



## PLANNING AND LAND USE MANAGEMENT COMMITTEE



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CITY OF LOS ANGELES,  
CALIFORNIA



GRANADA HILLS NORTH  
NEIGHBORHOOD COUNCIL

### AMENDED Agenda

Wednesday, April 25, 2018, 6:30 P.M.

11139 Woodley Avenue

Granada Hills, California 91344

(Agenda is posted for public review at the GHNNC Office)

*\*Any Agenda Item May Lead to a Motion\**

**Notice:** *Out of an abundance of caution due to the possible attendance and participation of Board members that are not members of the Committee, this agenda is noticed as a Joint Meeting of the Committee and the Board in adherence to the State's Brown Act.*

1. **Call to Order & Roll Call.**
2. **Public Comment on Non-Agenda Items.**
3. **Addition of Ralph Kroy, Board Member of GHNNC, to the PLUM Committee.**
4. **Continuing Business:**
  - a. PlanCheck update and volunteer to attend the next PlanCheck Meeting.
  - b. Councilmember Englander's request for the GHNNC to submit advice and recommendations on physical locations within the community that could be made available for homeless housing. (Attachment 1).

Please be advised that the Bylaws of Granada Hills North Neighborhood Council provide a process for reconsideration of actions as well as a grievance procedure. In compliance with Government Code section 54957.5, non-exempt writings that are distributed to a majority or all of the board in advance of a meeting may be viewed at [www.ghnnc.org](http://www.ghnnc.org) or at the scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda, please contact us at (818) 923-5592. In compliance with Government Code section 54957.5, non-exempt writings that are distributed to a majority or all members of the Board in advance of a meeting, may be viewed at the Neighborhood Council meeting or on the Neighborhood Council website at [www.GHNNC.org](http://www.GHNNC.org). Si requiere servicios de traduccion, favor de notificar al concejo vecinal 3 días de trabajo (72 horas) antes del evento. Si necesita asistencia con esta notificacion, por favor contacte a GHNNC a 818 923-5592. RECONSIDERATION AND GRIEVANCE. For information on the Process for Reconsideration, stakeholder grievance policy, or any other procedural matter related to this Council, please consult the GHNNC Bylaws by visiting [www.GHNNC.org](http://www.GHNNC.org) or calling 818 923-5592. Stakeholders may subscribe to the City of Los Angeles Early Notification System (ENS) through the City's website at [www.lacity.org](http://www.lacity.org) to receive notices for GHNNC meetings. Any public comment will be limited to 2 minutes per person, a maximum of 10 people may comment on any listed item, the Chair of the committee may allocate additional time or additional speakers at the Chair's discretion.

AS A COVERED ENTITY UNDER THE AMERICANS WITH DISABILITIES ACT, THE CITY OF LOS ANGELES DOES NOT DISCRIMINATE ON THE BASIS OF DISABILITY AND UPON REQUEST WILL PROVIDE REASONABLE ACCOMMODATION TO ENSURE EQUAL ACCESS TO ITS PROGRAMS, SERVICES, AND ACTIVITIES. SIGN LANGUAGE INTERPRETERS, ASSISTED LISTENING DEVICES, OR OTHER AUXILIARY AIDS AND/OR SERVICES MAY BE PROVIDED UPON REQUEST. TO ENSURE AVAILABILITY OF SERVICES, PLEASE MAKE YOUR REQUEST AT LEAST 3 BUSINESS DAYS (72-HOURS) PRIOR TO THE MEETING BY CONTACTING THE NEIGHBORHOOD COUNCIL PROJECT ADVOCATE AT (213) 978-1551.

Address: 11139 Woodley Avenue  
Granada Hills, CA

Telephone: (818) 923-5592

Website: [www.GHNNC.org](http://www.GHNNC.org)

### PLANNING AND LAND USE MANAGEMENT COMMITTEE

#### CHAIR

Kyle Ellis

#### MEMBERS

Brian Allen  
Wayde Hunter

Bill Hopkins

**5. New Business:**

- a. Traffic on the neighborhood surface streets during rush hour. Possible causes, solutions, and recommendations. (Attachment 2).
- b. Update and possible motion regarding the City of Los Angeles' Street Vending Ordinance based on the City's April 17, 2018, likely adoption of the Economic Development Committee's April 16, 2018, amendments to the initial proposed ordinance. Specifically, the requirement that property owners must opt-out rather than opt-in, and that businesses can only appeal the issuance of a permit on health and safety grounds. *See* Council File No. 13-1493 (Attachment 3); and Granada Hills North Neighborhood Council's position on street vending (Attachment 4).<sup>1</sup>
- c. City of Los Angeles flag design. *See* (Attachment 5); <https://youtu.be/pnv5iKB2hl4>; and [https://en.wikipedia.org/wiki/Flag\\_of\\_Los\\_Angeles](https://en.wikipedia.org/wiki/Flag_of_Los_Angeles).

**6. Committee Member Comments on Non-Agenda Items.**

**7. Adjournment.**

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<sup>1</sup> Adopted during the November 07, 2017, General Board Meeting (Item H. (1) 1.), and modified to request opt-in/opt-out language in during the December 05, 2017, General Board Meeting (Item H. (1) 1.).

# Attachment 1

# Suggestions for Community Supportive Housing and Services

*Granada Hills North Neighborhood Council – Planning and Land Use Management Committee*

April 25, 2018



*Image Credit: Los Angeles Daily News.<sup>1</sup>*

## **Preliminary Requirements**

Before offering suggestions to Councilmember Englander regarding homeless housing in the Granada Hills North Neighborhood Council area, the Stakeholders of Granada Hills wish to express their desire to see the homelessness problem in Los Angeles abated, but have significant concerns with the City's commitment to the long-term maintenance of high-quality solutions. In particular, the community has significant concerns that if homeless housing or homeless support services are placed within our community, the City will deem the situation 'handled' and fail to address future issues that the formerly homeless may present within the community. The stakeholders are additionally concerned that homeless housing and services will lead to an increase in crime, panhandling, drug abuse, and unsafe situations within Granada Hills.

Based on these concerns and the Granada Hills General Plan Report (Exhibit A), the stakeholders of Granada Hills are not supportive of homeless housing or supportive services within the community without dedicated funding and strong City commitments, enforceable by the community, to the following:

**Funding for Community Police Services:** Stakeholders are interested in a community policing approach where members of our neighborhood are paid to handle

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<sup>1</sup> An LAPD officer checks on the well being of a homeless woman living under an overpass along San Fernando road in Pacoima Monday, October 19, 2015.

‘minor’ criminal activities and to prevent crimes from occurring as their full-time jobs, and who are focused on direct engagement with Granada Hills’ new residents and long-term stakeholders.

