



CITY OF  
LOS ANGELES  
CALIFORNIA



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## WEST HILLS NEIGHBORHOOD COUNCIL

### **JOINT BOARD and STREETS & TRANSPORTATION COMMITTEE ONLINE AND TELEPHONIC MEETING AGENDA Tuesday, March 21, 2023, at 7:30 p.m.**

In conformity with the September 16, 2021, enactment of California Assembly Bill 361 (Rivas) and due to concerns over Covid-19, the West Hills Neighborhood Council meeting will be conducted entirely with a call-in option or internet based service option. All are invited to attend and participate.

**To attend online** via Zoom Webinar, [CLICK HERE TO JOIN](https://zoom.us/j/95492683794) or paste the following link into your browser:  
<https://zoom.us/j/95492683794>.

**To call in by phone**, dial **(669) 900-6833**, then punch in this Webinar code when prompted: **95492683794#**.

This meeting is open to the public. Comments on matters not on the agenda will be heard during the Public Comment period. Those who wish to speak on an agenda item will be heard when the item is considered.

#### **AB 361 Updates:**

Public comment cannot be required to be submitted in advance of the meeting; only real-time public comment is required. If there are any broadcasting interruptions that prevent the public from observing or hearing the meeting, the meeting must be recessed or adjourned. If members of the public are unable to provide public comment or be heard due to issues within the Neighborhood Council's control, the meeting must be recessed or adjourned.

**Call to Order** and Roll Call

**Comments from the Co-Chair(s)**

**Announcements**

**Public Comments** on matters of committee jurisdiction not on the agenda (2 minutes)

1. **Discussion and Possible Approval of Minutes:** from January 17<sup>th</sup>, 2022, Streets & Transportation Committee Meeting
2. **Discussion and Possible Action:** on west bound left turn from Roscoe on to Fallbrook request review of signal timing. (Letter)
3. **Discussion and Possible Action:** on Painting Traffic Control Cabinet (Sarah Stone)
4. **Discussion and Possible Action:** on \$500.00 spending request for paint/supplies and artist payment.
5. **Discussion and Possible Action:** on request of speed tables on Platt between Ingomar and Sherman Way. (Letter)
6. **Discussion and Possible Action:** on LADOT proposed removal of crosswalk on Woodlake Ave & Justice St (Letter)
7. **Discussion and Possible Action:** on appointing member(s) to lead the compilation of sidewalks in West Hills that need

repair.

8. **Discussion and Possible Action:** on re-establishing a 10,000 lb. vehicle weight limit on Fallbrook north of Roscoe. (Steve Randall)
9. **Discussion and Possible Action:** on requesting a stop sign on Posey Lane at Dorie Dr. (Stakeholder Julie Hughes)
10. **Discussion and Possible Action:** on CIS on CF 23-0143, Bureau of Street Services report to Public Works Committee on amending LAMC 62.06 need to repave street after any excavation.
11. **Discussion and Possible Action:** on CIS on CF 23-0167, City Council direct the Bureau of Street Services, in coordination with the Urban Forestry Division and the City Forest Officer, to report back on sustainable solutions and best practices to sidewalk repairs

**Public input at Neighborhood Council meetings:** When prompted by the presiding officer, members of the public may address the committee on any agenda item before the committee takes an action on the item by punching in \*9 (if calling in by phone) or by clicking on the “raise hand” button (if participating online through Zoom) and waiting to be recognized. Comments from the public on agenda items will be heard only when the respective item is being considered. Comments from the public on matters not appearing on the agenda that are within the committee’s jurisdiction will be heard during the General Public Comment period. Please note that under the Ralph M. Brown Act, the committee is prevented from acting on a matter that you bring to its attention during the General Public Comment period; however, the issue raised by a member of the public may become the subject of a future committee meeting. Public comment is limited to 2 minutes per speaker, unless adjusted by the presiding officer of said committee.

**Notice to Paid Representatives** - If you are compensated to monitor, attend, or speak at this meeting, city law may require you to register as a lobbyist and report your activity. See Los Angeles Municipal Code §§ 48.01 et seq. More information is available at [ethics@lacity.org/lobbying](mailto:ethics@lacity.org/lobbying). For assistance, please contact the Ethics Commission at (213) 978-1960 or [ethics.commission@lacity.org](mailto:ethics.commission@lacity.org)

**Public Posting of Agendas:** WHNC agendas are posted for public review at Shadow Ranch Park, 22633 Vanowen St., West Hills, CA 91307 or at our website, [www.westhillsnc.org](http://www.westhillsnc.org) You can also receive our agendas via email by subscribing to the City of Los Angeles Early Notification System at [www.lacity.org/government/Subscriptions/NeighborhoodCouncils/index](http://www.lacity.org/government/Subscriptions/NeighborhoodCouncils/index)

**The Americans With Disabilities Act:** As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. Sign language interpreters, assistive listening devices and other auxiliary aids and/or services may be provided upon request. To ensure availability of services, please make your request at least three business days (72 hours) prior to the meeting you wish to attend by contacting via email [NCsupport@lacity.org](mailto:NCsupport@lacity.org) or calling (213) 978-1551. If you are hearing impaired please call 711.

