



NAME

10-12-2023 LADOT Transportation Commission Transcribed

DATE

December 15, 2023

DURATION

1h 52m 43s

37 SPEAKERS

Commissioner Eisenberg  
Commissioner Tohom  
Commissioner Talbott  
Commissioner Davidian  
Jasmin San Luis  
LADOT GM Laura Rubio Cornejo  
Speaker: Jacoby  
Jay Kim (LADOT)  
LADOT CTO Tom Carranza  
Commissioner Ortega  
Barbara Broide  
Speaker: Anderson  
Speaker: Waterman  
Speaker: Behroozi  
Speaker: Gurley  
Speaker: Perez  
Speaker: Meinhart  
Speaker20  
Speaker: Jayapal  
Speaker: Collins  
Speaker: Witherington R  
Speaker: Witherington A  
Speaker: Healy  
Speaker25  
Speaker26  
Speaker: Bui  
Speaker: Ruskin  
Speaker: Klosterman  
Speaker: Ross  
Santu Beachum (LADOT)  
Unknown  
Michael Nagel (City Attorney)  
Fernando Moraels (CD 5)  
Speaker33  
Jonathan Grote (City Attorney)  
Mayor Trans Tina Backstrom  
Speaker35

START OF TRANSCRIPT

**[00:00:11] Commissioner Eisenberg**

Good morning everyone. I'd like to welcome you all to the Board of Transportation commissioners for the City of Los Angeles. This is our October 12th meeting. If you care to speak before this commission, please fill out a speaker form on the table and hand it to Commission Secretary Jasmine to my left. If you're a registered lobbyist or if any way you're being paid to speak today, please indicate prior to making your speech. Under certain conditions, you might be required to have registered as a lobbyist with the Ethics Commission, so just be aware. Commission meeting is being broadcast on council phone 6212488. Commissioners, please speak into the microphone. There are folks that are listening by telephone. So our first order of business. Let's do a roll call. Eric Eisenberg, present.

**[00:01:24] Commissioner Tohom**

Commissioner to present.

**[00:01:27] Commissioner Talbott**

Commissioner Talbott, present.

**[00:01:29] Commissioner Davidian**

Commissioner Davidian present.

**[00:01:31] Commissioner Eisenberg**

Our quorum is confirmed. Item number three. Approval of minutes from our September 14th meeting. Do we have a motion to approve?

**[00:01:41] Commissioner Davidian**

Commissioner Vivian, I move.

**[00:01:43] Commissioner Eisenberg**

Do we have a second?

**[00:01:45] Commissioner Tohom**

Commissioner Tony. Seconds.

**[00:01:49] Commissioner Eisenberg**

We'll take a roll call. Vote Eric Eisenberg in favor? Yes.

**[00:01:52] Commissioner Tohom**

Commissioner. Tom. Yes.

**[00:01:54] Commissioner Talbott**

Commissioner. Talbert. Yes. Commissioner.

**[00:01:56] Commissioner Davidian**

Davidian? Yes.

**[00:01:57] Commissioner Eisenberg**

Motion passes. Please file the minutes as they are. Commission business. We had a field trip, and I'd like to invite Commissioner Tejon to report out on it.

**[00:02:10] Commissioner Tohom**

Yes, sir. This is Commissioner whom? I'll give a brief update. So, Commissioner Lavon and Ortega went to go visit the emergency operations center. And during this trip, we got a chance to speak with Christa Gonzalez regarding how the EOC operates, the work. That's how the departments communicate with the EOC, how the EOC responds to certain events and the preparation they do and the different plans that they have. Additionally, we also had the opportunity to see the take a tour of the building and see some of the seismic retrofits done to the building and how they're prepared to operate, even if they have to stay in place. So it was a very interesting and engaging opportunity to learn.

**[00:02:53] Commissioner Eisenberg**

And for those that aren't aware, the EOC is the emergency control center for the City of Los Angeles. It's a large room that has television screens all the way around it that can be focused in on any of the cameras throughout the city. They can control street lights, and there's a desk there for every, probably every department within the city of Los Angeles that would have activities during an emergency. So thank you for attending and thank you for reporting out, Mr. President.

**[00:03:22] Commissioner Davidian**

Commissioner Davidian, since I was out of town and missed that opportunity, and I think a few of us didn't, would there be another another opportunity to schedule maybe. Absolutely.

**[00:03:32] Commissioner Eisenberg**

I'll reschedule a second field trip for us. Thank you. Because it really is eye opening to go there and speak with the folks and understand what an integral part Ladot plays in emergency situations, and how we do have extremely qualified people that are there running the emergency center. And there's a lot of moving parts. And when you see the desks, the DWP desk and you know everything that happens within it and the protocol for folks getting there when there's an emergency, it's really interesting. So I'll definitely reschedule a follow up.

**[00:04:08] Commissioner Davidian**

But not not the EOC, the traffic operations center. Right prior. Yeah.

**[00:04:14] Commissioner Eisenberg**

Well, it's. It's a traffic operations center, but it also has emergency desks for other departments. Communications. Oh, other commission business. Do commissioners have something they'd like to. No. Bring up? No. Communications. Do we have any communications, Jasmine?

**[00:04:40] Jasmin San Luis**

Just one commissioner. Last minute email submitted by Mike Eveloff. And I forwarded it to you last Monday. And also hard copies are right there in front of you.

**[00:04:52] Commissioner Eisenberg**

Yes, we received that. Thank you. Have any commissioners received communications privately that they'd like to mention?

**[00:04:59] Commissioner Davidian**

No.

**[00:05:00] Commissioner Eisenberg**

I did receive Eric Eisenberg. I did receive one communication from the Hollywood Partnership, which is their bid. And they asked if with the holiday season coming, if they could get their red curbs painted on Hollywood Boulevard between, I believe, IVR and Highland. They apparently those curbs get a lot of traffic. And they also asked if we supplied them with red paint. They would be happy to do the ongoing maintenance of those red curbs. So the Hollywood partnership is the bid that is a coalition of the property owners, mostly on Hollywood Boulevard and the surrounding streets. And they are they're in charge of like the the Walk of Fame with the Chamber of Commerce and tourist activities and marketing for Hollywood. So if somebody from Dot can get back to them regarding either getting their red curbs painted or and possibly supplying them with a 100 gallons of red paint, then they'll continue on afterwards. General manager's report.

**[00:06:13] LADOT GM Laura Rubio Cornejo**

Good morning. I'm happy to be here with you today as a new general manager of Ladot. I'm Laura Rubio Cornejo, and it's a pleasure to be here. I am entering my third week or maybe completing my third week, and I am happy to share that we are as busy as ever. And from my perspective, really committed to continuing on Ladot's history of providing safe, accessible and efficient transportation services to Angelenos. Looking forward to working with the Commission, and also from here, hearing from community members as items come up. The only thing I have to share is I want to invite you all and invite the public to seek Olivia event this Sunday. The heart of LA, 7.8 miles that will be going through Boyle Heights, Little Tokyo, Chinatown. It's a really a remarkable event. The heart of LA was one of my first ciclavia events years ago, and I know it's a really great opportunity for Angelenos to come out, build community, and oftentimes it's someone's first time riding a bike, walking, feeling safe and comfortable. So inviting everyone to join us on Sunday. Thank you.

**[00:07:34] Commissioner Eisenberg**

Great. Thank you and welcome to the Ladot family. We look forward to working very closely and keeping an open line of communication. If there's anything that you should need from the commission, please contact either myself or Jasmine.

**[00:07:49] LADOT GM Laura Rubio Cornejo**

Thank you.

**[00:07:51] Commissioner Eisenberg**

All right. General manager's report. Mr. Kim, did you have anything you wanted to mention? You'd better.

**[00:07:59] Commissioner Davidian**

Step.

**[00:07:59] Speaker: Jacoby**

Out. I was going to be my journal.

**[00:08:01] Commissioner Eisenberg**

Okay. Well, I wasn't going to put you on the spot, Laura. I wasn't sure if you had a prepared statement.

**[00:08:07] LADOT GM Laura Rubio Cornejo**

That's it. On that, I will hand it over to Jay. Since we stole his thunder. Thank you. Excuse me. I do need to run. Excuse me.

**[00:08:15] Commissioner Eisenberg**

Thank you.

**[00:08:18] Jay Kim (LADOT)**

No, I know we have a full agenda today, so. Yeah, I think we can just. I don't really have anything urgent to report, so. Yeah, we can just move to the next item.

**[00:08:28] Commissioner Eisenberg**

Works for me. Do any commissioners have questions for Mr. Kemp? No, no. All right. Well, thank you for attending, sir. We'll move on. Before we go back to the public forum, I'd just like to mention again a reminder that if you're a paid representative, please state so before you speak. Jasmine, do we have any comments from the neighborhood council official comments?

**[00:08:52] Jasmin San Luis**

No comments from neighborhood council.

**[00:08:54] Commissioner Eisenberg**

All right then we shall move straight into our public forum. General public forum. Non agendized items. Okay, well these are all item eight, so I'm just checking to see if we have any general ones first and we don't. So before we take these before number eight. So let's do number seven first. Office of Planning and Innovation. Information item.

