

MINUTES

**CITY COUNCIL MEETING
February 8, 1988
WEST HOLLYWOOD PARK
647 N. SAN VICENTE BLVD.
7:00 P.M.**

CALL TO ORDER WITH TRANSPORTATION COMMISSION: Mayor Viterbi called to order the Joint Meeting of City Council and Transportation Commission at 7:05 P.M.

PLEDGE OF ALLEGIANCE: The Pledge of Allegiance was led by Maryanne Jones, Transportation Manager.

ROLL CALL: CITY COUNCIL:

PRESENT: Albert, Heilman, Land, Schulte,
Mayor Viterbi

TRANSPORTATION COMMISSION:

PRESENT: Hundal, Harvey, Zaden, Dobrin, Shay, Siegel
ABSENT: Commissioner Fabe (excused)

ALSO PRESENT: City Manager Brotzman
Maryanne Jones, Transportation Manager
Chuck Bergson, Public Works Director

APPROVAL OF AGENDA: Action: To approve agenda. Motion Heilman second Land. Hearing no objection it was so ordered.

WORKSHOP MEETING:

1. TRANSPORTATION COMMISSION:

The staff report was given by Maryanne Jones, Transportation Manager, who highlighted a few of the issues brought up in the report, "Overview of Transportation Division Objectives and Projects." Ms. Jones commented on some of the following issues:

The DKS Phase II Study--Implementation of Parking Structure Conceptual Design, Administration, and Financing Options. Sites were evaluated last year. No final choices were made by the Council except the police vehicle impound lot. Negotiation with DKS to allow for extension of their contract, which expired August 31, for one year from date of revision of the agreement. Council might want to discuss that arrangement.

The Transit Study--we are beginning the survey work this week.

WORKSHOP MEETING CONTINUED:

1. TRANSPORTATION COMMISSION: (CONTINUED)

Sunset shared parking alternatives--a viable commercial parking strategy--DKS will also be assisting in implementation work for this--potential sites need to be identified and a list compiled of potential users. One issue might be whether Council favors participation in promotion of shared parking.

One way couplets and diagonal restriping--preliminary recommendations will be ready shortly. One issue is, if reaction at the public hearing is overwhelmingly negative, should we return to Council at all with recommendations?

Permit Parking--bringing West Knoll ordinance to Council probably the first meeting in March--potential study of Horn-Shoreham area at that time.

Proposal of small or one-street districts--Greenacre is an example, Horn-Shoreham might be another--clarify whether you would consider establishing those kinds of districts in general or on a case-by-case basis.

Discussion of a Transportation Systems Management Ordinance--have been working with SCAG but the Regional Extra Efforts program has been discontinued--have been working on my own basically. TSM ordinance would require the assistance of several divisions.

The new AQMD regulation 15--within 18 months AQMD (Air Quality Management District) will require employers with 100 or more employees at a worksite to submit ridesharing plans and fees--a very strict rule. Would like to request another joint meeting of Transportation Commission and Council sometime in June or July to discuss some of the issues related to this.

Comments by Chuck Bergson, Public Works Director: Mr. Bergson commented that solutions to the traffic and parking problems will take time but are attainable. We must work hand-in-hand with rest of the regional area. Solutions will take time but are basically simple and specific ideas, like upgrading the signals, redesigning some of the intersections, working hand-in-hand with L.A. in the region, peak-hour parking restrictions. Regarding permit parking, we must work that in with parking structures because as we put in permit parking in residential neighborhoods we will impact commercial parking.

Comments by Garry Shay, Transportation Commission:

Garry Shay officially called to order the meeting of the Transportation Commission, and commented on some of the following issues:

WORKSHOP MEETING CONTINUED:

1. TRANSPORTATION COMMISSION: (CONTINUED)

The circulation element of the General Plan Environmental Impact Report--the level of service of our streets is nearing gridlock. The EIR suggests consumers and commuters will modify their travel habits over time. If people avoid West Hollywood, the economic vitality of business community will suffer, as well as ability of the City to deliver desired level of social services to its residents. Could result in decline in development activity. We must choose between primarily serving internal circulation needs or commuters passing through West Hollywood. Need to take action regarding development and the increased trip generation it often entails.

The two most important proposals by Transportation Commission (pages 10 and 11 of Transportation Commission recommendations) are: 1) the requirement of a focussed traffic EIR for all new development to determine trip generation and to assess cumulative effects of the specific project and probable future projects pursuant to the California Environmental Quality Act; 2) that only replacement density be allowed until the TDM ordinance is adopted at which time any new development would be tied to carefully formulated trip generation standards and the capacity of the road system to absorb the increased number of trips all contingent upon attempting to meet the targeted goals of the TDM ordinance. Recently adopted regulation 15 of the Air Quality Management District moves in this direction by requiring all employers with more than 100 employees to either develop ridesharing plans and have on-site coordinators or be assessed substantial fines.