**On-Site Security Services:** In addition to the provision of additional funding and services on a community policing basis, the Stakeholders request that any homeless housing and services are provided with a 24/7 on-duty security officer, both for the safety of the homeless residents, and for the safety of the community. The community is concerned that at least some of the homeless population may have pasts or relationships that are defined by violence against them, and the community wants those people (and the community) protected from such targeted violence once those individuals have a more permanent residence within our community.

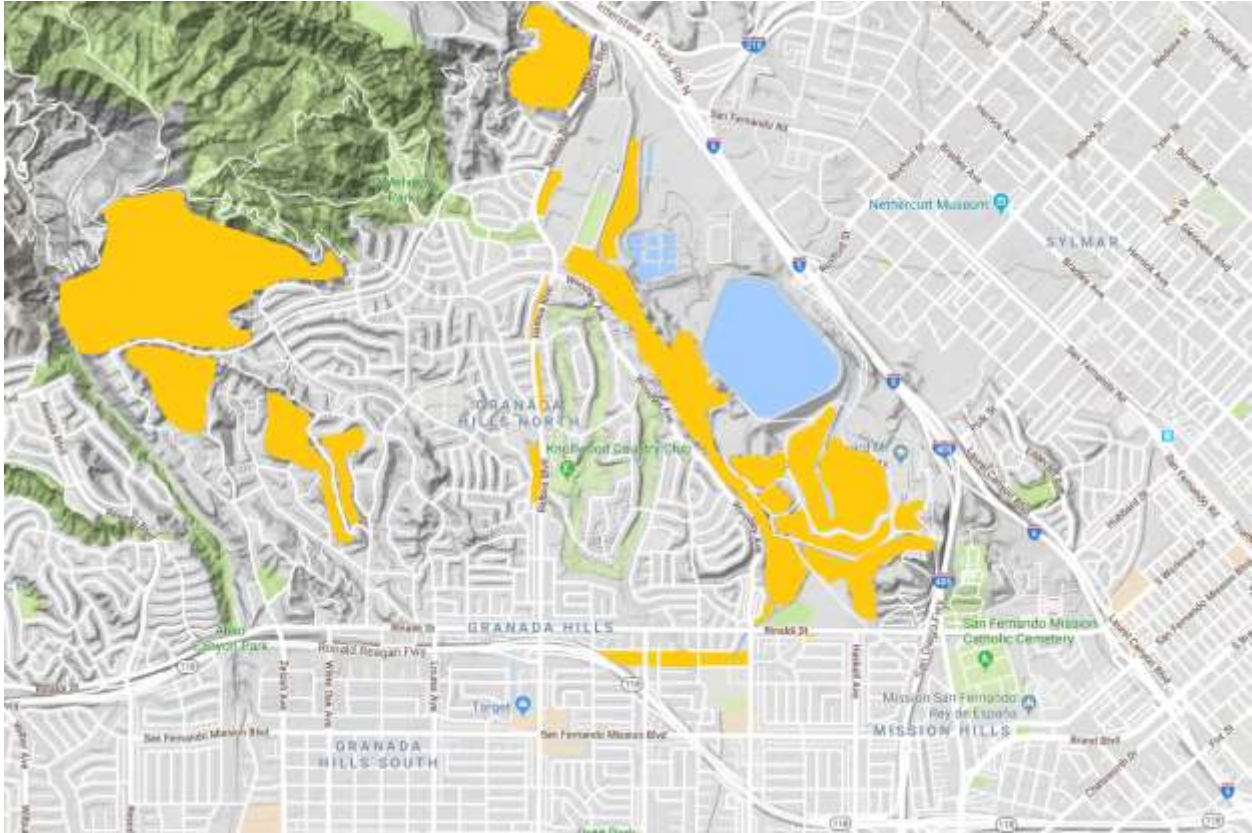
**Access to Public Transportation:** Stakeholders want any homeless housing and services to be directly linked by fast public transportation to (1) the local grocers, (2) the main job providers in the Valley (i.e. CSUN, Medtronic, etc.), (3) hospitals, schools, and other pre-existing support services, and (4) the local parks.

**Limitations on Persons:** Stakeholders have significant concerns about allowing homeless individuals with significant mental health problems, addictions to drugs, or criminal pasts into the community; but have substantial compassion for individuals who are homeless due to economic facts, lack of an adequate support system from families and friends, or because they are simply unable to afford rent in Los Angeles. Accordingly, Granada Hills’s stakeholders would limit the housing and services provided within our community to: (1) families with children, (2) young people enrolled in school, (3) individuals without a criminal or drug history, and (4) individuals who actively work with support services in order to find employment and housing or else agree to be moved out of the community.

**Community Access to Services:** Finally, to the extent that the County’s proposed wraparound services offer assistance to the individuals in homeless housing, the Stakeholders want those same services offered to the rest of the community in order to help prevent individuals within our community from facing homelessness themselves.

Additionally, there may be additional suggestions emergent from the community if and when the City moves forward with any construction or placement of housing within the community. This is not intended to be an exhaustive list, but merely some of the necessary prerequisites needed for the stakeholders in the community to be able to support such housing within Granada Hills North.

## Possible Locations



*Image Credit: Google Maps*

As shown in the highlighted areas in the image above, Granada Hills North has significant land area at its disposal that could conceivably be turned towards the purpose of homeless housing and services. However, while the land area itself is a significant resource, there are equivalent drawbacks to many of the highlighted locations. Accordingly, in order of the locations consisting of the most beneficial with the least drawbacks, the Granada Hills North Neighborhood Council will list the locations where homeless housing and services could be placed.

### Balboa Boulevard Locations

[34°18'16.4"N 118°30'02.8"W] The best location for new construction of homeless housing is likely the open area directly next to the Metropolitan Water District building and the North Valley Youth Baseball fields.

#### Analysis of the location:

*Access (Pros)* – The easy and direct access to Balboa Blvd., the fields of the North Valley Youth Sports Complex, and Bee Canyon Park. There are elementary, middle and high schools, within 2 miles of the location. Options for purchasing food and other goods are available along Balboa Blvd. within 1.5 miles, North of the 118 freeway, and within 2.5 miles just South of the 118 freeway. CSUN, Medtronic, various hospitals, and other potential employers are within 5 miles, and are directly accessible off of major intersections that intersect with Balboa Blvd.



*Access (Cons)* – In Granada Hills, public transportation is so slow and inaccessible it may as well not exist; but given this location's adjacency to Balboa Blvd., which is a major thoroughfare, this lack of access may easily be overcome by redesigning the bus system or constructing a light rail/street car route, and installing bike lanes along Balboa to better access shopping along the street. Such improvements in the public transit system will likely impact traffic significantly during rush hour, and given the current issues with gridlock along Balboa Blvd., such improvements should be paired with transit development between the North County and DTLA and other transit initiatives.