**[00:09:37] LADOT CTO Tom Carranza**

Sorry. Good morning, commissioners. Pleasure to be here today. I'm Tom Carranza with Odot. I'm the acting chief technology officer. I oversee the Office of Planning and Innovation. So I'm really just here to provide an overview of what this office does at Dot, and then summarize some of the key programs and initiatives that we provide. I so I don't forget anything. I will be consulting my notes. So a quick high level overview of the team. We look for opportunities within the Department for innovation, Data and Technology and how they could improve the services that we provide. More data is available to us than ever before, so we try to help the different teams in the department to just really make informed, data driven decisions when advancing projects. So the Office of Planning and Innovation is made up of three bureaus. One is the Transportation Planning and Development Services Bureau. So this includes a team of engineers and planners that help deliver and maintain the department's mobility investment program. And this is really our advanced planning program that helped inform the how the department makes the investment decisions, like which projects we want to elevate for grant funding opportunities. The team also helps lead internal grant coordination discussions. There are so many grants available to the city now, and including from the federal infrastructure bill, that we just have to be very, very well organized and ready to elevate projects that fit the grant program objectives, but that, more importantly, that best advance the city's transportation objectives and goals. So this team, this team helps with that. The bureau also leads the department's development review efforts. So a new private land use proposal that requires a driveway review or site review or a transportation impact assessment, then this team will lead that review and assessment. They work with project applicants to assess how a project may impact our transportation infrastructure, and then they develop the appropriate mitigations to offset those impacts. Our development review team is spread out geographically, so we have development services centers and public counters in the West, LA, in the Valley and in downtown. In addition to private development projects, we also review infrastructure proposals. So this this this team includes this team is involved with Metro. So when Metro is in the early phases of project development. So this is all pre-construction. We get involved in reviewing alternatives analysis feasibility studies first last mile planning stationary planning and environmental assessments. So this team leads the review on behalf of the city for those those analysis. The second team is the Bureau of Information Technology. This team helps develop and maintain the software systems and the platforms that our department needs to carry out their their work programs efficiently and in some cases, in a more streamlined and automated way when necessary. This team includes our internal IT support helpdesk that did such an amazing job in 2020, and a moment's notice. At the start of the pandemic, they were really able to help accommodate over 600 employees to pivot and work from home. This bureau also includes the application development team, so this includes our data and GIS experts that help us consume, validate and evaluate data. And one major undertaking for this group is to establish the department's first asset management platform. We maintain over 1 million assets, including signs, traffic signal equipment, parking meters, bike racks, bike racks, bus stops and curb zones. So these assets have not been properly inventoried and digitized. So an asset management platform will allow us to really more effectively streamline how we replace these assets, how we upgrade them, and how we effectively plan our budgets. And really, an asset management platform is very foundational to a lot of the work programs that the department delivers. The third bureau in this team is a for hire policy bureau. This is the team that manages and regulates permitting and management of operators that provide transportation services within the public right of way. So this group manages taxi cabs, private ambulances, scooters, delivery robots, bike share and car share, including the city's Blue Electric Vehicle Car Share program. This team is also the lead in developing policy related to the regulation of autonomous vehicles. So these are the teams that make up the Office of Planning and Innovation. But I do want to highlight some of the key work programs that we we have going on right now. One is our digital curb management program, which we which we refer to as code to curb. And this is our. To implement the policies and the technology that would allow us to more dynamically manage the curb. The demands on our curb are greater than they've ever been. The demands increased during the pandemic, but are and they've they've continued to. We've continued to see very high levels of demand more than we saw pre-pandemic. But our curb space is finite. So for more curbside delivery zones to outdoor dining, Ubers, lifts, loading and unloading. On top of our more traditional uses like parking and bus stops, there is the need for better organization. So we are exploring ways to organize the curb to make it safer. And one element of the program is to collect real time curb activity data so that we can regulate and price the curb based on how they are actually being used. And not not, not not not a one size fits all approach. Another strategy that we are exploring is enhanced enforcement, where we can use technology to more expeditiously address unsafe parking activities like, you know, cars, parking on a bike lane or a bus lane or too close to the crosswalk. We also implemented phase one of our Zero Emission delivery zone program, which is really the first in nation, first in nation to actually have an enabling ordinance that allows us to install a new curb regulation and enforce it. And what a zero emission zone is. It's basically a commercial loading zone, but for the exclusive use of a zero emission delivery vehicle, and the program aims to really send a market signal to delivery companies that if you invest in clean vehicles, then you will have a dedicated curb space for you to do your loading and unloading activities. We started small, so we're not seeing we're not moving the dial yet. We only have eight zones citywide, but we do have a US Department of Energy grant to really scale the program up and install more zones, not just in the city, but throughout the county. And the last program I want to highlight is the I mentioned it earlier, the mobility investment Program, which is what we call the MIP. And this is this is a program that allows us to advance projects that help the city meet their equity, safety and sustainability goals. It started off by just unifying the department's different project lists, like we have different teams in the department that deliver projects in the right of way, but each team kept their own database of projects. We unified it and now we have a department wide project inventory that we could sort by council district, by proximity to Olympics venue. We could we could sort it in a number of different ways. And it really just organizes this better because this list includes projects that are funded, are not funded. So when there is a grant funding opportunity, the first thing we do is we refer to the MIP inventory. It became a part of the department's work program in 2018, and since we started to use it, it has been used to secure \$500 million in grant funds for improvements throughout the city in the coming months, we we plan to initiate phase two of the MIP, which is the preparation of the department's five year transportation investment plan. It will provide a look ahead of the projects that we are committed to deliver and that are funded over the next five years, and hopefully they'll be constructed in time for the 28 Olympics. So that is an overview of the Office of Planning and Innovation. I'm happy to stop and take any questions.

**[00:18:02] Commissioner Eisenberg**

Great. Thank you for that. Before we take questions, for those that are on the telephone, I would just like to mention that Commissioner Ortega is now at the table and had joined us shortly after the beginning of the meeting. Do any commissioners have questions? No, I have two. First, can you talk a little bit about the environmental section? What do they actually do?

**[00:18:27] LADOT CTO Tom Carranza**

So we we review projects either private land use or infrastructure projects to assess their traffic impacts. Are they increasing. Are they causing an increase in the vehicle? Miles traveled through an area. And if they are, that's considered an impact. And then we have a we have a toolkit of mitigation measures to offset those those impacts such as like transportation demand management or just strategies to reduce the trip making that these projects may generate. So yeah, we we review about 150 of these traffic studies a year. They're attributed to either a private land use or an infrastructure project. And we provide recommendations on like what types of mitigations these projects should implement to offset their impacts.

**[00:19:11] Commissioner Eisenberg**

Great. And you also mentioned bicycle racks. So if a community would like to investigate getting bicycle racks, would they talk to you or who would they talk to. It's a different.

**[00:19:22] LADOT CTO Tom Carranza**

Team in the department, but I'm happy to connect them with the right, with the right folks.

**[00:19:26] Commissioner Eisenberg**

Okay. Can you please have somebody email me the connection? We had the arts district in downtown San Pedro is requesting bicycle racks.

**[00:19:33] LADOT CTO Tom Carranza**

Sure. Yeah. We have a team that manages that program. Great.

**[00:19:37] Commissioner Eisenberg**

Well, thank you for attending to. If we don't. Oh, Commissioner Davidian.

**[00:19:40] Commissioner Davidian**

Just generated a couple of questions. If I may, Commissioner Davidian. Mr. Carranza, you mentioned the curb management program. Is that going to be implemented district by district gradually or is prioritized by areas?

**[00:20:00] LADOT CTO Tom Carranza**

It's gradually. We're conducting different pilots throughout the city, really to learn how it works in different land use contexts. But we do have a grant. It's a US dot smart grant. It's the first of its kind. We were one of the initial cities to receive the grant, and it's going to do is allow us to test different digital curb management innovations in downtown LA and help us create a roadmap and how to scale up throughout the rest of the city.

**[00:20:24] Commissioner Davidian**

Would that include all of all curbs or I mean, the means would be limited to like the metered. It's all curbs.

**[00:20:33] LADOT CTO Tom Carranza**

Yeah, ideally it be all curbs. Curbs.

**[00:20:36] Commissioner Davidian**

Thank you. Oh, yeah.

**[00:20:40] Commissioner Ortega**

Commissioner Ortega, in terms of innovation, what areas do you see Ladot going? You know, what can we look forward to in terms of innovation for how we deliver service and improve service to to users?

**[00:20:55] LADOT CTO Tom Carranza**

Well, I mean, the digital curb management is one way, right? It's just to organize the curbs and allow people to potentially even reserve a spot. Right. Right now we're now seeing the like the issue with, with the, with the zero emission delivery zones is that we're not seeing we're seeing violations. Right. Large number of violations. So we need to increase. We can't have folks out on the field like every location the city is is very large. So we're looking at how technology can help augment our staff in better ways and more streamlined ways. But internally, we're also looking at how to automate our own programs, right? How we could deliver services to the public in a more automated way. One idea is I mentioned the asset management program. The idea is that if we get a request through my 301, like, you know, sign is down or graffitied, you mentioned the curbs, the curbs, the red curbs are faded. If we get that request through my 311, then the asset management platform could actually generate a work order to replace it in an automated way without having an engineer go out there and fill check to see that it actually is faded. Right. We have the we're testing the tools that will actually pick up that information on the field through camera technology, and it'll show us that the sign is faded or graffitied, or the curb is faded and it'll generate a work order to replace it. I mean, there's so many other ways that we're looking at innovation at technology, but those are just a couple that came to mind, right?

**[00:22:26] Commissioner Davidian**

One more question.

**[00:22:27] LADOT CTO Tom Carranza**

I'm generating a lot of questions from you. Begin.

**[00:22:30] Commissioner Tohom**

Commissioner Tom. My question is for the Office of Planning Innovation. When was this formed? Because it seems like two different ideas planning and innovation. And it seems like they just came together. Was this recently or is or what was the catalyst that decided to bring these two thought processes?

**[00:22:46] LADOT CTO Tom Carranza**

Yeah, it's my position is new. It was created in the budget budget program about a year or two two years ago within the city, and the first to fill it. The idea is, yeah, we just have access to so much more data than ever before. My my team, I used to oversee the planning bureau and we really started to look, use data. We had access to more data than we ever did before. Really. A lot of it is big data. You know, we used to send folks out there to count cars. We used to conduct license plate surveys. All the all they relied on, you know, manual like data collection. But once we saw the value of big data and travel information and origin, destination data speeds, travel choices, it really got us to see, you know, we could really make more informed decisions. And when we talk to the public, we could, you know, we could actually show up with with real data versus this is what we think is, you know, we're trying to accomplish that when we want to implement a bike share program in a community, we have data on, okay, there's we see that 85% of your trips are less than two miles in length. This is this is a prime area for a bikeshare program. So really it's just it's just a way to elevate data and innovation in our industry. And it's also helping us level the playing field when we're working with the Ubers and Lyfts of the world and Amazons, to have a team in the department actually thinking about these things and how they could, you know, improve the work that we provide.

**[00:24:16] Commissioner Tohom**

I had one more question. So bringing up about the issue or the topic about data. So how do you go about sharing this data with the other bureaus and across city departments?

**[00:24:26] LADOT CTO Tom Carranza**

These are all open data. Yeah. So they're they're available in the hub. So yeah, we're not we're actually taking advantage of the data that's already out there that's available to everyone.

**[00:24:36] Commissioner Davidian**

Okay. One last question.

**[00:24:38] Commissioner Eisenberg**

Go right ahead sir.

**[00:24:39] Commissioner Davidian**

I promise is dots initiatives for L.A. Olympics '28. Would that be under your department? I'm sorry.

**[00:24:49] LADOT CTO Tom Carranza**

Can you repeat that question?

**[00:24:50] Commissioner Davidian**

The initiatives that the Dot has for the Olympics.

**[00:24:54] LADOT CTO Tom Carranza**

Oh, right.

**[00:24:54] Commissioner Davidian**

Would that be now under your bureau or?

**[00:24:58] LADOT CTO Tom Carranza**

So my bureau is involved. Right. But it's actually led under the different bureau. Different office in the department under under Dan Mitchell. He's a assistant general manager. But my team is involved in some of the planning work and using, like I mentioned, the mobility investment program. Right. We're mapping projects that are in our pipeline near venues to inform the planning that goes on.

**[00:25:19] Commissioner Davidian**

Thank you.

**[00:25:21] Commissioner Eisenberg**

All right. Well, thank you for attending and we look forward to seeing you in the future.

**[00:25:24] LADOT CTO Tom Carranza**

Thank you.

**[00:25:26] Commissioner Eisenberg**

We do have one general public comment by a Be board.

**[00:25:33] Barbara Broide**

Bad handwriting.



**[00:25:35] Commissioner Eisenberg**

Good morning. Good morning.

**[00:25:38] Barbara Broide**

Sorry. As as the innovation speaker was coming forward I thought, oh, I wonder if this commission is aware of some new technology that's being applied on our city streets that may be dangerous for our street users. My name is Barbara Broide, and I am here wearing two hats today, but I'd like to mention a couple of projects that are going through the city's entitlement process that will have an impact.