**Public Access of Records:** In compliance with Government Code Section 54957.5, non-exempt writings that are distributed to a majority or all of the board in advance of a meeting may be viewed at the meeting where such writing was considered or by contacting the WHNC’s executive director via email at [michelle.ritchie@westhillsnc.org](mailto:michelle.ritchie@westhillsnc.org) Requests can be made for a copy of a record related to an item on the agenda.

**Reconsideration and Grievance Process:** For information on the WHNC’s process for board action reconsideration, stakeholder grievance policy or any other procedural matters related to this Council, please consult the WHNC Bylaws. The Bylaws are available at our website, [www.westhillsnc.org](http://www.westhillsnc.org)

**Servicios De Traducción:** Si requiere servicios de traducción, favor de avisar al Concejo Vecinal 3 días de trabajo (72 horas) antes del evento. Por favor contacte [Michelle.Ritchie@westhillsnc.org](mailto:Michelle.Ritchie@westhillsnc.org)



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## WEST HILLS NEIGHBORHOOD COUNCIL

### JOINT BOARD and STREETS & TRANSPORTATION COMMITTEE ONLINE AND TELEPHONIC MEETING MINUTES

January 17, 2023

Revised 17, 2023

Attendance: Faye Barta, Dan Brin, Bob Brostoff, Bonnie Klea, Heidi Manning, Steve Randall, Anthony Scarce, Myrl Schreibman, Joan Trent, and Brad Vanderhoof

Absent: Brian Begun

Other Board Members in Attendance: Alejandro Phillips

Committee Co-chair Anthony Scarce called the meeting to order at 7:32 PM. A quorum was established.

Comments from the Co-Chair(s): None

Announcements: None

Public Comment: None

Numbers refer to agenda items.

1. Approval of Minutes: from November 15th, 2022: The minutes were approved as amended.
2. West bound left turn from Roscoe on to Fallbrook: The stakeholder who suggested this item was not in attendance. Steve said traffic backs up at the intersection because the signal light timing is wrong. Dan suggested writing a letter to DOT and CD12. Dan, Faye, and Steve will draft a letter for the committee to review.
3. Solutions for speeding on Platt between Ingomar and Sherman Way: Steve suggested requesting speed tables and speed limit signs. Anthony said the last time the speed hump application period opened it closed after 45 minutes and the WHNC cannot support the community on that time scale. Bob suggested writing a letter requesting speed humps. Steve and Faye will draft a letter for the committee to review.
4. Traffic surveys procedures and recommendations: No action taken. Item tabled to February.
5. Recommendations for future agenda items: Heidi said she sees a lot of drivers who ignore stop signs at night when they do not see headlights. She suggested the committee might want to make a list of problem intersections. Professor Schreibman brought up the issue of uneven sidewalks and the hazards involved. Heidi raised the issue of sewer odors.

Committee Co-chair Anthony Scarce adjourned the meeting at 8:20 PM.

The next regular meeting of this committee will be held on Tuesday, February 21, 2023, at 7:30 PM.

**RE: Intersection of Roscoe and Fallbrook request review of Left Turn Signal**

Silva Abramian Eltchi  
Transportation Engineer  
Los Angeles Department of Transportation  
19040 Vanowen St. # A  
Reseda, CA 91335

Silva Abramian Eltchi

The WHNC Streets & Transportation Committee has received many complaints about a delay and traffic back up at the west bound left turn lane of Roscoe Blvd turning onto Fallbrook. The traffic backup we believe is caused by a recently shortened time of the left turn signal. Committee members and stakeholders have reported the backup often far exceeds the area of the left turn lane que.

We request this intersection be reviewed and the traffic signal time be lengthened appropriately.