*Construction (Pros)* – The site suggested is an open lot presently used by what appears to be the Metropolitan Water District as extra storage, with only a few regular utility poles in the designated area. The site appears to already be relatively level with few natural barriers to construction. The site is approximately 500 feet by 500 feet, and would likely be capable of supporting one or two stories of housing, given the appropriate environmental review, as the location may be close to fault lines or other hidden hazards (as to the construction of two stories, while the neighbors may object to the size of the construction, it should be noted that the closest residences to the site are at a higher elevation, and a two-story construction would likely not severely impact the character and nature of the skyline). It would be accessible to construction vehicles by Balboa Blvd. and via a two lane road that directly abuts the property.

*Construction (Cons)* – The site is within 200 feet of private, single family residences who would likely object to the presence of any construction activities without strong protections in place for their own properties and strict limitations on the hours of operation, noise, and other issues related to construction activities. Further, it is unclear whether residents would support the construction of permanent residences for homeless individuals and/or the placement of temporary trailers in the area as both would be considered to have significant drawbacks associated with them. As to permanent construction – the stakeholders would want enforceable guarantees that the individuals that would be housed there would fall within the guidelines describe above, and that the construction would provide some benefits to them as stakeholders in the community in addition to the homeless residents into the indefinite future. As to temporary sheltering of homeless individuals – the stakeholders would want enforceable limits on the length of such shelters (i.e. everything removed in five years else the City can be sued to perform such removal).

*Additional Considerations* – Apart from the residents directly adjacent to the site, this location likely offers the best place for homeless housing as it combines (1) land where construction can easily occur, (2) accessibility to a major thoroughfare, (3) access to parks and schools, and (4) a relative separation from the main areas of the community while being close enough to constitute a natural addition to the community's current size.

[34.315053, -118.500002] The second-best location is likely a little further north from the first location, directly across the street from the Metropolitan Water District Treatment Plant.

Analysis of the location:

*Access (Pros & Cons)* – This location has substantively the same benefits and detriments as the North Valley Youth Baseball field location.

*Construction (Pros)* – The site is further removed from single family residences, and would, accordingly, face less opposition to its placement by residents.

*Construction (Cons)* – The site faces significant challenges in topography, as it is comprised of relatively sheer hills. There are some locations within the area highlighted where it would be possible to level the land to the degree necessary for construction and construct a road to such leveled land, but the construction or placement of buildings there presents a much more significant financial investment.

*Additional Considerations* – Despite the construction challenges, the land is still well placed for all of the reasons related to access, and has the additional benefit of being more acceptable to the community due to its placement, but still being close enough to constitute a natural addition to the community's current size.

[Between Woodley Ave. and Knollwood Dr.] These locations, as indicated above, are comprised of strips of land that are directly adjacent to Balboa Blvd. and abut various single family residences that face away from Balboa Blvd.

Analysis of the location:

*Access (Pros & Cons)* – This location has substantively the same benefits and detriments as the North Valley Youth Baseball field & Metropolitan Water District Treatment Plant locations. However, there is an additional access benefit at these locations, as they are further integrated into the community, and would make any trips to and from relevant locations swifter than the prior two locations.

*Construction (Pros)* – The locations are directly accessible on Balboa Blvd.

*Construction (Cons)* – These sites face challenges in topography, as it is comprised of relatively sheer hills.

*Additional Considerations* – The further integration into the community is desirable both for the individuals housed and for the community, however, the fact that these locations directly abut single family residences, which would create significant opposition within the community absent (1) the significant and robust adoption of community policing and security initiatives, (2) the limitation of residents to vetted individuals and families, and (3) limitations to the size and scope of the construction to being in-line with the single family residential nature of the community (i.e. keeping structures one-story and designing any project to provide the residents with a sense of ownership and responsibility over the residences).



## **Emergency Vehicle Operations Center Location**

[North of Blutchter Ave.] This location is directly North of both Blutchter Ave. and the LAPD's Emergency Vehicle Operations Center.

### **Analysis of the location:**

*Access (Pros)* – It is in relatively close proximity to the 405 freeway.

*Access (Cons)* – At the end of a long, lone, incline that is not serviced by public transit, it is connected to Rinaldi St. with an awkward intersection that often experiences significant congestion and also has no public transit worth mentioning. It is just over 1.5 miles away from Danube Elementary School, the closest to its location, and over 2 miles away from Kennedy High School. It would take well over an hour to take public transit to CSUN, although CSUN is only 5.6 miles away, and is nearly as inaccessible to employment opportunities, grocers, and hospital services. While these challenges are surmountable through careful and diligent public transit planning, without investment into public transit the site would probably not be viable.

*Construction (Pros)* – The small road that connects the site is not often traveled and is relatively accessible to construction vehicles. The area just North of EVOC additionally boasts relatively level terrain that is generally free of obstructions or current construction. As the only direct neighbor is the LAPD, there would be relatively few complaints from the community involving construction activities or placement of the construction.

*Construction (Cons)* – There are some gently sloping hills that could impede construction efforts, and a few trees. Otherwise there may be some additional concerns regarding its direct adjacency to the 405 freeway, and some additional efforts to exclude residents at the site from the freeway and exclude the freeway pollution and sounds from the residents would need to be undertaken.

*Additional Considerations* – This site presents several benefits from the perspective of the stakeholders in that (1) the LAPD is already present at the site, and thus the communities' concern about criminal activities would be relatively assuaged, and (2) the distance of the location from the rest of Granada Hills creates an additional benefit to a community that is wary of allowing individuals who may not be the best neighbors to live in the community. There would likely be significantly less community opposition to this location than other locations, even if the benefits to the homeless residents would be better served at one of the Balboa Blvd. Locations.

## **Kaliser/Simonds Locations**

[Between Woodley Ave. and the 118 Freeway, and between Kaliser St. and Simonds St.] This strip of land goes from just North of Kennedy High School to the 118 freeway, passing over Gothic Ave., Monogram Ave., and Havenhurst Ave.

Analysis of the location:

*Access (Pros)* – This site is the closest proposed location to a school, specifically Kenendy High School; and it is also relatively close to the Knollwood and Tulsa Street Elementary Schools. Further, the location is within easy walking distance of Rinaldi St., which is a major thoroughfare with access to the 405 and 118 freeways. The location is approximately 1 mile from a full-service shopping location, and less than 1.5 miles away from the nearest park (Petit Park).

*Access (Cons)* – As already noted above, public transit in Granada Hills is so useless that it may as well not exist, but, assuming an effort is made to develop transit use along Rinaldi St. and Balboa Blvd., then the location would be well within the accessible range of CSUN, other employers, and medical care.

*Construction (Pros)* – The area is presently maintained by DWP, and consists of flat grassland with no major obstructions, easy access to freeways and roads, and no significant physical barriers to construction.

*Construction (Cons)* – The area is directly beneath major power lines, and could constitute major safety hazards for any individual living under the lines based on (1) high winds, (2) earthquake, (3) intentional acts, or (4) the possible detrimental effect of electric fields/emissions on physical health.