**[00:26:02] Commissioner Eisenberg**

Excuse me, Miss Broide. I'm sorry, but I neglected to mention that each speaker will have two minutes to speak. So I just want to make sure everybody understands the limitation of time.

**[00:26:12] Barbara Broide**

And the timer is not working?

**[00:26:12] Commissioner Eisenberg**

We have a hand timer. We have a city attorney's office with a tenure degree is going to do our timing. Sorry for cutting you midstream.

**[00:26:26] Barbara Broide**

No problem.

**[00:26:27] Commissioner Eisenberg**

I neglected to do that in the beginning.

**[00:26:29] Barbara Broide**

Thank you.

**[00:26:30] Commissioner Eisenberg**

Please begin.

**[00:26:30] Barbara Broide**

My name is Barbara Broide. I'm here speaking on behalf of the coalition for Beautiful Los Angeles, and we have been tracking some programs that seek to introduce digital advertising signage to the streets and freeways located in Los Angeles City. They're of tremendous concern to us based on a number of reasons. The most important, I think, is driver distraction. When you have large digital billboards changing messaging every eight or 10s, they are designed to catch the eyes of passing motorists. Although we've been told by the industry that no, there are no more distracting than a static billboard, all of us know, based on our personal experience, that that is not so. I don't like them, and I look at them. Metro has proposed something called the Transportation Communications Network. On the surface, it sounds like a very innocuous program, but in fact it will place 86 billboards across our city. Some of them are in two sided structures, some on one sided structures, some on streets that are identified as being part of the city's high injury network. This seems unbelievable to me. They're not attractive. Metro is proposing to operate them now from 5 a.m. until 2 a.m. some of them will be on streets that are zoned commercial, which means that there will be residences on those streets. There have been no studies done and no attempt to study the the impact that those billboards will have. And we would argue that they should not be permitted at all. They are not serving a public safety function, which they claim they are, because they're saying that they'll be able to monitor traffic flow and put up messaging. David Zahniser from the LA times interviewed the Metro folks, and they said that seven out of eight messages on the rotations will be advertisements. This is a use of our public right of way that is not in the public interest. Thank you for listening, and I hope there's no jurisdiction for this organization to discuss this and nor Dot. I'm sorry.

**[00:28:45] Commissioner Eisenberg**

No, there isn't the that is a metro issue. So you would take that to the metro board.

**[00:28:51] Speaker: Anderson**

Thank you.

**[00:28:53] Barbara Broide**

It's also the city. Because the city has.

**[00:28:54] Jay Kim (LADOT)**

Ma'am, your time is expired.

**[00:28:56] Commissioner Eisenberg**

Thank you ma'am. All right, now we'll go to speakers for item number eight. The same rule applies that we will allow two minutes of public speaking. Gabriel Waterman.

**[00:29:08] Jay Kim (LADOT)**

Her name. Yes.



**[00:29:14] Speaker: Waterman**

Thank you very much.

**[00:29:16] Commissioner Eisenberg**

Mr. Waterman. Please. And all speakers should announce their name when they come to the mic.

**[00:29:20] Speaker: Waterman**

Sure. My name is Gabriel Waterman. I'm actually a practicing physician and internist. Commissioners. The homeless population, which has a high prevalence of psychiatric and substance abuse problems, certainly needs our help. It is just asking for trouble to place that population in our neighborhood with families, children and seniors all residing here. Substance abusers will find ways in places to secure and take drugs and money to pay for them. If they cannot use drugs at the facility that is proposed, the neighborhood is the only other option for them. This type of facility does not belong in our neighborhood, with residences and retail businesses on the very block of this proposed development. Please demand a review. I believe that this is really, really important. Again, I cannot stress enough to you that this is very, very personal for me. I live just a few blocks. I live just a few blocks from this proposed development, and I actually have a picture of my children. I have three daughters. They're three, five and seven. This has taken just about two blocks from the proposed development. This just doesn't seem to be the appropriate place to propose a transitional housing unit with single family residences and many, many small, small children and many, many seniors who live in this neighborhood. And again, as a professional who has spent many, many years taking care of the homeless in a physical capacity at L.A County Hospital, not far from here, where many, many homeless residents in Skid Row are often transited to by ambulance. I know that this community desperately needs our help, but this is just not the answer. This is not the solution that we are seeking. Thank you.

**[00:31:07] Commissioner Eisenberg**

Thank you sir. Our next speaker is Nicole Behroozi.

**[00:31:19] Speaker: Behroozi**

Dear commissioners, my name is Nicole Behroozi. Thank you for having us here. I'm a resident in this neighborhood, and those are my neighbors. So we are here all to ask you not to vote on this one. You know what? The reason why? Guess what? It's in or one residence property. As you all know, it's a single family home residency. It's not for such a project. The second problem with this is that it's inconsistent with the EMC 12.8 81 and Lake 8.59 and 16. So I'm so limited in time to explain what all those are, but they are presented in details in the fix of the city comment letter. Thank you so much for your time.

**[00:32:18] Commissioner Eisenberg**

Thank you ma'am.

**[00:32:23] Commissioner Eisenberg**

Ed Gurley.

**[00:32:44] Speaker: Gurley**

Start the clock. Ready?

**[00:32:46] Commissioner Eisenberg**

Yes, sir. Whenever you're ready.

**[00:32:48] Speaker: Gurley**

Okay. Good morning. My name is Ed Gurley. My wife and I are the owners of the three commercial buildings, located directly adjacent and to the west of the parking lot at 707. We have managed these properties for the past 40 years. We know this business district and the history of it and the parking lot very well. This parking lot has been an integral part of the surrounding business for 30 plus years. It has attracted many national tenants. For example, Starbucks was there for 30 years in the end cap space. Parking in this area is already difficult. This is exacerbated by the no parking restriction on Pico Boulevard between 4 and 7 p.m. also, parking on the surrounding residential streets is by permit only after 6 p.m.. These are prime hours for restaurants closing. Parking lot 707 would have catastrophic consequences for this business district. New tenants will no longer sign leases. Spaces. Insurance companies hate empty spaces. They will not insure any properties. This will cause property owners to board up their storefronts. Put chain link fences around the rear parking lot. The business district will become a blight in the area. All of this for a project that will have minimum impact, if any, on the overall homeless crisis. Long, larger, more suitable locations in the vicinity are available to CD5. These locations would have a much greater impact on the business on the homeless issue. If you let them take this parking lot, they will take many more. Do not set a precedent. Do not approve this project that will absolutely destroy this business district which has been a long-standing business district.

**[00:34:45] Commissioner Eisenberg**

Thank you. Thank you sir. John Perez. We have.

**[00:35:04] Speaker: Perez**

John Perez. Commissioners cannot approve this project as the parcels comprising lot 707 were acquired through eminent domain for the express use as a parking lot. A thorough review of the implications of changing use for land acquired through eminent domain must be provided before you can vote. The law provides the opportunity for previous owners of the parcels to buy back the properties. Ironically, it is not lost on us that then Councilman Council members Zev Yaroslavsky, Cathy Yaroslavsky's father-in-law, initiated this process. I oppose this project and demand to seek a review. Thank you.

**[00:35:49] Commissioner Eisenberg**

Thank you sir. Leona Anderson, and thank you for laying out your name so easily for me to read. I appreciate that.

**[00:36:08] Speaker: Anderson**

May I?

**[00:36:09] Commissioner Eisenberg**

Yes you may. So please put a copy at the back table for the public to look at too. Thank you. Good morning. Can you put a copy at the back table so the public can look at one too, should they desire? All right. Welcome.

**[00:36:45] Speaker: Anderson**

Good morning. My name is Leona Anderson, and I am a resident on Midvale, on the block in which this project is proposed. You will undoubtedly be told that the safety of the neighborhood will be maintained through a 4118 zone. Not only have those zones been a near complete failure due to lack of enforcement, but Council member Yaroslavsky has stated that 4118 should not be enforced unless a credible offer of shelter can be made. She has yet to reconcile her statement with what will happen when the meager 33 shelter beds are full, and no credible offer can be made. In fact, in February of this year, Council member Yaroslavsky presented a motion to evaluate 41 Eighteen's effectiveness, with a report to be returned in 60 days, which has not yet been done. We should hear back on 41 Eighteen's effectiveness before we are asked to rely on it to protect our homes and businesses. Please vote no or at least continue the matter until we have all of the information. And as you can see in the documents that I provided, this is an example of a present interim facility in North Hollywood on Simpson Avenue. The very first page shows all the points of tents and RVs or vans or vehicles that are encamped around 40. I'm sorry. The LA Family Housing Headquarters, which is right next to their interim facility on Simpson Avenue. So the entrance is on Lankershim and then the facility is on Simpson, which is just, I believe, to the west. On the second page, you will see that there is an encampment right on the sidewalk right in front of LA Family Housing's headquarters. And if you turn to page three. So this this photo.

**[00:38:51] Jay Kim (LADOT)**

Speaker, your time is expired. Thank you.

**[00:38:56] Commissioner Eisenberg**

Thank you ma'am. Thank you. Natalie Meinhart.

**[00:39:18] Speaker: Meinhart**

Good morning. My name is Natalie Meiner and I am a resident of Midvale Avenue. These are my two children, Cyrus and Kadence, two and four years old. I'd like you to see them and remember them, because these are the. This is our future generation, and these are the types of people that will be affected by this project. Two count Council Member Yaroslavsky concerning another project in her district. Simply put, it is the wrong project in the wrong location and it shouldn't have gotten this far in the first place. Yaroslavsky opposed that project, in part because of a possible ethics violation by her predecessor's deputy of planning and land use. She stated, there's absolutely no evidence that the city ethics office or the city Attorney's office was ever consulted about this clear conflict of interest that this presented, and whether or how they could mitigate this conflict in the case of the Midvale Pico Project. Yaroslavsky's Homeless Policy Director Zachary Warma, who led the effort for this project, was employed just prior to joining Yaroslavsky at LA Family Housing, the very provider selected for this project without competitive bidding. Thank you.

**[00:40:42] Commissioner Eisenberg**

Thank you ma'am. Our next speaker will be looks like Ben Jayapal.

**[00:41:00] Speaker20**

You.

**[00:41:01] Commissioner Eisenberg**

Sorry for butchering your name, sir, but it's very difficult to read.

**[00:41:06] Speaker: Jayapal**

But you don't see any. Good morning.

**[00:41:13] Commissioner Eisenberg**

Good morning.

**[00:41:14] Speaker: Jayapal**

I owned a business for cross this project. And my staff and myself. I call the customers. They use this parking for the for this. And if you use this, we don't have any parking. No business. And I hope you consider for this one someplace else. Thank you.

**[00:41:36] Commissioner Eisenberg**

Thank you sir. Susan Collins.

**[00:41:54] Jasmin San Luis**

Hi. Thank you.

**[00:41:55] Speaker: Collins**

Do I sit or sit?

**[00:41:57] Commissioner Eisenberg**

Stand, whatever you like.