Sincerely,

cc CD12

# WEST HILLS NEIGHBORHOOD COUNCIL

## Spending Request Form

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**Please print legibly or type**

Date of submission:

Committee Name:

Chairperson/Stakeholder:

Date Approved by Committee:

Phone:

Email:

Event/Activity

Total Amount Requested:

Budget Line Item:

Justification for request. This must include a statement about how the event/activity benefits the stakeholders of West Hills.

(Attach additional pages if necessary)

List all expense items, quantities, and amounts:

Item & Quantity	Amount
<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>

For Budget Committee/Controller Use Only:

Committee Approved

Budget Approved

Board Approved

**RE: Request of Speeding Mitigation on Platt Ave. between Ingomar St. & Sherman Way**

Silva Abramian Eltchi  
Transportation Engineer  
Los Angeles Department of Transportation  
19040 Vanowen St. # A  
Reseda, CA 91335

Silva Abramian Eltchi:

The WHNC Streets & Transportation Committee has received many complaints regarding speeding on Platt Ave. between Ingomar St. and Sherman Way. This item was on our agenda and the discussion involved requesting additional Speed Limit Signs, Speed Humps etc. The Committee believes that Speed Humps are the best way to mitigate speeding on Platt Ave.

One of the purposes of the West Hills Neighborhood Council, like all Neighborhood Councils, is to assist our stakeholders in acquiring City services. This purpose is defined in the City Charter. The City's Speed Hump Program, which opens once a year, is limited to 25 or so applicants per Council District and uses a first come first served policy. The last time the program was open online it was approximately 45 minutes or less when all the spots were filled. This program seems not to have consideration for Neighborhood Council input. Our Neighborhood Council spends much time listening and evaluating stakeholders' requests for Speed Humps/Tables before we make a recommendation or request of LADOT. West Hills Neighborhood Council requests we think should take a priority; we are the "boots on the ground" so to speak of City Government.

We request LADOT set aside a few Speed Hump program slots for West Hills Neighborhood Council. All other criteria for consideration should still be required as the petition signed by the affected neighbors etc.

We also request that Speed Tables be evaluated to be installed on Platt Ave. between Ingomar and Sherman Way for speeding mitigation.

Sincerely,

cc CD12

**RE: Opposition of the Removal of Crosswalk at Woodlake Ave. and Justice St.**

Silva Abramian Eltchi  
Transportation Engineer  
Los Angeles Department of Transportation  
19040 Vanowen St. # A  
Reseda, CA 91335

Silva Abramian Eltchi:

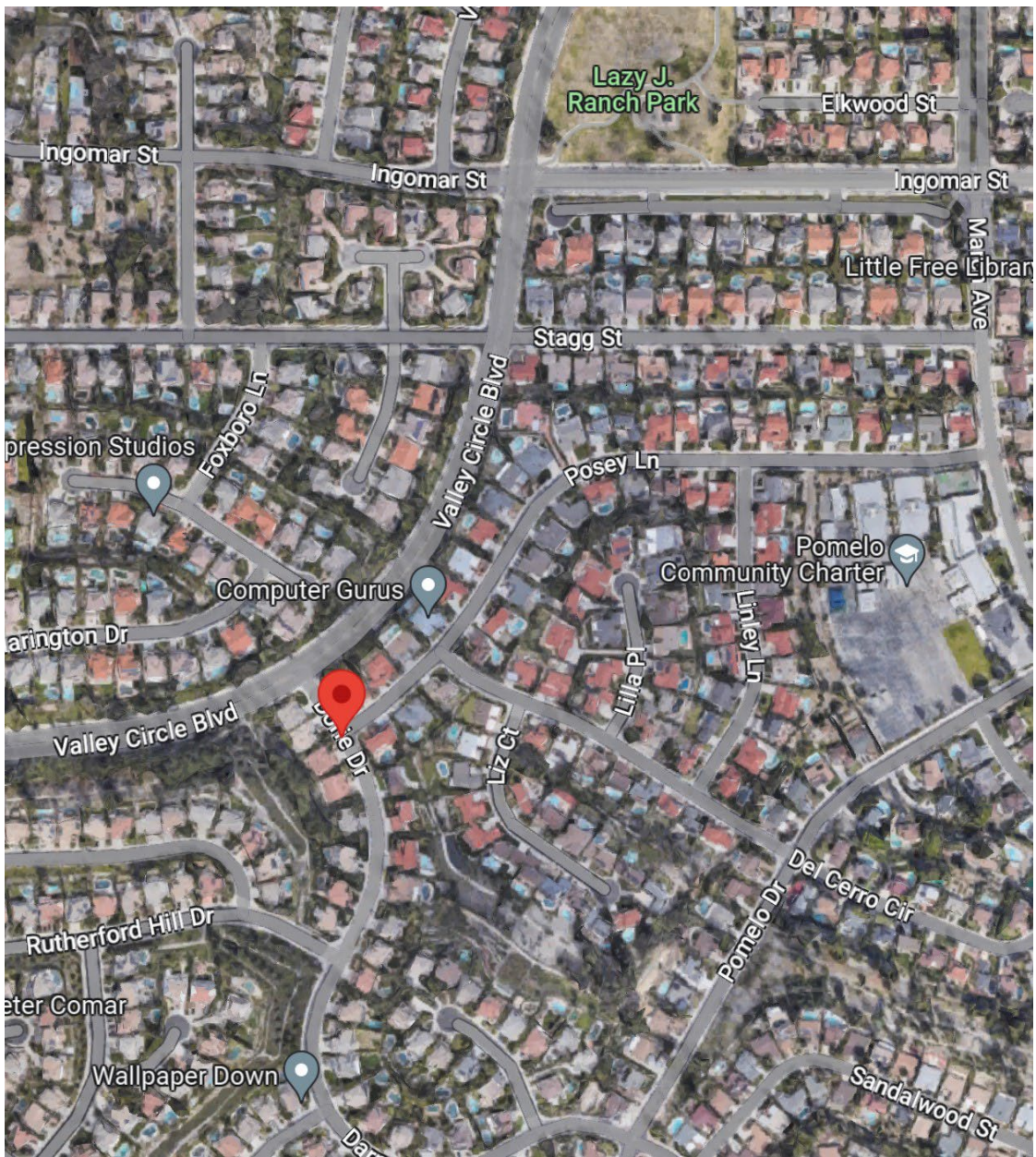
It has come to the attention of the West Hills Neighborhood Council, Streets & Transportation Committee of the proposed removal of the crosswalk at Woodlake Ave. and Justice St. Many stakeholders have expressed opposition to the removal of this crosswalk. Unfortunately, the opposition was expressed on Facebook not directly to LADOT. It has also been reported by a stakeholder the survey was done during winter break for our schools, which may not be completely accurate.