*Additional Considerations* – Additionally, being that the location is situated directly between a large number of single family residences, there will be significant pushback to any construction project both on the grounds of the challenges that come from construction itself and from the intended residents of such projects. Further, there will be heightened community concern over the character of the individuals in such housing due to the very close proximity of this site to Kennedy High School both for the general safety of the students and due to concerns for addicts using their proximity to High School-ers to sell drugs, or mentally ill individuals harming the children as they go to and from school.

**Department of Water and Power Operations Locations**

[Land in the Vicinity of the Los Angeles Reservoir] Forming the greater part of the highlighted areas, the land surrounding the Los Angeles Reservoir.

Analysis of the location:

*Access (Pros)* – Certain parts of the land are relatively close to Balboa Blvd. and Rinaldi St., and those locations could reasonably provide access to those streets, and to employers, grocers, and health services with an adequate adjustment of the public transit system.

*Access (Cons)* – The larger portion of this land is relatively inaccessible to anyone other than employees of DWP and the Metropolitan Water District, and, as such, would likely be unreasonable locations for the placement of homeless housing.

*Construction (Pros)* – There are numerous locations throughout the area that have adequately graded land, free of most obstructions, and where construction would not significantly impact residents.

*Construction (Cons)* – There are numerous areas where there are trees, topographical features that make grading challenging, and locations where DWP and MWD need to access in order to perform their work unimpeded.

*Additional Considerations* – Although there would be less concern about the physical construction of housing for the homeless at these sites, the distance from the community would make stakeholders wary of people wandering to and from the homeless residences without adequate oversight or control. Additionally, the lack of direct involvement with the community could further alienate the stakeholders from the housed residents.

### **Western Neighborhood Locations**

[Areas to the West of Balboa] These areas are generally in the foothills of the Santa Susanna Mountain range, and in some of the more open areas of Granada Hills' residential areas.

#### **Analysis of the location:**

*Access (Pros)* – Sesnon Blvd. is a relatively large thoroughfare that eventually links up to Balboa Blvd.

*Access (Cons)* – There is no public transit that runs from these areas, and so access would entirely depend on the MTA choosing to create new transit lines that would link these sites to employment opportunities, grocers, or health care. Additionally, there are no schools that are in the highlighted areas.

*Construction (Pros)* – Certain of the areas have relatively few neighbors, and so construction may not be as vociferously opposed as it could be.

*Construction (Cons)* – The entire area is topographically challenging and inaccessible.

*Additional Considerations* – This is the more wealthy area of Granada Hills, and the stakeholders who reside there would likely be more willing to institute litigation to prevent the City from housing homeless people in their vicinity. Given that this constitutes the worst region for placement overall, it does not appear to be a realistic site for homeless housing though it is technically available.

## **Conclusion**

To briefly summarize: The Granada Hills North stakeholders will likely not support any proposal to place homeless housing in the community absent significant restrictions on (1) who can use the housing, (2) further investments in community safety and accessibility, and (3) some ancillary benefit for the stakeholders for permitting the development to occur. Most importantly, however, the community will be unlikely to support such housing initiative absent a strong commitment by the City, with an enforcement mechanism for the residents, that the City will continue to commit to the promises of security and community benefit even after the project is complete and the homeless crisis is 'resolved.'

However, given those preconditions, the community suggests that the City Council consider the locations and recommendations contained herein for the placement of homeless housing in the Granada Hills North Neighborhood Council area.

# Attachment 2

# **Suggestions for Removing Gridlock on Residential Streets**

*Granada Hills North Neighborhood Council – Planning and Land Use Management Committee*

April 25, 2018



*Image Credit: Palo Alto Online<sup>1</sup>*

## **The Problem**

Into the already problematic situation of increased numbers of cars on City roads, increased population, and lack of viable public transportation options, new transit applications have made it possible for frustrated drivers to make their commutes slightly faster by avoiding the impacted freeways and driving through residential streets. Although the time saving is minimal, the people engaged in this type of activity still view it as preferable to experiencing the exact same (or slightly worse) gridlock on freeways. Unfortunately, the gridlock on local streets creates a significant detriment to the people living in those communities, where residents no longer have easy access to local amenities, emergency services take longer to respond, and frustrated commuters imperil children, the elderly, and other residents by driving dangerously in their pursuit of a faster commute.

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<sup>1</sup> From the December 16, 2016, article by Sue Dremann “Gridlock frustrates local drivers and residents,” available at: <https://www.paloaltoonline.com/news/2016/12/16/gridlock-frustrates-local-drivers-and-residents>

## **Suggested Solutions**

*Long Term* – The only viable long-term solution is to develop a regional transportation system that takes large numbers of commuters off the road, making freeways the best option for rapid car transit. Obviously, the type of capital construction needed to move the 10 million residents of Los Angeles County will not be able to affect any change in the short run, and so different solutions are necessary to measurably impact the problem while we wait for the MTA to figure out what projects need to be constructed and perform the construction. Anything the City Council can do to accelerate those projects – particularly any projects linking commuters from the North County to the City – would be a step in the right direction.

*Short Term* – There are several possibilities for mitigating the issue of neighborhood gridlock in the short term while we wait for the public transit infrastructure to be built:

First. (Public Transit) – While one way to look at the problem is from the perspective of getting commuters and cars off of the neighborhood streets, another way to look at the problem is in terms of access issues for local residents & emergency services, and new hazards caused by placing large numbers of vehicles on residential streets. One possible solution to the issue of access, with some benefit for safety, is to change the way local public transportation is delivered.

Specifically, by modifying the delivery of transit services to (1) significantly increase the availability of local public transit during rush hour, (2) redesign how transit is delivered on a neighborhood-by-neighborhood basis in order to emphasize access to local services and amenities (i.e. grocery stores and parks), and (3) provide dedicated public transportation lanes/corridors that can only be used by transit and emergency services in order to guarantee good service.

In theory, if presently impacted roads featured dedicated bus lanes, all buses ran on a 10 minute schedule during the hours of 6AM to 9AM and 4PM to 7PM, and the busses ran in relatively short loops within the neighborhood that emphasized access to local services and amenities, then residents would have a viable option for accessing those services regardless of gridlock. These changes would need to be paired with some type of advertising campaign and possibly free ridership in order to inform and entice people to use the improved system.

Second. (Physical Barriers) – Together with adding dedicated bus lanes and more rapid transit schedules during rush hour for the convenience of the local residents, the City could also make driving through residential neighborhoods less enticing for commuters. Some options would include placing speed bumps, rumble strips, bicycle lanes, and physical separation between the public roads and dedicated bus lanes (to prevent cars using the bus lanes, because of course they will). These limitations on car access could possibly slow down the commute sufficiently that people relying on neighborhood streets will switch back to the freeway.

Third. (App Modification) – Additionally, the City could request meetings with the companies developing the applications that have made it easier for commuters to route their commute through neighborhoods and see if there is some type of software modification they could implement that would help reduce the numbers of people on residential streets.