**[00:41:59] Speaker: Collins**

Hi, I'm Susan Collins. Thank you for this time. Council member Yaroslavsky opposed the Bulgari Hotel, in part due to possible ethics violations by her predecessors, deputy planning and land use. Yet there are multiple ethics violations present for the Midvale Pico project, and she continues to move forward. Yaroslavsky, using the mayor's directive to fast track approvals and bypass CEQA studies that are essential in establishing the long-term viability of this project. This location, however, does not qualify for an CEQA exemption. The community and the anticipated new residents of this proposed housing deserve and demand the city to fulfill their obligation to complete the required studies. If approved, there must be replacement parking provided for the area businesses. Thank you.

**[00:42:52] Commissioner Eisenberg**

One question why doesn't it qualify for the exemption?

**[00:42:56] Speaker: Collins**

Because of where it's located. So where it's located is in a residential area. It's also close to a freeway. It's currently a parking lot and it just doesn't.

**[00:43:09] Commissioner Eisenberg**

Thank you.

**[00:43:10] Speaker: Collins**

Thank you.

**[00:43:14] Commissioner Eisenberg**

Roger Witherington.

**[00:43:19] Speaker: Witherington R**

Pretty close.

**[00:43:20] Commissioner Eisenberg**

Okay, well, please feel free to correct me when you reach the microphone, sir.

**[00:43:34] Speaker: Witherington R**

Okay. Roger Witherington, commissioners, you've been presented an incomplete proposal. There is no mention of the service provider. This may be because there is an active ethics investigation involving the service provider and the member of Katie Yaroslavsky's staff. This project has been tainted by the improper conduct of Zachary Warma and must be tabled. Secondly, commissioners, before you can vote on this item, you should ask the city attorney for clarification on each item raised in the Fix the City comment letter. There are serious legal questions raised. You do not have a report from the city attorney, and if you do, the public certainly do not. You can't fulfill your obligations without first obtaining substantial evidence to support your findings.

**[00:44:33] Speaker: Witherington R**

Thank you.

**[00:44:34] Commissioner Eisenberg**

Thank you sir. Anita.

**[00:44:56] Speaker: Witherington A**

Okay. Good morning, Anita Witherington. Good morning commissioners. There exists at least two and likely more covenants for parking at lot 707 that were part of the conditions of approval for certain retail establishments. Lot 707 has been used to allow local restaurants to claim access to American disability acts Parking ADA. There are no other nearby ADA spaces available until these issues are resolved, you must vote against this project. Any alternative parking sites that have been proposed are not permanent and be not ADA accessible. I oppose this project as it is presented on Midvale Avenue, and I demand that you have a CEQA review before continuing. And since I have a little time, I'd like to just return to the package that you folks were given. And I think that Liana actually explained it very clearly. But what she did want to point out was that this particular one on page two was taken yesterday. Okay. And this picture on page. Uh, three. Thank you. Page three. As you can see here, this tent has been here since February. Okay. That's a long time. There's been no action taken. So thank you very much for your time.

**[00:46:25] Commissioner Eisenberg**

Thank you. Ma'am. Margaret Healy.

**[00:46:52] Speaker: Healy**

Good morning, commissioners. My name is Margaret Healy. I live in very close proximity to lot 707. Before you can vote on this item, you should demand to see the parking study, which concluded that lot 707 is underutilized. The entire justification for using that lot depends on the false assertion that lot 707 is underutilized. It is not. And we have evidence, video evidence to show you that many nights this is full. This parking lot is full at the peak hours. Lot 707 is the only parking including, as Anita has said, including ADA parking. And just to add there that many of the stores in the area adjacent there have covenants that they need to have Ada parking available for their customers. So this is this provides and some of the other alternatives that have been proposed do not. The local neighborhood is a preferential parking district that prevents public parking after 6 p.m.. We also believe that the study was flawed and that the city employees left at 5 p.m. because they were not being paid overtime. This would miss the peak hours for lot 707. Without seeing the report. You have no substantial evidence to support the finding that the lot is underutilized. And I would also like to add that there is a demand for a future use of the lot. We're having a lot of new buildings that are coming in, and they do not provide adequate parking. So they will depend on this because it is the only public parking lot in the area. So I would ask you to please vote against this proposal today. Thank you very much.

**[00:48:38] Commissioner Eisenberg**

Thank you ma'am. Cecilia Bell.

**[00:48:47] Speaker: Jacoby**

Currently, the audio has been cut off.

**[00:48:51] Speaker25**

It should be working now, I was told.

**[00:48:56] Jay Kim (LADOT)**

I hope they are.

**[00:48:58] Speaker26**

Okay. Back on.

**[00:49:01] Speaker: Jacoby**

Well.

**[00:49:04] Speaker: Bui**

Hi, my name is Cecilia Bui and I live in Midvale and I'm worried about the security, so I against the proposal. And I wish you can keep the parking lot as a parking lot. Thank you.

**[00:49:19] Commissioner Eisenberg**

Thank you ma'am. Do we have an audio-visual person available to? Okay. Our understanding is it's working. That's what the city's department has told us.

**[00:49:31] Speaker26**

Okay.

**[00:49:34] Commissioner Eisenberg**

Jay Jacoby.

**[00:49:40] Speaker: Jacoby**

So I just have something quickly. You just can take a look at it. Thank you. So my name is Jay Jacoby and I live on Midvale, about a block and a third away from the proposed site. My focus today is on this, which is we have identified a couple of sites. One main site, an alternative site on Cotner Avenue, which is a city-owned street with three city-owned properties. It borders 405, as you can see, to the west, and there are many unhoused people living there now, and they've been living there for years. So if you can see by that picture, basically what I've identified is, is that the city now and this, by the way, will house 125 people as opposed to Midvale, which would hold 33 people. And what you're looking at are trailers. The city owns 500 trailers that are in storage that they bought during COVID. We can use 125 of these immediately and have this project really up and running very quickly. I mean, you know, tomorrow. It also will save about \$4.5 million because we own this. We own the the city street, we own the, the, the trailers. And there's also three buildings you can identify that it will be used for any kind of treatments. They weathered you know, the problem is, is that a lot of these people will go out of business because of the parking. That's just that's just a no-brainer. They weathered COVID. We're asking you, please don't have them have to weather another disaster. The initial DOT survey which was discussed was flawed. I mean, we have six-eight weeks of of pictures, videos and numbers that show that it's it's very clear. It's useful. You're free to do the right thing and select this, reject this site as an option. We know you listen and we're begging you to prevent this horrible and costly experiment. Help our community and help the homeless. Cotner does both is expired.

**[00:52:22] Commissioner Eisenberg**

Thank you sir. Karna Ruskin.

**[00:52:35] Speaker: Ruskin**

Good morning, commissioners. Thank you for your time. You cannot vote for this project as there was and is no council file that requested a feasibility study using the City Asset Evaluation Framework as required by Council File 12-1549-53 and adopted amendment 3D on Council File 23-0360. You will also not find any findings on physical impacts of the potential repurposing, as well as contemplation of the mobility, livability and commercial needs of the nearby community. No such properly prepared study could conclude anything other than the project is not appropriate for lot 707. I oppose this project and demand to seek a review, and I hope you guys will understand and do the right thing. Thank you.

**[00:53:35] Commissioner Eisenberg**

Thank you. Barbara Broide.

**[00:53:47] Barbara Broide**

Hello again commissioners. I happen to be president of Westwood, south of Santa Monica Boulevard. Homeowners. The area in which this project is proposed represent 3600 households unanimously, nearly, unanimously opposed to this project. I want to answer your question, President Eisenberg, about CEQA, because the project is not compatible with CEQA guidelines. Section 15269C, it specifies the types of projects that are exempt from CEQA, and they relate to specific actions necessary to prevent or mitigate an emergency. The Bureau of Engineering report that you have, as a CEQA document, specifically stated on page 12 that the, quote, sudden and unexpected increase in homelessness related to the COVID-19 declared emergency. The project is, says, a specific action necessary to prevent or mitigate an emergency. The conditions arising from a sudden and unexpected dramatic rise in the city's already dangerously large homeless population, now adversely impacted by the COVID-19 pandemic. For the. All the reasons set forth above in part two simply stated that emergency by the city has expired, the emergency declaration by Mayor Bass has also expired. Also, this is not a short-term project. This is a ten-year project and the the language states in section 15269C says that the exemption does not apply if the anticipated period of time to conduct an environmental review of such a long-term project would create a risk to the public health, safety, or welfare, this is not true. The project is being piecemealed one year at a time. There's been no no RFPs, no public vetting, and it's being expedited and should not be. It also conflicts with the general plan, the specific plan. Our community spent four years developing developing the Expo corridor neighborhood transit plan. All these things are being tossed aside, and it should tell you that there hasn't been findings made to prove this. Thank you.

**[00:55:52] Commissioner Eisenberg**

Thank you ma'am. Our next speaker is Melissa Klosterman.

**[00:56:09] Speaker: Klosterman**

Good morning. I'm Melissa Klosterman. I live on the West Side of LA and have frequented many of the businesses around that area over the years. No businesses in the area will survive without that parking lot, and no one will be walking to any of the businesses with their family, friends or children if this homeless project is in the neighborhood. If you take the lot away, you destroy the entire area, peoples livelihoods and create even more homeless with the demise of all of the surrounding businesses. The lot needs to remain there and to keep the businesses alive and the surrounding area lively, safe and functioning. So I am very opposed to this project. Thank you.

**[00:56:51] Commissioner Eisenberg**

Thank you ma'am. Jonathan Ross.

**[00:57:06] Speaker: Ross**

Jonathan Ross. Thank you commissioners. Fun fact did you know that the lot once housed a Signal Oil gas station that's now not found in any of the city's disclosures? Commissioners, you've been presented substantial evidence that the project should not be approved and that the CEQA exemptions are invalid. At a very minimum, we ask that you please at least continue this matter until the serious legal issues raised can be resolved, and the numerous ethics violations surrounding the project can be investigated. Much of the detailed information backing up our comments can be found in the community's comment letters and also in the Fix the City comment letter, which you all received. This project is for a ten year interim housing facility and thus does not qualify under the Mayor's Emergency declaration. Ed one. It's not every day that you get a chance to be a superhero. On behalf of the neighborhood's kids and businesses, please be a superhero. Please vote against the Ceqa exemption and please vote against this project. Thank you.

**[00:58:17] Commissioner Eisenberg**

Thank you sir. That concludes public comment for item number eight. We will move on to do we have a staff report on this item? Yes.

**[00:58:37] Santu Beachum (LADOT)**

Can. I get the spotlight. Hello. Good morning, good morning. Good morning. Can you hear me? Yes, ma'am. My name is Santo Beachum and I'm with the Ladot Parking Facilities Division. I'm here to give an overview of the proposed project on Ladot parking lot 707, located at 2377 Midvale in West Los Angeles in Council District five. Previously, this project was presented to the Commission on August 10th as an informational item only. CD 5 is proposing-proposing to temporarily change the operation of the parking lot to a modular interim housing facility for a period up to ten years. At the end of that term, CD 5 will be required to release the property back to LADOT and the current condition or better. LADOT Lot 707 has 41 spaces with two ADA spaces and is open from 7 a.m. until 9 p.m. daily. Parking rates are \$1 per hour for a \$4 maximum rate. This parking lot serves the local community and surrounding businesses. CD 5 selected LifeArk as the modular vendor for the housing facility. LifeArk's concept is titled Hope Pavilion and proposes 33 sleeping units, with two being ADA compliant. In September, the Bureau of Engineering finalized a report recommending the City Council allow for funding allocation, construction, a lease or similar agreement, and operation of the interim housing project. In September, the CAO Cao also finalized a report with similar recommendations, instructions on findings and allocation of funds and authorize the General Services Department GSD to negotiate and enter into an agreement with LADOT for this lot. I am available for questions if you have any.