On June 2<sup>nd</sup> 2022 the West Hills Neighborhood Council voted at full Board Meeting, (17 yes votes 0 No votes) to install additional 3-way stop signs at Woodlake Ave. and Justice St. This proposed removal is contrary to the requests of our stakeholders and the full Board of the West Hills Neighborhood Council.

Please consider our strong opposition to the removal of the crosswalk and instead evaluate and install an additional 3-way stop sign at the intersection of Woodlake Ave. and Justice St.

Sincerely,

Cc CD12





## MOTION

Los Angeles Municipal Code (LAMC) 62.06 relates to the establishment of the Street Damage Restoration Fee (SDRF) which requires any entity that is required to obtain a permit to excavate in a public street or alley must pay an SDRF. LAMC 62.06(E) states that any entity making an excavation in a street within one year following the resurfacing of the street, must repave the entire street block from curb face to curb face. This street cut moratorium is a temporary ban on cutting into City streets for the installation or repair of underground utilities like gas, water, and electricity. The moratorium aims to reduce the number of street cuts, which can cause traffic disruptions, damage to city infrastructure, and safety hazards for drivers and pedestrians. The moratorium period is intended to allow the City to assess and improve its processes for managing street cuts, and to come up with a more comprehensive and coordinated approach to managing the excavation of City streets.

The street cut moratorium has faced several challenges and criticisms since its inception, including:

- Business disruptions; the moratorium has caused disruptions for businesses that require underground utility work and have been unable to proceed with their projects. This has resulted in delays, increased costs, and reduced efficiency for these businesses.
- Environmental and fiscal concerns; In many cases, cutting into a newly repaved street does not impact the majority of the street, but would require a complete repaving of a street resulting in removing perfectly good asphalt and increasing waste, both environmentally and fiscally.
- Safety concerns; Critics of the City's street cut moratorium have argued that the moratorium may actually compromise public safety by delaying essential utility repairs and upgrades that are needed to ensure the reliability and safety of utility services.
- Property owners' concerns; some have argued that the moratorium prevents property owners from being able to make necessary improvements to their buildings and properties. This can delay the occupancy of much needed housing and/or other development projects.
- Lack of clarity; the moratorium has faced criticism for lacking clear guidelines and processes for obtaining exceptions or permits for essential utility work, making it difficult for business and property owners to navigate and comply with the ban.



These challenges highlight the need for a balanced approach that addresses the need for infrastructure improvements and the need to minimize disruptions, reduce waste, as well as reducing safety hazards in the City.