# Attachment 3

ECONOMIC DEVELOPMENT COMMITTEE REPORT relative to the proposed City Sidewalk Vending Program.

Recommendations for Council action:

1. APPROVE the following from the Proposed Sidewalk Vending Regulations, as outlined in Attachment 3 of the November 3, 2017 Chief Legislative Analyst (CLA) report:
  - a. General Program provisions A, C-J and L-T.
  - b. Responsibilities of the Sidewalk Vending Coordinator A-C, E-I, J (a, b, c), and K.
  - c. Client Application Requirements, with the addition of “h. route for mobile carts, and photos or sketch of location for stationary carts” and “i. liability insurance.”
  - d. Operating Requirements A-G, I, J with the addition of “Universal Studios,” K-R.
  - e. Placement Requirements A, B, C, and D 1-7, 12-14, 17, 18.
  - f. Monitoring and Compliance with the addition of “suspension of permit if selling illegal and/or counterfeit goods.”
2. REQUEST the City Attorney to prepare and present an Ordinance:
  - a. Establishing a Sidewalk Vending Program as approved by Council
  - b. Creating a special fund for the deposit and expenditure of permit fees and collected fines.
  - c. Containing an Urgency Clause.
3. INSTRUCT the CLA, with the assistance of the City Attorney and Bureau of Engineering, to work with each Council Office to determine expansion, restriction or prohibition of sidewalk vending in each respective Council District, based on legitimate health and safety concerns, as outlined in Attachment 2 of the November 3, 2017 CLA report, as well as a location requested by the Los Angeles Police Department (LAPD) or Los Angeles Fire Department, and report to Council with a list of areas that should be considered for special vending districts or no vending.
4. INSTRUCT the CLA, with the assistance of City Attorney and Department of Public Works (DPW), to establish a process by which adjacent property owners can be notified of a potential vending permit, including an appeals process, similar to the City’s sidewalk dining (R-permit) and above ground facility permit processes.
5. INSTRUCT the City Administrative Officer (CAO), with the assistance of the CLA, Economic and Workforce Development Department (EWDD) and Bureau of Street Services (BSS), to report with a fee study and budget plan, including staffing requirements,

for implementation and enforcement of the Proposed Sidewalk Vending Program, including initial start up costs and a plan for enforcement funding at the level described in Table 2, Page 4 of Attachment 2 of the November 3, 2017 CLA report, with the goal of full cost recovery that factors in revenue from gross receipts and permit fees generated by the program.

6. INSTRUCT the CLA and CAO, with the assistance of the City Attorney, to examine license pricing based on cost per square foot of nearby commercial space.
7. INSTRUCT the City Clerk, with assistance of City Attorney, to report with options to facilitate the collection of fees from permitted sidewalk vendors who locate within a Business Improvement District (BID), with said fees to go toward the BID's operating costs.
8. INSTRUCT the CLA, with assistance of the EWDD and the Department of Recreation and Parks, and any other departments as necessary, to draft a Request for Proposals (RFP) to solicit service providers to operate the Proposed Sidewalk Vending Program, as approved by Council, including community outreach, application assistance, legal counsel and expungement services.
9. REQUEST the City Attorney, with assistance of the CLA and EWDD, to establish a formal partnership with the Los Angeles County Public Health Department (LACDPH) through a Memorandum of Agreement specifying the conditions and provisions, including shared space, resources, plan check inspectors and staff.
10. REQUEST the City Attorney, with assistance of the CLA, DPW, and LAPD to report to Council on enforcement protocols, including confiscation, for sidewalk vending.
11. INSTRUCT the EWDD, with assistance of the CLA, and any other departments as needed, to report to Council with:
  - a. Creation of a fact sheet, in multiple languages, that indicates the requirements for vending.
  - b. Options to provide incentives for the sale of healthy food, including reduced permit fees.
  - c. Explore the concept of sidewalk vending business cooperatives as a future business model.
  - d. Establish a recycling component to safely dispose of unwanted carts.
  - e. The feasibility of partnering with a manufacturer to produce carts that have already been approved by the LACDPH.
12. INSTRUCT the EWDD, BSS, and CLA, in consultation with the Information Technology Agency (ITA) and the Office of Finance, to develop an online system for vendor registration, issuance of certificates of operation and mobile site for enforcement officers that shows registered locations and permit holders.

13. INSTRUCT the EWDD, with assistance of the ITA, to develop an interactive informational website that provides access to rules and regulations, permit requirements and processes, and any other relevant information for the City's Sidewalk Vending Program, with material available in multiple languages.
14. REQUEST the City Attorney, with the assistance of the LAPD, to report on the total amount of Administrative Code Enforcement (ACE) citations issued under LAMC 42.00, from February 15th, 2017 to present, including the number of citations that have been paid, and the number of citations that remain delinquent.
15. INSTRUCT the CLA to report on the feasibility of issuing a temporary Certificate of Operation when an applicant receives all the necessary County health permits and City approvals, in the event an appeal is filed.
16. INSTRUCT the Los Angeles Department of Transportation's People Street Program, with the assistance of the Bureau of Street Services, to report on the feasibility of including parklets in the said Ordinance.

Fiscal Impact Statement: The CLA reports that approval of the recommendations in the CLA's November 3, 2017 report will not result in a fiscal impact. However, should the Council wish to proceed with implementation of a proposed program, the CAO should be instructed to report with a fee study and program budget. The Proposed Sidewalk Vending Program is envisioned to be a fee-supported program.

Community Impact Statement: None submitted.

## SUMMARY

At the meeting held on April 16, 2018, your Economic Development Committee considered a CLA report relative to the proposed City Sidewalk Vending Program. After an opportunity for public comment was held, the Committee moved to approve the CLA's recommendations as amended, as detailed above. This matter is now forwarded to the Council for its consideration. This matter is now forwarded to the Council for its consideration.