**[01:01:04] Commissioner Eisenberg**

Yes. Thank you. Eric Eisenberg here. I requested an updated parking survey. Did that take place?

**[01:01:10] Santu Beachum (LADOT)**

Yes, sir. So would you like me just to describe also all of. Okay. So our. For 707. We conducted parking studies first in March of this year, 2023, and that lot that count actually had during the hours of 10 p.m., I mean, 6 p.m. and 10 p.m., we had 68% full. So we conducted Thursday an entire week, Thursday through Wednesday at 12 p.m., 6 p.m., and 10 p.m. daily. We conducted additional counts in July on Friday nights because we found that those counts were a little higher, and those counts brought back 56% and 54%. That was in the summer of this year. July 2020 2023. Additionally, in October, Saturday, this past Saturday, October 7th, we conducted studies at 12 p.m., 6 p.m., and 8 p.m. for the 12:00 slot. On Saturday, we had 10% with four cars parked the 6 p.m. slot. There were ten cars, which would be 24% the 8 p.m. slot. We had 19 cars with 46%. None of those reached the 50%. Again, we conducted a study this week. Tuesday, October 10th, 12 p.m. there were no cars parked. 6 p.m. there were 18 cars parked, so that's 44%. 8 p.m. there were 19 cars parked at 46%. The operational hours are 7 a.m. to 9 p.m., so our counts were 7:12 p.m., 6 p.m., and 8 p.m..

**[01:03:15] Commissioner Eisenberg**

Thank you. And what do you equate the reduction in use to?

**[01:03:20] Santu Beachum (LADOT)**

I that's not my expertise but potentially the change in season. We first had March which would have been spring. Then we did July, which would be summer and then October which would be fall.

**[01:03:35] Commissioner Eisenberg**

And possibly the tail end of a holiday weekend, maybe.

**[01:03:38] Santu Beachum (LADOT)**

Yes, Monday was Indigenous Peoples Day. Correct.

**[01:03:41] Commissioner Eisenberg**

All right. Any questions for LADOT staff? No. All right.

**[01:03:47] Commissioner Ortega**

I do but it says this was intentional.

**[01:03:50] Unknown**

No.

**[01:03:51] Commissioner Eisenberg**

No, thank you very much. We appreciate you coming.

**[01:03:55] Commissioner Talbott**

We have additional staffing or.

**[01:03:57] Unknown**

No voice is off again.

**[01:03:58] Commissioner Eisenberg**

See you. There will be others coming. I mean, I'm imagining this. Okay. We want the city attorney's office to weigh in. We want Mr. Kim to weigh in.

**[01:04:11] Commissioner Talbott**

All right. Thank you. All right, well.



**[01:04:12] Commissioner Eisenberg**

Thank you for the presentation. And thank you for your work.

**[01:04:16] Speaker26**

Okay.

**[01:04:18] Barbara Broide**

They did three day week.

**[01:04:20] Commissioner Eisenberg**

So we can start with the city Attorney's office. And please talk to us a little bit and educate us on the CEQA exemption.

**[01:04:27] Michael Nagel (City Attorney)**

Yeah. I was hoping somebody from BOE would be here, but you have a report from from BOE which found that it was exempt from CEQA for the reasons stated, starting at page 11 through 25 of the report. The first justification for the project exemption falls under Public Resources Code section 21080B4 has a specific action necessary to prevent or mitigate an emergency, as reflected in the CEQA guidelines. Section 15269C Public Resources Code section 21080.27 applicable to City of Los Angeles emergency homeless shelters. As you're aware, the mayor has declared a homeless emergency and that would qualify this for that. In addition.

**[01:05:20] Commissioner Eisenberg**

So let me just interrupt you for a second. So you mentioned to avert an emergency. So it is your legal opinion that this project qualifies under the avert an emergency?

**[01:05:32] Michael Nagel (City Attorney)**

It is the the BOE. In reviewing the law, we've reviewed the law of emergency. There is the emergency exists. We believe the emergency exists. So therefore the mayor can with.

**[01:05:46] Commissioner Eisenberg**

But I'm asking for your legal opinion.

**[01:05:48] Michael Nagel (City Attorney)**

Well. I would I would say that I have reviewed this, the CBO report, and I find it to be legally responsible, that it does fall within all the parameters set forth by the state in declaring and following the CEQA exemption. There are a number of code sections, and I don't know if I should go through these specifically with you, but.

**[01:06:18] Speaker26**

Right.

**[01:06:21] Michael Nagel (City Attorney)**

There. In addition to the code section that I mentioned, the project is also exempt pursuant to AB 1165, codified as Public Resources Code Section 21080.27, which was to create a statutory exemption for compliance with CEQA for emergency shelter projects located within the City of Los Angeles.

**[01:06:47] Commissioner Eisenberg**

And is there a time for those emergency projects? I mean, is it as long as the emergency is a ten year project? So it seems to me that you would have some sort of sequel review or. No.

**[01:06:59] Michael Nagel (City Attorney)**

Well, the the Bureau of Engineering did did the CEQA review. Currently we are in an emergency situation if that changes. No, it hasn't expired.

**[01:07:10] Commissioner Eisenberg**

No, no, it's not expired and not.

**[01:07:12] Michael Nagel (City Attorney)**

It's not expired. Okay.

**[01:07:16] Commissioner Eisenberg**

Anything else?

**[01:07:17] Michael Nagel (City Attorney)**

No, I don't have anything else.

**[01:07:18] Commissioner Eisenberg**

I have one other question. I have a lot of questions. But one other thing that was brought up that I wanted to ask you about. Is there an ongoing ethics investigation against the employee, Zachary, and this project?

**[01:07:33] Michael Nagel (City Attorney)**

You know. I am not certain of that. I know that there is an investigation going forward and I don't have the specifics on that.



**[01:07:41] Commissioner Eisenberg**

So that would be something that we'd have to hear back from the Ethics Commission. Yes.

**[01:07:47] Michael Nagel (City Attorney)**

Okay. I have no personal knowledge of that.

**[01:07:49] Commissioner Eisenberg**

So any questions for the city attorney's office before we move to Mr. Kim? No. All right, Mr. Kim. You have a weigh in on this.

**[01:08:05] Jay Kim (LADOT)**

A couple of things. Comments on. I know there's a lot of mentioning about CEQA impacts. And just to kind of set the table, there was a time when parking impacts were considered part of the CEQA impacts. So as an example, if a developer wanted to widen the street, but in the process take out on street parking, we as a department would say, well, your action is causing a parking impact. And we would ask the developer to replace those parking spaces that was covered by the state CEQA law. However, more recently things have shifted and parking impact is no longer part of the CEQA, you know, impact area that we would have to do a study and assess. So just again, to set the table, it's no longer a state-mandated CEQA impact that, you know, we have to go and address. The other thing. The council introduced a motion setting a slightly different policy before when we had any kind of affordable housing or transitional housing to support the homeless for consideration, to take one of our lots and convert it to that type of housing. We generally had a policy. There was an MoU between the housing department and the Cao, where we recognize that parking is, although not a sequel, impact, that it is still an issue with the community. Right. So we generally had a policy that said if the occupancy of that lot was high, then we would ask a certain amount of parking to be replaced. So we had a kind of a graduated table that said high replace that amount, medium replace less. And for very low, low usage lots, we would say take the lot and please use it, you know, and repurpose it, right. That particular MOU in that policy was in effect until more recently where council took action and they nullified that MOU. So we no longer have that authority. So normally before I can weigh in and say, you know, based on the utilization study, that the project needs to still replace the amount of parking. I that policy decision has already been made by council. So, you know, whether it's a high impact, medium low, the department doesn't not have the authority to ask for the replacement parking. That's the kind of the current situation. Right.

**[01:10:54] Commissioner Eisenberg**

And let me ask you though, have we put this sort of housing these modular houses on DOT lots before?

**[01:11:04] Jay Kim (LADOT)**

Not that not that I'm aware of. This might be the first one. Yes. There's been obviously these modular housings that have been implemented elsewhere, but I don't think they were necessarily DOT lots. This might be the first one.

**[01:11:19] Commissioner Eisenberg**

That would CEQA cover like the disposal of sewage and trash and things like that?

**[01:11:24] Jay Kim (LADOT)**

Yes, there are other areas it's still, you know, valid, but again, not necessarily parking impact, but anything that might be still relevant to, you know, those kinds of issues, noise, air. I'm sure there's still big categories that that are still intact as part of the review. But again, I'm not an expert in those areas, just, you know, around traffic stuff. So.

**[01:11:48] Michael Nagel (City Attorney)**

That is part of the project, the sanitation. We do have a member of CD 5 here.

**[01:11:53] Commissioner Eisenberg**

Yeah, I think that's our next guest. CD 5. Welcome. Hi. Please give us your presentation. I'm sure we'll have some questions afterwards.

**[01:12:05] Fernando Moraels (CD 5)**

Um, I came on behalf of CD 5 to answer any questions. Obviously, from the board. I know last time.

**[01:12:12] Jasmin San Luis**

During can you announce your name, please.

**[01:12:14] Fernando Moraels (CD 5)**

Yes, my name is Fernando Morales. I'm the Councilwoman's deputy chief of staff for housing, homelessness operations and special projects. And thank you to the board.

**[01:12:23] Speaker26**

Can you raise your voice?

**[01:12:27] Fernando Moraels (CD 5)**

Definitely. Can you hear me now?

**[01:12:28] Commissioner Eisenberg**

Yes, we can. Thank you for that. Let me see if commissioners have questions before I hog the whole microphone. Commissioner Ortega.

**[01:12:37] Commissioner Ortega**

Thank you. So one of the the documents that were shared with us today include an alternate site. Was that considered how what was the the decision to to make this the project?

**[01:12:58] Fernando Moraels (CD 5)**

So the community has brought other sites. The conversation, based on the types of sites and some of the ones we have made it clear that there were not looked at currently as alternatives based on one of the sites. 1977 Sepulveda is a private site with an asking price currently of \$20 million. But beyond that, when we're talking about private property acquisition and the process, I think in a best case scenario, we're talking about a multi-year process again. So that site we are still in conversations and sharing information about that site. Another conversation has been around the the Cotner potential. I know technically it wouldn't be a vacation, but looking at ways to utilize that that street for for some additional modalities of housing there. I'm not sure where the numbers of 120 or that are, that are being quoted come from, as we've been having initial conversations to figure out what state approvals would be necessary. But we have looked at every site, including I know some Caltrans properties have been brought up. However, there are issues with drip line and different reasons that those sites would not be feasible. But we have engaged in good faith and looking at those, and we continue to look at those and having conversations with the community about. While these sites are not alternatives, it would be great we are able to have conversations about ultimately the the population that would be at the Mid-vail site if we have more available beds, general population beds. Given that CD 5 is the only council district without general population interim beds.