FEB 08 2023

PK

I THEREFORE MOVE that the Bureau of Street Services in consultation with the Bureau of Engineering, be requested to report back to the Public Works Committee with options for consideration to amend LAMC 62.06 in an effort to modify the need to repave an entire block when repaving within the first year after a street cut and replace it with a requirement that will address the concerns stated above; ultimately resulting in a more environmentally friendly, fiscally responsible, safer requirement that would still provide for a sound street repair that will not materially shorten the life of the overall street.

PRESENTED BY   
JOHN S. LEE  
Councilmember, 12<sup>th</sup> District

SECONDED BY   


**ORIGINAL**



MOTION

The urban environment is a web of natural and built features interacting daily. Whether it's the sun beating down on streets and sidewalks; or rain running off asphalt and saturated lawns into gutters, these daily workings of life in a city are all surrounded by an important piece of green infrastructure – trees. Trees are combatants of the urban heat island effect, providing necessary shade to streetscapes. Trees are interceptors of rainwater, providing stormwater retention for overloaded drainage systems. Trees are absorbers of air and water pollutants, improving health and wellness in neighborhoods, and they are beautiful green canopies housing wildlife and improving the character of communities.

In the City of Los Angeles, the Urban Forestry Division manages nearly 700,000 street trees growing along 6,500 miles of public roads, making the City's street tree population the largest urban forest in the nation. Having the largest urban forest does not come without its share of problems. The conflicts between tree roots and sidewalks in Los Angeles are widespread, resulting in recurring expenses for repair and even at times, tree removals. In 2016, the City settled a \$1.4 billion class action lawsuit, commonly known as the "Willits Settlement," that determined the City's crumbling sidewalk infrastructure was not compliant with the Americans with Disabilities Act (ADA) and prevented people with disabilities from traveling and accessing opportunities in Los Angeles. This legal action led the City to develop the "Sidewalk Repair Program," which as of today is the only program for sidewalks in the City.

In an effort to comply with the Willits Settlement, the City prepared a comprehensive EIR that supported the need to remove some 13,000 street trees. However, in late January 2023, the Los Angeles Superior Court ruled that the EIR failed to thoroughly examine the impacts to wildlife and the environmental consequences of trading mature trees for young replacement trees.

**I THEREFORE MOVE** that the City Council direct the Bureau of Street Services, in coordination with the Urban Forestry Division and the City Forest Officer, to report back on sustainable solutions and best practices to sidewalk repairs, implemented by other cities, that preserve our City's mature street trees while ensuring safe sidewalks.

**I FURTHER MOVE** that the City Council instruct the City Administrative Officer, and all other relevant departments, to report back on the steps necessary, or already underway, to secure federal funding under the urban forestry program of the new infrastructure bill.

PRESENTED BY

  
\_\_\_\_\_  
JOHN S. LEE

Councilmember, 12<sup>th</sup> District

SECONDED BY

  
\_\_\_\_\_

FEB 14 2023

ORIGINAL

PK

Committee Meeting Date: March 21, 2023

Board Meeting Date \_\_\_\_\_

File # :	CF 23-0167
Title :	Street Damage Restoration Fee (SDRF) / Public Street Excavation / Street Cut Moratorium / Safety Hazards / City Infrastructure Damage / Environmentally Friendly / Los Angeles Municipal Code (LAMC) Section 62.06 / Amendment
Type :	Public Works Committee
City/State :	Los Angeles, California

Summary :	West Hills has many sidewalks in disrepair and dangerous to our stakeholders. Many of our sidewalks are not ADA compliant. While we support the “Sidewalk Repair Program”, sidewalks should be repaired without the need to remove 13,000 trees. Removal of 13,000 trees may impact our wildlife and other environmental consequences.
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Motion :	West Hills Neighborhood Council supports CF 23-0167 that the City Council direct the Bureau of Street Services, in coordination with the Urban Forestry Division and the City Forest Officer, to report back on sustainable solutions and best practices to sidewalk repairs, implemented by other cities, that preserve our city’s mature street trees while ensuring safe sidewalks. West Hills Neighborhood Council also supports that the City Council instruct the City Administrative Officer, and all other relevant departments, to report back on the steps necessary, or already underway, to secure federal funding under the urban forestry program of the Federal Government’s new infrastructure bill.
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ST Position :	
Vote :	

“YES” Vote:	
	<b>YES = YES</b> on the Motion

“NO” Vote:	
	<b>NO = NO</b> on the Motion