It is evident however that the circulation element itself cannot be modified sufficiently to absorb the projected build-out. For this reason the Transportation Commission recommended a multi-faceted approach of not only requiring focussed EIRs, assessing trip generation and replacement density tied with a TDM ordinance, but also cooperation with adjoining jurisdictions on TSM projects, including one-way streets and implementation of new permit parking districts.

Permit parking presents two policy questions the Commission would like to resolve tonight if possible: whether the primary goal of permit parking is to preserve neighborhood quality of life and residential character as approved by the Supreme Court decision, or to increase parking availability for commercial and residential use. Should we implement permit parking districts for single streets or districts comprised of only two or three streets?

WORKSHOP MEETING CONTINUED:

1. TRANSPORTATION COMMISSION: (CONTINUED)

Other key elements of Transportation Commission's recommendations not adopted by the Planning Commission: prohibition on overnight commercial parking in residential areas; conversion of curb space insufficient for automobile parking to motorcycle parking use; establishment of a designated improvement fund for in-lieu fees regarding street widening; prohibition on the use of tandem parking in residential development except as a last resort; deletion of the reference in the General Plan to closure of median crossings; deletion of the reference in the General Plan to street widenings on Melrose and Crescent Heights; and a limitation on the length of vehicles allowed to angle park.

COUNCIL DISCUSSION:

Mayor Viterbi stated that there were at least three issues to be discussed: the General Plan, permit parking, and cul de sacs. Maryanne Jones stated Council might wish to discuss the arrangement with DKS, and also siting of municipal buildings and siting parking structures.

The following were some of the issues the Council discussed:

Councilmember Schulte asked about DKS contract, are they to come in on an ad hoc basis, per project as sites arose or as potential for joint ventures arose? Ms. Jones stated that was correct, and also there is a need to clarify municipal building programs.

Councilmember Schulte: No problem with DKS contract--do we work with AQMD, are we linked up enough with other cities, regarding transportation needs? Ms. Jones stated there is good groundwork laid in Tri-City traffic discussions--local transit coordination, we will discuss as soon as the transit study is done, Public Works Department is involved in drafting a Memorandum of Understanding--AQMD has made a leap into transportation planning which they've never done before, overseeing ridesharing efforts especially. Councilmember Schulte--likes the shuttle study--appreciated input from Commissioner Shay on the General Plan.

At this time, Garry Shay went through the Transportation Commission recommendations and stated which have been adopted by the Planning Commission and which have not.

Commissioner Joyce Hundal at this time commented that we need to look again at why permit parking districts are established--to relieve residential problems, accommodation of business parking a secondary issue--need for a clear direction--feels some space should be left for residents to have guests or even a little space.

WORKSHOP MEETING CONTINUED:

1. TRANSPORTATION COMMISSION: (CONTINUED)

COUNCIL DISCUSSION: CONTINUED

Councilmember Schulte: Agree we must establish permit parking districts to protect the residential character, but secondly, we ought to try during the daytime hours to find some accommodation with the commercial district where that's appropriate--we should look at the Sherman area carefully--we want to look closely before we leap.

Commissioner Hundal commented that Sgt. Sherman had suggested that it would simplify things if the code section number were the same in each district, so that there would be one number to use for citations--it would involve changing the ordinances.

Comments by Councilmember Land: Regarding shared parking, after Sunset, the next place we should move is Melrose Avenue--regarding permit parking, have concern that we seem to be only establishing districts when there is some development going on.

Commissioner Dobrin: There are some businesses in residential areas--West Hollywood northwest residential area had a meeting combined with Norma Triangle people--the people there are crying hungrily for permit parking, and it is not tied to new development--there is not enough outreach to people, who should know what their rights are and where to go for redress.

Councilmember Land: Regarding one-way streets and angle parking, just one public hearing?--would like to see something less formal--more of a dialogue with neighborhood, incorporation of neighborhood thoughts and concerns.

Comments by Councilmember Albert: A good report and well-received --many of the issues you have already discussed--parking permit issue is an important one, also the Tri-City Task Force is essential in order for us to get anything done as far as traffic is concerned.

Comments by Councilmember Heilman: Regarding a flexible relationship with DKS, that is fine--regarding the La Jolla structure, signs, enclosing, etc., haven't seen any movement on that--we were going to talk to businesses, Sheriff--regarding shared parking, sounds like businesses are going to magnanimously go ahead on their own--need creative incentives for businesses to participate in this--transit use, if we make recommendations on changes, maybe we can get some recommendations on how we do this with minimum disruption to existing users, for example, if we phase out taxi coupons in favor of inner-city shuttle, need to do in such a way that the public isn't crazed about it--complaint about PDC comply-

WORKSHOP MEETING CONTINUED:

1. TRANSPORTATION COMMISSION: (CONTINUED)

COUNCIL DISCUSSION: CONTINUED

ing with 20 minute free parking--be sure they have clear signage-- permit parking district on West Knoll, will Sports Connection parking lot be open when the district is ready?--St. Victor's parish may need some special accommodation in terms of their religious services, can staff look at that--regarding permit parking philosophy, primary reason is for residents to park, then accommodate commercial parkers to greatest extent without interfering with residential parking--as we create districts, must try to link with alternatives for commercial parkers.