Respectfully Submitted,

ECONOMIC DEVELOPMENT COMMITTEE

**MEMBER** **VOTE**  
PRICE: YES  
BUSCAINO: YES  
HUIZAR: YES  
ME

**-NOT OFFICIAL UNTIL COUNCIL ACTS-**

# Attachment 4

**PROPOSAL REGARDING THE FUTURE PERMITTING PROCESS FOR STREET  
VENDORS IN THE CITY OF LOS ANGELES**

**WHEREAS**, on January 06, 2015, Granada Hills North Neighborhood Council recommended that the City of Los Angeles should prohibit all street vending within the City limits;

**WHEREAS**, on March 01, 2016, Granada Hills North Neighborhood Council reaffirmed its opposition to street vending, and further resolved that if the City of Los Angeles chose to support street vending then Granada Hills North Neighborhood Council would, in principal, support Los Angeles Neighborhood Council Coalition's conditions on such street vending

**WHEREAS**, on February 15, 2017, the Los Angeles City Council voted unanimously to decriminalize the act of vending food and products along the streets of the City of Los Angeles;

**WHEREAS**, Granada Hills North Neighborhood Council now seeks to provide a more definite statement on the conditions under which the community would support a street vending ordinance for the City of Los Angeles;

**WHEREAS**, the City of Los Angeles is one of the most diverse and populous cities in the world, and is comprised of neighborhoods with such substantially different characters and needs that those neighborhoods will desire significantly different types and amounts of street vending;

**WHEREAS**, each of the ninety-seven Neighborhood Councils recognized by the City of Los Angeles is in the best place to determine what types, amounts, and locations of street vending their own community will be willing to support, able to maintain, cause the least detrimental effects associated with street vending, and be to the most benefit to the community;

**NOW THEREFORE, BE IT RESOLVED**, that Granada Hills North Neighborhood Council supports the following conditions and requirements on the permitting of street vending, and urges the Los Angeles City Council to integrate these suggestions into any ordinance in the City of Los Angeles that establishes a legal framework for permitted street vending:

- 1) Prior to the City issuing a permit, any applicant seeking a permit should be required to submit to a review and obtain an opinion from the Neighborhood Council(s) wherein they seek to engage in vending activities;
- 2) There should be a process for the local Neighborhood Council(s) to be able to recommend to the permitting agency: (a) conditions on the hours of operation, (b) conditions on the location(s) in which the applicant may conduct business within the neighborhood, and (c) conditions on the types of products they may vend;
- 3) Prior to a permit-holder being issued a renewal for an existing permit, the permit-holder should be required to return to the local Neighborhood Council(s) and obtain another opinion under the same conditions as for new applications;

- 4) There should be different lengths of time that a permit can be valid prior to requiring a renewal depending on whether food is being sold at the location: (a) permits for the sale of non-food (products-only) should be able to be approved for a period of either one-year, two-years, or three-years; and (b) permits for the sale of food and non-food products, or only food, should be renewed every year;
- 5) There should be different categories of permit for street vendors that will primarily sell their food and/or products: (a) at a stationary location, or (b) in a manner that is non-stationary (*i.e.* using handcarts, at multiple temporary locations, using trucks, *et cetera*);
- 6) An applicant seeking a permit for a stationary location should be required to submit a plan that describes: (a) the proposed location of their merchandise, (b) their plan for any deliveries or drop-offs, (c) the proposed locations of any signs, and (d) how their proposed location will permit the free flow of (i) foot traffic, and (ii) automobile traffic;
- 7) Any permits issued for a non-stationary street vendor should specifically delineate the boundaries within which they are permitted to vend;
- 8) No permit for a stationary street vending location should be issued within 100 feet of a single-family residence or a school;
- 9) Non-stationary street vendors should be barred from selling anything (food or products) within 100 feet of a school;
- 10) After obtaining an opinion by the local Neighborhood Council(s), and prior to the issuance of any permit, the agency in charge of the permitting process should review the application for compliance with all relevant laws and deny the applicant if the applicant is not in full compliance;
- 11) The agency in charge of the permitting process should take the opinion of the local Neighborhood Council(s) into consideration when determining whether to grant or deny a permit;
- 12) The City should not set minimums on the number of permits the agency in charge of the permitting process should be required to approve;
- 13) If an applicant seeks a permit with a component that includes the on-site preparation of food, the Department of Health & Safety and the agency in charge of the permitting process should review the application for compliance with all relevant food-handling laws and deny the applicant if the applicant is not in full compliance;



- 14) Depending on the types of food or products that an applicant seeks to vend, the applicant should be required to demonstrate compliance with any of the following on an as-needed basis: a Food Handling Certificate, FTB Resale License, Los Angeles County Health permit, and compliance with relevant federal, state, or local statutes, ordinances, or regulations;
- 15) Upon receipt of a permit, the permitted street vendor should be required to openly and visibly post their permit during all hours they are engaged in vending, including setting up and tearing down a stationary location;
- 16) The permit should clearly and visibly list: (a) hours of operation, (b) the location(s) in which they may engage in business, and (c) the types of products they may vend;
- 17) Failure to adhere to the permitting, display, or operational limitations and requirements should lead to incrementally more severe punishments, including but not limited to: (a) impounding of any products on offer by a non-compliant vendor, (b) a fine that can incrementally increase, and (c) up to 6 months in jail for egregious violations or repeated violations by the same person(s).

# Attachment 5

## GOOD FLAG, BAD FLAG

### How to Design a Great Flag

This guide was compiled by Ted Kaye,  
editor of *RAVEN*, a Journal of Vexillology  
(published annually by NAVA).

These principles of good flag design distill the wisdom of many people who have written on the subject, including Philippe Bondurand, Frederick Brownell, William Crampton, Michael Faul, Jim Ferrigan, Richard Gideon, Kevin Harrington, Lee Herold, Ralph Kelly, Rich Kenny, David Martucci, Clay Moss, Peter Orenski, Whitney Smith, Steve Tyson, Henry Untermyer, and Alfred Znamierowski.

### What is NAVA?

The North American Vexillological Association (NAVA) is dedicated to vexillology, the study of flag history and symbolism. For more information about its activities, publications, and membership, visit [www.nava.org](http://www.nava.org) or write:

NAVA  
P.O. Box 55071, #58049  
Boston, MA 02205-5071, U.S.A.

ISBN-13: 978-0-9747728-1-3  
ISBN-10: 0-9747728-1-X

Designed by Melissa Meiner  
© 2013 North American Vexillological Association



# GOOD FLAG, BAD FLAG

## How to Design a Great Flag



USE 5 BASIC PRINCIPLES TO CREATE AN  
OUTSTANDING FLAG FOR YOUR ORGANIZATION,  
CITY, TRIBE, COMPANY, FAMILY, NEIGHBORHOOD,  
OR EVEN COUNTRY!

North American Vexillological Association  
The Flag Experts of the United States and Canada

COMPILED BY TED KAYE

## WHAT IS A FLAG?

A flag's purpose is to represent a place, organization, or person, generally on a rectangular piece of cloth, to be seen at a distance, often moving, and reproduced in quantity and in many sizes.

The 5 principles of good flag design will lead to a successful flag that accomplishes that purpose.

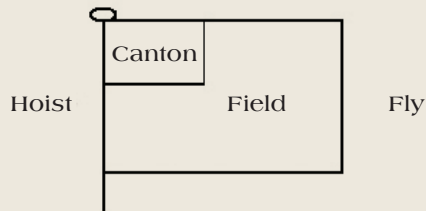
Flags began thousands of years ago, first used for military purposes on land and then as identifying signals at sea. They evolved to represent royal houses, then countries and other levels of government, businesses, military ranks and units, sport teams, and political parties.

Flags grew out of heraldry—the practice of designing coats of arms—and follow many of the same design principles. Following this guide will help any person or group produce a great flag.