**[01:14:55] Commissioner Eisenberg**

Any other questions for CD 5?

**[01:14:58] Commissioner Tohom**

Yeah. This is Commissioner Homes. So the question that I have. So is this the only LA city lot in the area that is feasible for this type of project, or are there other city lots?

**[01:15:10] Fernando Moraels (CD 5)**

There are currently no other lots that we're actively exploring.

**[01:15:14] Commissioner Eisenberg**

Isn't there a lot about three blocks away.

**[01:15:16] Fernando Moraels (CD 5)**

There is a lot about three blocks away. Yes.

**[01:15:19] Commissioner Eisenberg**

Yeah.

**[01:15:20] Fernando Moraels (CD 5)**

But there that lot will not be considered.

**[01:15:24] Commissioner Eisenberg**

Why?

**[01:15:26] Jay Kim (LADOT)**

That lot is smaller in size. It's only probably the half. Half. About about half.

**[01:15:34] Commissioner Davidian**

Commissioner Davidian still kind of struggling with the whole CEQA exemption issue on this one since, you know, no matter how much you dig into it. And I'm not I'm familiar with CEQA myself, but the one of the when when a project is up for approval typically and there's a, you know, document that goes along with the project. One of the the issues that's looked at very carefully is, you know, the community impacts of, of the project itself, you know, and, and, you know, community's opposition to it and comments that are received are, you know, taken very seriously typically. So, again, you know, as much as I read the information and and, you know, I do want to have some assurances that, you know, that the CEQA exemption of this project is actually, you know, we dot every I and cross every T and everything, you know, is as, as it stated.

**[01:16:54] Fernando Moraels (CD 5)**

So and I do want to clarify that the councilman has committed to making sure to to bring more available parking for the businesses in the area as a part of this project. In this area, there is no shortage overall of parking. There is a shortage. You know, the conversation about shortage is whether or not there's a need for additional for additional, more affordable or public parking. So that is not.

**[01:17:25] Commissioner Eisenberg**

So what her plan for replacement parking?

**[01:17:27] Fernando Moraels (CD 5)**

We are in conversations with multiple, multiple businesses in the area that currently have vacant lots or including the Guitar Center, including AI's, you know, including Hudson Pacific properties right across the street. Over the total of those, you're looking at over 300 spots that are not being utilized and are immediately there. So this this has been an active conversation with the community as well.

**[01:17:55] Commissioner Eisenberg**

So then the Councilwoman is prepared to lease out alternative parking?

**[01:18:01] Fernando Moraes (CD 5)**

Is is prepared to work and and reach an agreement to make sure that there is additional parking available, particularly during the, you know, the hours of 4 to 7 p.m. which have been brought up as a concern so.

**[01:18:13] Commissioner Talbott**

This is Commissioner Talbert. When you say a commitment to additional parking, we're talking about parking at the same cost, because this is a dollar an hour. The meters are not the same cost. They're generally much more expensive. In other private lots are generally much more expensive. So from an equity standpoint, are we talking about the same cost of parking?

**[01:18:36] Fernando Moraes (CD 5)**

That is the that is the goal. And that's what we're working on. We're looking forward to expanding much of the energy now on on this as so far it's been a pretty thorough community process, having smaller group meetings as well since the since the larger meetings that occurred at the onset of the project announcement.

**[01:18:57] Commissioner Eisenberg**

So are you prepared to make that part of the proposal that you'll secure alternative parking before moving forward?

**[01:19:04] Fernando Moraes (CD 5)**

That is a promise that has been made to the community.

**[01:19:07] Commissioner Eisenberg**

But are you prepared to make that as part of the proposal?

**[01:19:10] Fernando Moraes (CD 5)**

That is not what is here today.

**[01:19:12] Commissioner Talbott**

At the same cost.

**[01:19:15] Commissioner Eisenberg**

All right. Just want to clarify things to know what's what. Because it's easy to say. Yeah, there's the private lot here. And there's a private lot there. Or to say, put a document that, yes, we are going to provide alternative parking to the community.

**[01:19:28] Fernando Moraes (CD 5)**

And the councilwoman has to answer to and our office will answer to the constituents.

**[01:19:34] Commissioner Eisenberg**

Any other questions? Can you describe to us a little bit? Let us get our arms around this. I'm no CEQA expert, and to tell you the truth, I feel a little bit underwater making a sequel decision. But. So we're talking about ten little housing, right? Ten small homes. Is that what it is?

**[01:19:57] Jay Kim (LADOT)**

33, I believe.

**[01:19:58] Commissioner Davidian**

33.

**[01:19:59] Jay Kim (LADOT)**

34.

**[01:20:00] Commissioner Eisenberg**

Okay. So you have 33 of these and do each one have a restroom?

**[01:20:03] Fernando Moraes (CD 5)**

Yes, that is correct.

**[01:20:05] Commissioner Eisenberg**

So how will you be will you be installing sewer lines?

**[01:20:09] Fernando Moraes (CD 5)**

That is all done as part of the the LifeArk, the LifeArk proposal. Again, a lot of the the way that this that the piping goes into the infrastructure is done immediately below the unit and above ground.

**[01:20:26] Commissioner Eisenberg**

So then each one will have a restroom and they'll have sewer lines installed throughout this lot. For 33 units there will be plumbing.

**[01:20:33] Fernando Moraes (CD 5)**

Yes.

**[01:20:36] Commissioner Eisenberg**

And trash disposal. How does that work?

**[01:20:39] Fernando Moraels (CD 5)**

There will be a dumpster and there will be, you know, as with any of these sites. And again, you know, not to sound reductive at all, but like the many other interim sites that are operating across the city of Los Angeles, this is all it's you know, it is been done many times before.

**[01:20:59] Commissioner Eisenberg**

No, I'm sure it's been done. I'm just trying to get my arms around what we're actually looking at. So we're looking at 33 homes and underground and above ground sewer lines and supply lines because, you know, 33 homes. That's a housing project. That's that's the same as a residential community anywhere else.

**[01:21:17] Fernando Moraels (CD 5)**

It is an emergency interim housing site.

**[01:21:20] Commissioner Eisenberg**

Talk to us. A little bit about this, this ethics situation. Is there an ongoing ethics investigation?

**[01:21:28] Fernando Moraels (CD 5)**

Ethics has not had a conversation, to my knowledge, with our office about about an investigation. And additionally the councilwoman has put a statement out and I am personally aware that the decision was made to move forward with this project by the councilwoman and not by our staff member that was previously employed by this. Additionally, the council office did have conversations with two providers that at that time declined, and this is not currently what is part of this proposal. This is specifically discussing the units from lifeArk and the usage of that, but not the provider, and want to make sure that there is that there is a process to choose the provider again.

**[01:22:19] Commissioner Eisenberg**

And is this gentleman still employed in the council office?

**[01:22:22] Fernando Moraels (CD 5)**

Yes.

**[01:22:23] Commissioner Eisenberg**

Okay. Any further? Yes.

**[01:22:29] Commissioner Davidian**

Commissioner Davidian, since this is kind of a unique situation because, you know, this matter is in front of us strictly because of, you know, the type of current use that the that the property has, you know, which which is regulated by the DOT and, you know, owned by the DOT. I want to make sure that the, the type of proposed project, even though it is temporary ten years it's not not permanent. But does does this have to go through city's zoning or planning process as well? And has it gone through that?

**[01:23:18] Michael Nagel (City Attorney)**

I believe it has gone through planning. It will be going to council. A council was actually had scheduled it last week but could not hear it. They had other matters that came up and we'll be going to council shortly.

**[01:23:33] Commissioner Davidian**

Okay. So. So. And just still due to happen. Yes.

**[01:23:37] Speaker33**

Yeah.

**[01:23:38] Fernando Moraels (CD 5)**

And to clarify the record, if I may. So the councilwoman and our office directly made the decision after hearing from community to make sure that the WestSide Neighborhood Council, which will weigh in tonight, would be able to weigh in before it went to full council on the following day. We also did find out very late last week that it would also be heard again by this, by this board as well.

**[01:24:11] Commissioner Eisenberg**

So when it goes to council, it's going to council For what purpose? What will what part of this project would council be approving?

**[01:24:19] Fernando Moraels (CD 5)**

Council will be approving to acquire the units and ultimately to to move forward with acquiring the units and with the funding for this, for this project that does not include a component about the operations at this time.

**[01:24:40] Commissioner Eisenberg**

Do you have something you'd like to chime in from the city attorney's office?

**[01:24:43] Jonathan Grote (City Attorney)**

So Jonathan Grote, LA city Attorney's office. So I think in response to Commissioner Davidson's question, this is the one of the initial steps in the process. So I think it is a good idea that the commission keep perspective, that this is not the only approval that will take place. So, as was discussed earlier, this matter will be before council, I believe, on October 22nd as well. There are multiple departments that are involved. And so all of you are correct in that this issue is unique insofar as it's really not just dot. The only dot involvement is the fact that they own and operate and manage the parking lot itself. As far as all other aspects related to housing or planning, those departments are also involved throughout this process. Yeah.

**[01:25:25] Commissioner Eisenberg**

And the issue being is that we don't necessarily have the resources here at the commission level to hire an outside person to give us an opinion on the CEQA. We're not CEQA professionals. We're transportation professionals and planning professionals. Um, I find that a little bit odd that it's coming to us. So if we didn't make a decision on this, what can council make a decision on it?

**[01:25:55] Jonathan Grote (City Attorney)**

So the answer to that question is a complicated one in terms of there are a lot of different options available. But I would say for the time being that pursuant to the admin code, because this board has the control over the operation and management of these parking lots, that a decision should be made by this board one way or the other, and that the inability to reach a decision is also in and of itself a decision, a decision.

**[01:26:18] Michael Nagel (City Attorney)**

And in terms of CEQA, our office did review and approve this report.

**[01:26:23] Commissioner Eisenberg**

The finding?

**[01:26:25] Michael Nagel (City Attorney)**

Right. The CEQA findings.

**[01:26:27] Jonathan Grote (City Attorney)**

In consultation with the Bureau of Engineering. Right?

**[01:26:29] Speaker33**

Correct.

**[01:26:30] Michael Nagel (City Attorney)**

But if you do have if you need further information, if you feel going forward that you don't have sufficient information, you could have a special meeting. You could schedule a special meeting for next week. If you wanted BOE to be here or another department.

**[01:26:46] Commissioner Eisenberg**

It would be really helpful if they had showed up today.

**[01:26:49] Speaker26**

Yeah.

**[01:26:50] Commissioner Eisenberg**

We did, you know, because as I've mentioned a few times, I'm not a CEQA expert. I've dealt with CEQA a number of times, but I wouldn't consider myself to be an expert. And I would like the Department of Engineering to come and, you know, educate us a bit.

**[01:27:05] Commissioner Talbott**

This is Commissioner Talbott. I would really like to know what the procedural process is if we, as a commission, did not take action, because there are other ways that this matter can move without just saying, well, you're not taking the action is taking an action.

