November 23-27, December 2-4, December 9-11 and December 16-25, 2022. Additional information regarding the Holiday Moratorium, including procedures for submitting a request for a Holiday Moratorium Exemption can be found online at the Customer Portal, at: <https://engpermits.lacity.org/public>
- 21. See LAMC Sec 62.115 regarding refunds of this permit
- 22. This permit does not allow occupying/fencing-off/separating and utilizing the public right-of-way permitted work area prior to the start of work or after the work is completed. Furthermore, the work area shall not be used for storage, parking, or staging of the construction activities on the private property
- 23. The drain shall be 3" diameter pipe for a 6" curb face and a 4" diameter pipe for an 8" curb face or greater. The invert of the drain shall be located 1/2" above the gutter flowline. The drainpipe shall have a minimum 2" clearance from top of curb and be laid on a straight grade with a minimum slope of 1/8" per foot and terminate 1" back of the curb face.
- 24. Trench backfill and A/C pavement resurfacing shall follow the latest version of LA City Standard Plan S477.
- 25. Whenever any actual or proposed construction activity occurs within 5' of any existing City Transit Furniture, including but not limited to transit shelters, public amenity kiosks, newsstand vending kiosk, automated public toilet, bus bench or associated trash receptacles, permittee/contractor shall arrange and pay for the removal, storage, relocation, replacement, and/or re-installation of all transit furniture and their related appurtenances whether shown and indicated on the plans or not. Transit furniture are the property of the City of Los Angeles and may only be removed by the city's authorized vendors. Contact Glenn Flutie of InSite Street Media at (310)559-1600 or jmorales@insitem.com for bus benches and associated trash receptacles. For all other transit furniture, contact StreetsLA at StreetsLA.STAP@lacity.org. Advance arrangement shall be made 6 weeks in advance of the required work.
- 26. Provide two-week advance notice for possible relocation/abandonments of a bus stop. For Metro bus stops, contact David Daniels of Metro Stops and Zones Department at danielsd@metro.net.

(1) The 3% surcharge funds improvements for the Development Services Trust Fund (LAMC 57.118.4 and 61.17).
(2) The 7% surcharge funds the Public Works Engineering Equipment and Training Trust Fund (LAMC 61.03).
Minimum Inspection Charges: a 10 sq. ft. applies to driveways, sidewalks, access ramps, alley intersections, street resurfacing, and gutters. A 3 In. ft. applies to curbs and curb cuts.

Underground Service Alert	(800) 422-4133	Call 48 hours prior to work
Bureau of Street Lighting		
Street Light Relocation	(213) 847-1550	
Dept. of Transportation		
Traffic Signal Relocation	(213) 485-2261	Call 48 hours prior to work
Parking Meter Removal/Relocation	(213) 485-2273	
Department of Water and Power		
Water Meter Removal/Relocation	(800) 342-5397	
Bureau of Street Services		
Street Tree Removal/Trimming	(213) 847-3077	

Barricades/Street Closure
Street Tree Inspection

(213) 485-5691
(800) 996-2489