*A flag should be simple, readily made, and capable of being made up in bunting; it should be different from the flag of any other country, place or people; it should be significant; it should be readily distinguishable at a distance; the colors should be well contrasted and durable; and lastly, and not the least important point, it should be effective and handsome.*

— National Flag Committee of the Confederate States of America, 1861

## ANATOMY OF A FLAG



# THE FIVE BASIC PRINCIPLES OF FLAG DESIGN

## 1. KEEP IT SIMPLE

*The flag should be so simple that a child can draw it from memory . . .*

## 2. USE MEANINGFUL SYMBOLISM

*The flag's images, colors, or patterns should relate to what it symbolizes . . .*

### 3. USE 2–3 BASIC COLORS

*Limit the number of colors on the flag to three, which contrast well and come from the standard color set . . .*

#### 4. NO LETTERING OR SEALS

*Never use writing of any kind or an organization's seal . . .*

## 5. BE DISTINCTIVE OR BE RELATED

*Avoid duplicating other flags, but use similarities to show connections . . .*



# 1. KEEP IT SIMPLE

THE FLAG SHOULD BE SO SIMPLE THAT  
A CHILD CAN DRAW IT FROM MEMORY . . .

**F**lags flap. Flags drape. Flags must be seen from a distance and from their opposite side. Under these circumstances, only simple designs make effective flags. Furthermore, complicated flags cost more to make, which often can limit how widely they are used.

Most poor designs have the elements of a great flag in them—simplify them by focusing on a single symbol, a few colors, large shapes, and no lettering. Avoid the temptation to include a symbol for everybody.

Ideally the design will be reversible or at least recognizable from either side. Don't put a different design on the back.

GOOD



*BANGLADESH*

With two strong colors and a single symbol—the rising sun of independence (slightly offset to the hoist), this flag succeeds admirably.

BAD



*TURKMENISTAN*

This very complicated rug contains 5 traditional patterns! Better to leave it off and keep the moon and stars.

GOOD



*CONGO*

With bold, contrasting colors, large shapes, and parallel lines, this flag is also easily recognized when reversed.

BAD



*WEST VIRGINIA (USA)*

The seal itself is complex, the white background is boring, and the overall design differs from other state flags only in its blue border.

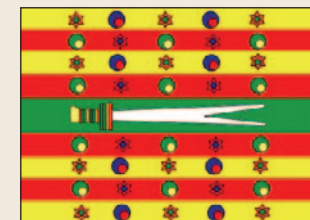
GOOD



*ALASKA (USA)*

The stars, a standard U.S. symbol, form the "Big Dipper" constellation and the North Star, representing the northernmost U.S. state.

BAD



*BEY OF TUNISIA*

Replete with stars, crescents, and the Sword of Ali, this 19<sup>th</sup>-century design's overwhelming complexity defeats its purpose.

## 2. USE MEANINGFUL SYMBOLISM

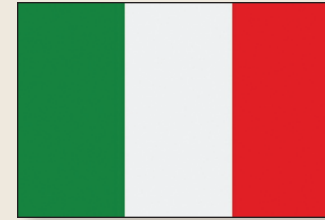
THE FLAG'S IMAGES, COLORS, OR PATTERNS SHOULD RELATE TO WHAT IT SYMBOLIZES . . .

**S**ymbolism can be in the form of the “charge” or main graphic element, in the colors used, or sometimes even in the shapes or layout of the parts of the flag.

Usually a single primary symbol is best—avoid those that are less likely to be representative or unique. Colors often carry meanings: red for blood or sacrifice, white for purity, blue for water or sky.

Diagonal stripes are often used by former colonies as an alternative to the generally horizontal and vertical stripes of European countries.

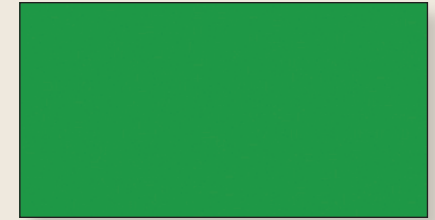
GOOD



*ITALY*

Based on the revolutionary flag of France, the vertical orientation of Italy's stripes represented a challenge to the typical horizontal stripes of the ruling kingdoms of Europe.

BAD



*LIBYA*

Although Libya's green field was chosen for its Islamic symbolism, a solid-color flag is too simple to represent a country, and is meaningless when depicted in grayscale.

GOOD



*IROQUOIS  
CONFEDERACY (USA)*

“Hiawatha's Belt”, a symbol for five tribes since before 1600, appears on the traditional blue of wampum shell beads.

BAD



*NAVAJO NATION  
(USA)*

Over 20 graphic elements overwhelm the viewer and none are large enough to be seen easily.

GOOD



*UKRAINE*

The light blue and yellow represent the sky over wheat fields—both the color and the direction of the stripes carry the meaning.

BAD



*ORGANIZATION  
OF AMERICAN  
STATES*

Believe it or not, this flag depicts the flags of all the member countries, and must be changed each time one joins, drops out, or changes its flag!



### 3. USE 2—3 BASIC COLORS

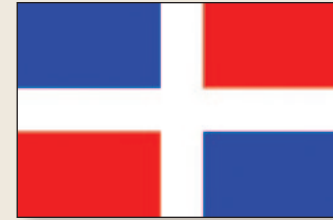
LIMIT THE NUMBER OF COLORS ON THE FLAG TO THREE, WHICH CONTRAST WELL AND COME FROM THE STANDARD COLOR SET . . .

The basic flag colors are red, blue, green, black, yellow, and white. They can range from dark to light. Occasionally other colors are also used, such as purple, gray, and orange, but they are seldom needed in a good design.

Separate dark colors with a light color, and light colors with a dark color, to help them create effective contrast. A good flag should also reproduce well in “grayscale”, that is, in black and white shades.

More than four colors are hard to distinguish and make the flag unnecessarily complicated and expensive. Flag fabric comes in a relatively limited number of colors—another reason to stick to the basics.

GOOD



*DOMINICAN  
REPUBLIC*

These colors provide balance and contrast, leaving a white cross as “negative space” in the middle of the flag.

BAD



*DOMINICA*

By using ALL six basic flag colors, this flag creates unnecessary cost and complexity. Who can see the parrot's red and black eye?

GOOD



*AMSTERDAM  
(NETHERLANDS)*

These colors contrast well, even though the red and black are not separated by a light color.

BAD



*CHINESE ADMIRAL  
(1882)*

Too many colors! At the least, the yellow and white should be separating the dark colors. While the dragon is in the position of honor, it is very hard to distinguish.

GOOD



*NEW MEXICO  
(USA)*

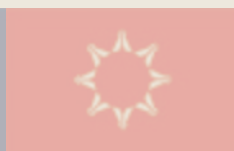
Red and yellow recall the state's Spanish heritage, while the sun symbol comes from the Zia Indians. This design was voted the best U.S. state flag by NAVA members.