**[01:27:27] Jonathan Grote (City Attorney)**

So again, if this board does not take an action, then the item has not been approved pursuant to the administrative code. So that's all I can really say at this time. Again, there's a lot of other options available, but they would take significantly longer. Right.

**[01:27:42] Fernando Moraels (CD 5)**

So may I um, and I, I did want to mention up until, you know, late last week, our understanding was that the informational hearing that occurred was going to be, you know, ultimately the final step with this, with this body on the matter, we also found out, you know, at that time.

**[01:28:06] Commissioner Eisenberg**

Did we request the Department of Engineering to show up to today's meeting?

**[01:28:12] Jonathan Grote (City Attorney)**

I'm not sure who that question is directed towards.

**[01:28:14] Commissioner Eisenberg**

Anyone.

**[01:28:14] Speaker33**

Yeah.

**[01:28:15] Commissioner Eisenberg**

CD 5, DOT, did anyone request the Department of Engineering to come today? Or did they just not know about it and that was our fault for not requesting them to come?

**[01:28:27] Jonathan Grote (City Attorney)**

So again, I don't know the answer to that question, Mr. President, primarily because I don't know who else may have reached out.

**[01:28:34] Commissioner Eisenberg**

Right, right.

**[01:28:36] Commissioner Eisenberg**

So obviously probably nobody did. I'm not blaming anyone for that. It just, you know, it just happens that we all just assume they're going to show up and and they don't.

**[01:28:44] Jonathan Grote (City Attorney)**

The departments have been a part of multiple conversations about this issue and about this hearing.

**[01:28:50] Commissioner Eisenberg**

It was my understanding that they were coming to today's Meeting. If but I don't know where I got that.

**[01:28:58] Jonathan Grote (City Attorney)**

So again, if, as Mr. Nagel had said, if this board feels as though they need to hear from the Bureau of Engineering in order to make a decision, or at least to have a better opportunity to understand what's going on, to potentially make a decision, then there is always the option to continue this item. The only thing that I would mention is that it may be best to hold, because this commission doesn't meet all the time, that it may be best to schedule a special agenda or a special meeting to do so. This board is also, since you're all available, able to discuss potentially agendaing a future date at this meeting on the record too, if the board would like to do so.

**[01:29:37] Commissioner Talbott**

This is Commissioner Talbott, one of the other issues that was brought up today is this notion of whether or not there is an actual ethics investigation taking place. And we've heard that some bodies may or may not be looking at this issue. Do we have the opportunity to have a statement from an investigatory body to say this is not deemed an ethics violation, is not being looked into at this time?

**[01:30:04] Jonathan Grote (City Attorney)**

So I don't have any information on that other than to say that the and I don't know how long that investigation, if there is one will take to play out. So I can't say whether or not there would be anyone available to that is its own independent process.

**[01:30:18] Fernando Moraels (CD 5)**

May I, I do want to mention that this is not what is being discussed. Any conversation or or allegation from opposition to this project related to service provision in any contracting which has not occurred, related to service provision is not part of any of what is here at this time, or will go to council on the 22nd.

**[01:30:42] Commissioner Talbott**

As an attorney, I will tell you that we have a fiduciary duty as a board, and if there are ethics, if there are alleged ethics investigations, we should know about it as a board before we take a position.

**[01:30:58] Jonathan Grote (City Attorney)**

So I'm going to ask that this is the city attorney again. Respectfully, I'm going to ask that the members of the public, please do not interrupt this meeting. I understand that everybody feels very strongly about what's being discussed here, but please do not disrupt the meeting. Thank you. And that is a part of the council and commission rules as well.

**[01:31:17] Commissioner Tohom**

Okay. And this is Commissioner Tohome. Can you speak briefly on the timeline of this, this project? When would it the envisioning and such up being shovel ready and project completion if it does ever go through?

**[01:31:31] Fernando Moraels (CD 5)**

Yes. So this project general expectation would be for Q2 of next year. But again, this has already gone through some significant delays. And um, you know, that is what would be a general expectation at this time. Okay.

**[01:31:49] Commissioner Tohom**

Can you clarify what do you mean by Q2? Is that construction or completion?

**[01:31:54] Fernando Moraels (CD 5)**

Completion. Again, you know, the district overall, but the city overall, but specifically CD 5 with no general adult beds, interim adult beds anywhere in the district. Um, again, this is an immediate need. So that is one of the one of the reasons that this was considered was being able to bring those beds to fruition within an expedited timeline.



**[01:32:24] Commissioner Eisenberg**

Anything else for CD5?

**[01:32:27] Speaker33**

No.

**[01:32:27] Commissioner Eisenberg**

Well thank you, sir. We appreciate the information. You know, we are all at least I myself am pro-housing and and trying to solve the homeless crisis in Los Angeles. It's just this is outside of our expertise. You just have to appreciate that. But thank you for coming today. And we do have a member of the mayor's staff here today.

**[01:32:48] Fernando Moraels (CD 5)**

Thank you.

**[01:32:57] Mayor Trans Tina Backstrom**

Gonna need a new chair. Over here. Falling backwards. Hi. Good morning. Good morning. Commissioners. Commissioners, my name is Tina Backstrom. I am the senior director of transportation for mayor Karen Bass. And the mayor would like to express the fact that she is in, in support of this project and is very much so in support of this project, and it is a high priority for her. So I just wanted for the mayor's office. So we just wanted to let you guys know where we stand on this particular project. But it is one that the mayor's office is very much so in support of. So thank you. Thank you for your time.

**[01:33:36] Commissioner Eisenberg**

Any questions for the mayor's office?

**[01:33:38] Barbara Broide**

If she looked at the.

**[01:33:40] Commissioner Eisenberg**

No thank you.

**[01:33:42] Commissioner Eisenberg**

All right. Thank you for coming. I ask? Yeah. Go right ahead.

**[01:33:48] Commissioner Tohom**

Again, Commissioner Tohom, for the city attorney's office. I'm trying to wrap my head around this a little bit. So if the commission takes no action today and that this project still goes to City Council in the next two weeks, I believe, and is there a possibility for this item to come back to the commission knowing the results of what the the City Council has decided so far?

**[01:34:15] Jonathan Grote (City Attorney)**

City Council has taken an action.

**[01:34:17] Commissioner Tohom**

Correct?

**[01:34:20] Jonathan Grote (City Attorney)**

Potentially, yes. I mean, ultimately, this matter will have to come before this board again to seek approval at some point in time. You know, it stands to reason that it makes sense to have, since this board has authority over the parking lot itself to have that happen sooner rather than later. But the admin code does not specify as to when this has to happen, other than it does need to happen before the project is completed. So again, just in terms of timelines, if if this board is going to make a decision one way or the other, it tends to make logical sense to have it happen at the beginning.

**[01:34:59] Commissioner Eisenberg**

Yeah, I mean, it could definitely bounce back after City Council makes a decision on their.

**[01:35:06] Jonathan Grote (City Attorney)**

And one of the reasons, Commissioner Tohom is just that if the entire process plays out, and let's say this gets to 95% of the way done through all of the other city processes, and this board determines that it does not want to approve the project. There's obviously a lot of investment of resources and time at that point. So.

**[01:35:26] Commissioner Tohom**

This is a comment for President Eisenberg. Would it be whatever the action is taken today, there's a lot of questions still pending in the air. Would it be possible just there's a lot of questions to be answered after city council makes their decision?

**[01:35:44] Speaker33**

Right.

**[01:35:44] Commissioner Tohom**

So that's.



**[01:35:46] Commissioner Eisenberg**

I mean-

**[01:35:47] Commissioner Tohom**

To be. To be more proactive rather than having to wait once a month to for these meetings, having special meetings more often just to have this question that we could.

**[01:35:57] Commissioner Eisenberg**

Do a special meeting right after city Council and then have Bureau of Engineering here. You know, we have various options here. We don't have to either approve or disapprove. We can take we can we can. First we be calling for a motion, and it would require a motion and a second to either approve it or disapprove it. Or we can take no action. Nobody makes a motion. And it just kind of sits there. And then we'll push it to after city council, you know, we'll put it on the agenda again after City Council makes a decision. So I mean, we have we have a lot of tools in our toolbox for hearing it. We don't we don't need to deny it right away. We don't need to approve it right away. We you know, there's there's no although, you know, the city attorney's right. We don't want to drag our feet and we don't want it to go on forever with in limbo without an approval or denial. But we could take action after we have the Bureau of Engineering here and after City Council has taken action. Commissioner Davidian?

**[01:37:00] Commissioner Davidian**

Yes, Commissioner. Davidian here. You know, when I when I try to synthesize the issues that we have here in, you know, this matter about this matter, there's two things. And correct me if I'm wrong, if I miss anything. But there's two issues that kind of bubble up to the surface. One is the and this is basically based on the comments that we heard from the public today is the the utilization issue of the parking lot, the impacts of it going away. And the second one is really the the potential impacts of the the housing development and the, you know, the impacts to the residential neighborhood that is perceived to be by the future residents of the facility. So those are the two things that, you know, we're kind of grappling with. And, you know, the both of them have sort of a CEQA implication. But, you know, one is at a totally different issue than the other because this is the two types of comments, Mr. President, that we heard from the public is that this is going to be detrimental to the businesses because the parking is going away. And the second one is that, you know, the expected side impact of this type of, you know, future residents to the character of the single family unit. This is this is really what I'm struggling with, to try to have all the factors that we need to make that, make that decision. Yeah. In this case.

**[01:38:47] Commissioner Eisenberg**

So yeah. Go ahead.

**[01:38:49] Commissioner Tohom**

I have a question for the assistant general manager Kim. So is this the first project on an LA city parking lot?

**[01:39:01] Jay Kim (LADOT)**

No, there's been other proposals. It's not the first one, but it's the first one, probably of its kind in terms of the scope, you know, the the type of housing. Right. The we're talking about.

**[01:39:13] Commissioner Tohom**

So there being other types of projects on LA city lots regarding to housing, do you get follow up reports regarding any safety concerns regarding the lot, or do you just relinquish that to the proper?

**[01:39:30] Jay Kim (LADOT)**

At this point, as I indicated before, we as a department had some authority on the replacement parking component, right? But since we no longer have that authority, really, the question of whether the lot is used and repurposed from current parking to some kind of a supportive housing for, you know, to support the homeless, like that's really then it's an issue for the commissioners, right? Because our ability to exact replacement parking, you know, that's been removed.

**[01:40:03] Commissioner Tohom**

So my concern is not regarding the replacement parking. My, my what I'm thinking is once for previous lots, once the commission has taken action to relinquish them to whatever housing authority or department that takes action, do they give follow up reports back to transportation, saying their X amount of incidents or X amount of concerns that we've seen since the project has been ongoing?

**[01:40:30] Jay Kim (LADOT)**

Yeah, again, those are probably like nontransportation-related issues. Right. Because if they involve crime or you know waste or some other other concerns, other departments will be called on to address them. So because generally once we relinquish we are kind of out of the picture unless there is some, you know, some other transportation-related issues that come up. But again, that's probably very rare in those instances.