Commissioner Hundal: Regarding shared parking, suggest nighttime employee management program.

Commissioner Zaden: Excess employees for certain establishments has created a severe lack of parking for some of the residents.

Councilmember Heilman: Regarding couplets and angle parking, we had requested neighborhood meetings, those should take place, preferably in the neighborhoods.

Comments by Mayor Viterbi: regarding permit parking, need to develop uniformity, but keep uniformity applied only where it's useful, some permit parking districts will be different from others in terms of their needs--regarding cul-de-sacs, we should go back to the original intent of the neighborhood meetings to try and elicit some feedback.

Councilmember Schulte: We need to see a couple of victories around parking and circulation in West Hollywood.

Commissioner Hundal: Regarding cul-de-sacs, our suggestion was to do them on every third street--in that area east of Fairfax that is so parking deficient--traffic a major problem--what is the criteria when a large development goes forward?

Councilmember Heilman: Regarding permit parking on individual streets, it seems if a single street or one street makes sense we should go with it, Greenacre might make sense--nighttime parking in certain areas--we should retain flexibility and do what makes sense for each individual area.

WORKSHOP MEETING CONTINUED:

1. TRANSPORTATION COMMISSION: (CONTINUED)

DISCUSSION: CONTINUED

Commissioner Shay: In summary, urge you to pay particular attention to the two recommendations on pages 10 and 11 regarding focussed EIRs and replacement density being tied to TDM ordinances and the ability of the streets to absorb the traffic--see a consensus that if a conflict regarding the two policy issues on permit parking, we resolve it in favor of the residents--on the third issue, about single streets or small numbers of streets, to essentially weigh it on a case-by-case basis.

RECESS: The meeting with the Transportation Commission was adjourned at 8:35 p.m.

The City Council reconvened at 8:45 p.m.

2. ECONOMIC DEVELOPMENT:

A. REDEVELOPMENT BLIGHT ANALYSIS:

Debbie Potter, Economic Development Manager, gave the staff report, and introduced Michael Popwell and Dorothy Udewitz of Udewitz Associates, who had prepared the Redevelopment Blight Analysis.

(At approximately 8:50 p.m., the meeting recessed due to a bomb threat, and was reconvened at 9:00 p.m. in the conference room at the West Hollywood Sheriff's Station, 720 N. San Vicente.)

Michael Popwell, of Udewitz Associates, did a presentation on the Redevelopment Blight Analysis:

There is a definition of blight in the California Health and Safety Code, sections 33030-33032; an interdependence of conditions causes it, no single element; can't be reasonably remedied by private sector. The three subareas in West Hollywood were described: Subareas A, B, and C.

Following Mr. Popwell's presentation there were questions by City Council.

- ACTION:**
- 1) To receive and file the Report (Redevelopment Blight Analysis).
 - 2) To authorize staff to go ahead and come back with an Ordinance; have a public hearing at that time, and get input from merchants and neighborhood associations in the area.
 - 3) To authorize an RFP, and for staff to meet with Councilmembers individually before approval of the RFP.

2. ECONOMIC DEVELOPMENT: (CONTINUED)

A. REDEVELOPMENT BLIGHT ANALYSIS: (CONTINUED)

Motion Heilman, second Schulte.

AYES: Albert, Heilman, Schulte, Mayor Viterbi

NOES: Land

Motion carried.

NEW BUSINESS

3. RTD PROPOSAL TO RAISE INDIVIDUAL AND MONTHLY FARES: ACTION:
To oppose the RTD proposal for fare increases for bus patrons who are disabled and/or elderly; request the Public Information Department to publicize this action and direct staff to write and present testimony at the RTD public hearing on February 20, 1988. Motion Heilman second Albert. Hearing no objection it was so ordered.

CITIZEN COMMENTS: This time was set aside for the public to address the City Council on items of interest. At this time the following persons spoke:

Bruce Traub, W.H.: Regarding permit parking--greatest thing yet--let's not alter until these big projects complete (PDC, Ramada Inn, etc.)

Jeanne Dobrin, W.H.: Alarmed about community redevelopment, there are abuses in La Puente, what happens to displaced persons? A lot of questions need to be asked.

ADJOURNMENT: The meeting was adjourned at 10:10 p.m. to Tuesday, February 16, at 7:00 p.m. at West Hollywood Park.

APPROVED BY MOTION OF THE CITY COUNCIL THIS 7TH DAY OF MARCH, 1988.