BAD



*VIRGINIA (USA)*

Imagine, 18 different colors in the official flag specifications! Not only are they difficult to distinguish, but having so many colors drives up the manufacturing cost.





## 4. NO LETTERING OR SEALS

NEVER USE WRITING OF ANY KIND OR  
AN ORGANIZATION'S SEAL . . .

**W**ords defeat the purpose: why not just write "U.S.A." on a flag? A flag is a graphic symbol. Lettering is nearly impossible to read from a distance, hard to sew, and difficult to reduce to lapel-pin size. Words are not reversible—this forces double- or triple-thickness fabric.

Don't confuse a flag with a banner, such as what is carried in front of a marching band in a parade, or draped behind a speaker's platform—such banners don't flap, they are seen from only one side, and they're usually seen closer-up.

Seals were designed for placement on paper to be read at close range. Very few are effective on flags—too detailed. Better to use some element from the seal as a symbol. Some logos work; most don't.

GOOD



*CÔTES D'ARMOR  
(FRANCE)*

Rather than the logo style frequently used by French departments and regions, Côtes d'Armor uses a stylized seagull in the shape of its coastline.

BAD



*LOIR-ET-CHER  
(FRANCE)*

All those words, plus an indistinguishable gray shape . . . Better to have used the stylized dragon on a more interesting background color.

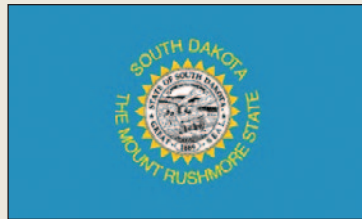
GOOD



*SOUTH CAROLINA (USA)*

The palmetto tree represents the "Palmetto State" far better than the state's seal could. The crescent moon is in the position of honor.

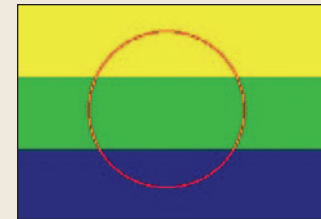
BAD



*SOUTH DAKOTA (USA)*

This flag uses a seal AND lettering! The name of the state actually appears twice.

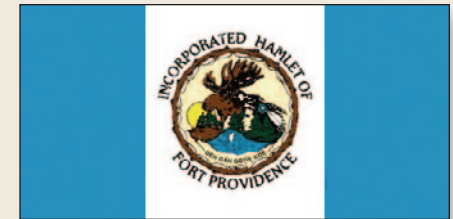
GOOD



*PEGUIS NATION  
(CANADA)*

The contrasting colors with a single central symbol represent this Indian nation far better than could any seal.

BAD



*FT. PROVIDENCE, NWT  
(CANADA)*

Despite the overall pattern recalling Canada, this flag (for an Indian community) stumbles with a virtually indistinguishable seal.

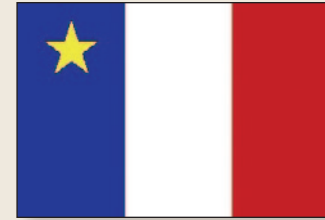
## 5. BE DISTINCTIVE OR BE RELATED

AVOID DUPLICATING OTHER FLAGS, BUT  
USE SIMILARITIES TO SHOW CONNECTIONS . . .

This is perhaps the most difficult principle, but it is very important. Sometimes the good designs are already “taken”. However, a flag’s symbols, colors, and shapes *can* recall other flags—a powerful way to show heritage, solidarity, or connectedness. This requires knowledge of other flags.

Often the best way to start the design process can be looking to one’s “roots” in flags—by country, tribe, or religion. Use some of the many resources available to help you with flag identification and history, such as “Flags of the World”: <http://www.fotw.net>, or your local library.

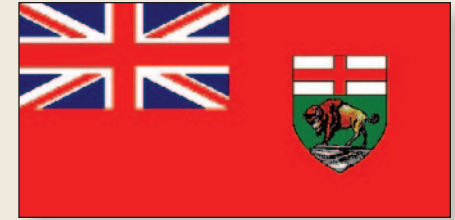
GOOD



ACADIA  
(CANADA)

French-speaking Acadians in Canada place a yellow star for St. Mary, their national symbol and patron saint of mariners, on the flag of France.

BAD



MANITOBA  
(CANADA)

While the British “Red Ensign” signifies connectedness within the Commonwealth, the distinguishing feature is the small seal. Better to have used the bison as the main flag symbol.

GOOD



GHANA

Using the same colors used by many countries in Africa, this flag shows a strong connection to its neighbors’ flags.

BAD



INDONESIA

Except for its proportions, this flag is exactly the same as Monaco’s (which had it first), but there is no connection between the two countries. Upside-down it is the same as Poland or as Cantabria, Spain!

GOOD



LIBERIA

Founded by freed slaves from the U.S., Liberia reflects that heritage with a similar yet distinctive flag.

BAD



VERMONT  
(USA)

This flag is virtually indistinguishable from 20 other U.S. state flags, all with a seal on a blue field.

## OTHER CONSIDERATIONS

A rectangle is the standard flag shape. Keep the width-to-length proportions between 1:1.5 and 1:2. Canadian flags are usually 1:2; U.S. flags are usually 1:1.5 or 1:1.67. Square flags are unusual in North America. Abandon such rectangles only when meaningful.

Flags wear. By retaining a rectangular shape and avoiding symbols at the fly end, a flag can be hemmed repeatedly and given a longer life.

The point of honor is the “canton” area—the upper-left corner. This corresponds to the part of the flag that is seen when it hangs limp from a flagpole. The center or left-of-center position is the most visible spot for a symbol when the flag is flying.

Consider the fabrication methods. Curved lines add to the cost of sewn flags. Holes or “negative space” hurt a flag’s fly-ability and wear-ability. “Swallow-tail” shapes fray more easily.

All rules have exceptions. Colorado’s “C” is a stunning graphic element. Maryland’s complicated heraldic quarters produce a memorable and distinctive flag. But depart from these five principles only with caution and purpose.



COLORADO (USA)



MARYLAND (USA)

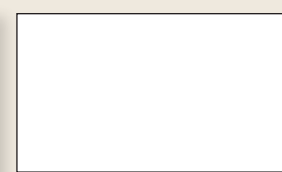
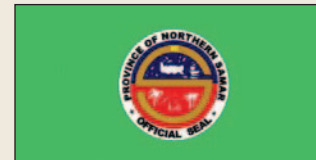
Don’t allow a committee to design a flag. Instead, empower individuals to design flags, and use a committee to select among them.

An old rule of heraldry has images of animals look toward the hoist.

*And most of all, design a flag that looks attractive and balanced to the viewer and to the place, organization, or person it represents!*

## TEST YOURSELF

### FIND THE GOOD FLAGS AND THE BAD FLAGS:



DRAW YOUR FLAG!