**[01:40:58] Commissioner Tohom**

And so you might not have the answer to this question, but I'll still ask it. In general, has there been an increase of concern regarding safety in any city-owned city lots? Once they housing that's come up?

**[01:41:11] Jay Kim (LADOT)**

I don't have visibility only because, again, I'm not involved, right, with some of the impacts that may be caused by some of these projects at the ground level. And, you know, we've had very few projects so far anyway.

**[01:41:26] Speaker33**

So and then.

**[01:41:27] Commissioner Eisenberg**

Commissioner Tohom, the closest thing we've had to this kind of project has been our safe parking lots to where we've closed the lots at night, and people have been allowed to bring their RVs and their vehicles and, and dwell in the lots and then leave in the morning. And that's been a different situation, because those management companies provided the sewage facilities and the security at night. This is different because I have a feeling that, you know, the manager, it becomes a community. It's a permanent community.

**[01:42:03] Jonathan Grote (City Attorney)**

In in the context again, Jonathan Grout, City Attorney's Office in the context of the safe parking lots, I'm sure that President Eisenberg and Commissioner Ortega will recall that in those instances, I believe this commission did request reportbacks and status updates on those parking lots that included similar statistics. Obviously, this project is different, and so it's difficult to you're not comparing apples to apples.

**[01:42:24] Commissioner Eisenberg**

It's not the same thing. It's it's very different because it's it's going to be a self-contained unit. Whereas those safe parking lot programs ended. We don't really have them in the city of Los Angeles anymore. Cd 5 no, we still do. Yes.

**[01:42:39] Fernando Moraels (CD 5)**

So there have been multiple housing modalities that have gone in parking, specifically within CD 5, there's 11010 Santa Monica, there's Pico and Veteran. And whenever I know you mentioned when it comes to the management of it, an operator would when an operator is chosen, will be managing that in the same way. And ultimately in terms of modality, when we're looking at these units, we're looking at, you know, a unit, a unit that has a full a full bathroom again, for that privacy and to be able to bring some, some dignity and good modality there. But it will also be managed there will be 24/7 security. So we're not talking about a model that is that drastically different than the other modalities of housing. Other than that it is interim and that it brings folks into a more permanent facility. And it does allow us the opportunity of bringing folks inside and having more comprehensive encampment resolutions. So just want to say, while it is a different model. Reality. There are many ways in which. Many of the things that you mentioned.

**[01:43:51] Commissioner Eisenberg**

Mr. Eisenberg. Let me ask you a question. I mean, what would be the problem with doing a CEQA investigation? I mean, a CEQA report? Would that be-

**[01:44:02] Jonathan Grote (City Attorney)**

So, president, I apologize. I don't mean to take the microphone away from CD 5's representative, but the I believe the packet that was shared with everybody and it should be available online as well, does include the CEQA report from the Bureau of Engineering, and that was ultimately used to to make the exemption determination.

**[01:44:19] Commissioner Eisenberg**

So why is there a CEQA exemption if there's a report? If we have a report, we have a report, right?

**[01:44:25] Jonathan Grote (City Attorney)**

So again, I'm not a CEQA expert either when it comes to the law. We have attorneys that focus specifically on that. But my understanding is that the report itself needs to be done to see if the property is exempt.

**[01:44:36] Commissioner Eisenberg**

Okay. So it's a report. So what would be the process if they needed to get a if they didn't get an exemption, if they needed to do a get a CEQA approval, what's the process for that?

**[01:44:46] Jonathan Grote (City Attorney)**

So that is where my knowledge ends. And that we would have to ask the Bureau of Engineering. Right.

**[01:44:52] Michael Nagel (City Attorney)**

It'd be a whole different set of criteria that you would be looking at, basically, because.

**[01:44:59] Commissioner Eisenberg**

I'm just curious because as I've mentioned many times, I'm not an expert in this.

**[01:45:03] Michael Nagel (City Attorney)**

How would it. Yeah.

**[01:45:05] Commissioner Ortega**

Commissioner Ortega. I just think that's an important point that you bring up. And that's why we need to have the Bureau of Engineering, because there's this whole piece that's missing for us to make this to, to vote on this, basically. So I would favor coming back and, and scheduling a special meeting and, and hearing from the Bureau of Engineering and taking a vote.

**[01:45:25] Commissioner Eisenberg**

Other commissioners like to weigh in on that?

**[01:45:29] Commissioner Talbott**

I think it is a missing piece. And I would I would say that we're not in a position to take a position without that.

**[01:45:37] Commissioner Eisenberg**

Mr. Davidian?

**[01:45:37] Commissioner Davidian**

Yeah. I think I just wanted to go back to the previous issue. You know, typically in CEQA, first you do a checklist, and if the checklist suggests that you're exempt, then you go ahead and exempt it. If it does not, then you go to a full-scale review. But apparently, you know, what we have been provided is the checklist. And so the full, full CEQA, you know, has not been done. Yeah. Just to clarify, you know, because you mentioned, you know, why is this report not you know, this report is a preliminary checklist of CEQA issues.

**[01:46:15] Commissioner Eisenberg**

So are you in favor of taking action today or pushing it until we have a member of the Bureau of Engineering here?

**[01:46:23] Commissioner Davidian**

You're the latter. Okay.

**[01:46:25] Commissioner Eisenberg**

Commissioner Tohom.

**[01:46:29] Commissioner Tohom**

I have no comment right now on the question that's at hand. I'm still just trying to wrap my head around this.

**[01:46:38] Commissioner Eisenberg**

And what would if we were to do a special meeting? What information or personnel would you want here to help you make a decision?

**[01:46:49] Commissioner Tohom**

For myself, it would be any updates on safety on any other parking lots or similar types of request.

**[01:46:56] Commissioner Eisenberg**

We can request anything we need so that we can make an educated decision.

**[01:47:02] Michael Nagel (City Attorney)**

Which departments from the city do you want here to present LAPD, BOE, CAO's office?

**[01:47:10] Commissioner Eisenberg**

Well, we'll figure that one out when we're scheduling it.

**[01:47:14] Commissioner Ortega**

Well, Mr. President, I think the question before us is strictly CEQA. I think that should be our focus.

**[01:47:19] Commissioner Eisenberg**

Correct.

**[01:47:20] Commissioner Ortega**

That's the item before us. So I think that whoever can help us answer that question in detail, I think should be.

**[01:47:26] Commissioner Eisenberg**

Part of CEQA is quality of life. It's not all just, you know, chemical discharge. So I would really need to do more CEQA research to understand where the lines are on that. But there's various different things to CEQA, and Bureau of Engineering will help us with that too. And so it seems like it's the consensus of this board that we don't take action today, and we do it at a special meeting when we have a member of Bureau of Engineering here. CD 5.

**[01:48:04] Fernando Moraels (CD 5)**

I just wanted to I didn't know if the City Attorney's office was able to give any guidance over what that component of CEQA that you mentioned includes or does not include if it was helpful.

**[01:48:15] Commissioner Eisenberg**

City attorney have an opinion on that?

**[01:48:17] Jonathan Grote (City Attorney)**

I'm sorry, what would the question be?

**[01:48:19] Commissioner Eisenberg**

Well, CEQA doesn't just include toxic issues. It includes a lot of different things.

**[01:48:27] Jonathan Grote (City Attorney)**

No if the question is about the scope of what the CEQA review or an exemption analysis would entail, again, we represent the our area of expertise is transportation-related matters. So the California vehicle Code. So respectfully, I would not want to give you an answer because I it's not my area of expertise. Right.

**[01:48:45] Michael Nagel (City Attorney)**

The BOE can go over that with you. All I can tell you is based on this report they found, based on the law, that this project was exempt from CEQA for the code section, based on the code sections they cited. They can explain to you in more detail at a meeting why they cited those code sections and why they're relevant, and why it's exempt.

**[01:49:07] Commissioner Eisenberg**

Important element for this commission to have somebody from Bureau of Engineering here.

**[01:49:10] Michael Nagel (City Attorney)**

Yeah. I don't know why they're not here either.

**[01:49:13] Speaker33**

So yeah.

**[01:49:13] Commissioner Davidian**

And Commissioner Davidian, you know, and I think, you know, from Bureau of Engineering and if at the BOE and you know, I've worked with BOE before, but I'm not sure if they have experts, experts, experts at the BOE. And if they do.

**[01:49:29] Speaker33**

You know, please do. And they have counsel. Yeah. Yes.

**[01:49:33] Michael Nagel (City Attorney)**

Right. Yeah.

**[01:49:35] Jay Kim (LADOT)**

They actually do. The public Works leads the CEQA review, actually study for even internal city projects. So they actually have expertise in that area.

**[01:49:50] Jonathan Grote (City Attorney)**

And as Commissioner Tobott astutely pointed out, they have their own legal counsel that are experts in CEQA.

**[01:49:56] Speaker33**

And we will.

**[01:49:56] Speaker35**

Have everybody here.

**[01:49:57] Speaker33**

I just wasn't sure that.

**[01:49:58] Commissioner Davidian**

The the detailed CEQA issues are, you know, handled in-house or, you know, whether they are third party hired to handle.

**[01:50:09] Jonathan Grote (City Attorney)**

I'm sorry, I apologize. I couldn't hear what you said.

**[01:50:11] Commissioner Davidian**

No, no, no, no, that's all right. I was just making a comment, you know, whether, you know, the Bureau of Engineering has in-house experts or whether they, you know, with intricate issues, do they, you know, go go to a third party or not? But if they do have in-house, we would like to have them present.

**[01:50:29] Jonathan Grote (City Attorney)**

Understood.

**[01:50:32] Commissioner Tohom**

I have a comment. This is Commissioner Tohome. The reason I'm trying to wrap my head around this issue is not particularly specifically this site. But whenever the issue of unhoused individuals comes up, it's going to come back to the Commission for the use of other city lots. And we've had conversations amongst ourselves about using the resources available to the city to expedite the process. And what I'm hearing is this is one way to do it, if not the council. Council member will still attempt other forms. It might not. It might be a private lot that will not come before the Commission, but it will still be an option for the councilwoman to consider. So I'm trying. We've talked a lot in previous meetings here about wanting to take action, wanting to help the community, wanting to make a change. But now we're kind of stuck of now this is before us, but we can make that decision. So that's where I'm at from our previous conversations that we've had.

**[01:51:36] Commissioner Davidian**

Yeah. Commissioner Davidian. Yes. I think, you know, given the homeless situation that we're all facing every single day, whether at work or home or whatever, I think and this situation is going to continue on and it's going to get probably worse. And my concern is just the precedent setting. We're going to have these things come up to our board more and more and more, you know, given the assets that the city has and those that really are under our regulation, you know, so I am just more concerned about making the right decision here because of its precedent setting nature. Right?

**[01:52:15] Commissioner Eisenberg**

It's definitely an educational process for us being this is the first time this has come to us.

**[01:52:22] Commissioner Talbott**

Commissioner. Commissioner Talbott. I think that everyone is aware we live in Los Angeles, that we are facing unprecedented homelessness. And wherever you live, you're addressing this. Whether you step outside of your home or walk to the corner or drive down the street. I don't think that this commission.

END OF TRANSCRIPT



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