

**Los Angeles City Council, Journal/Council Proceeding**

**Friday, May 1, 2026**

**JOHN FERRARO COUNCIL CHAMBER ROOM 340, CITY HALL 200 NORTH SPRING STREET,  
LOS ANGELES, CA 90012 - 10:00 AM**

(For further details see Official Council Files)

**(For communications referred by the President see Referral Memorandum)**

**Roll Call**

**Members Present: Blumenfield, Harris-Dawson, Hutt, Jurado, Lee, McOsker, Park, Price Jr., Raman, Rodriguez (10) Absent: Hernandez, Nazarian, Padilla, Soto-Martinez, Yaroslavsky (5)**

**Approval of the Minutes**

**Commendatory Resolutions, Introductions and Presentations -SEE ATTACHED**

**Multiple Agenda Item Comment**

**Public Testimony of Non-agenda Items Within Jurisdiction of Council**

**Items for which Public Hearings Have Been Held**

(1) **26-0280**  
**CD 13**

CATEGORICAL EXEMPTION and PLANNING AND LAND USE MANAGEMENT COMMITTEE REPORT relative to the inclusion of Hollywood Center Motel (consisting of the neon pole sign and the breeze-block wall that front Sunset Boulevard), located at 6714 - 6724 West Sunset Boulevard, in the list of Historic-Cultural Monuments.

Recommendations for Council action:

1. DETERMINE that the proposed designation is categorically exempt from the California Environmental Quality Act (CEQA), pursuant to Article 19, Section 15308, Class 8 and Article 19,

Section 15331, Class 31 of the State CEQA Guidelines.

2. DETERMINE that the subject property conforms with the definition of a Monument pursuant to Section 22.171.7 of the Los Angeles Administrative Code.
3. ADOPT the amended FINDINGS of the Cultural Heritage Commission (CHC) as the Findings of Council.
4. APPROVE the recommendations of the CHC relative to the inclusion of Hollywood Center Motel (consisting of the neon pole sign and the breeze-block wall that front Sunset Boulevard), located at 6714 - 6724 West Sunset Boulevard, in the list of Historic-Cultural Monuments.

Applicant: Hollywood Heritage

Owners: Andranik Sogoyan, 6720 Sunset LLC; and Investors Equitable Fund, Inc.

Case No. CHC-2025-6242-HCM

Environmental No. ENV-2025-6243-CE

Fiscal Impact Statement: None submitted by the CHC. Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted

**TIME LIMIT FILE - MAY 6, 2026**

**(LAST DAY FOR COUNCIL ACTION - MAY 6, 2026)**

**Adopted Item**

**Ayes: Blumenfield, Harris-Dawson, Jurado, Hutt, Lee, McOsker, Park, Price Jr., Raman, Rodriguez (10); Nays: (0); Absent: Hernandez, Nazarian, Padilla, Soto-Martínez, Yaroslavsky (5)**

(2) **24-1037-S1**

**CD 8**

GOVERNMENT OPERATIONS COMMITTEE REPORT relative to proposed rent commencement term of the agreement with Gage/St. Andrews Properties, LLC (Gage/St. Andrews Properties) at 6230 South Gramercy Place for the Los Angeles Police Department (LAPD) – South Traffic Division.

Recommendation for Council action:

AUTHORIZE the Department of General Services to amend the lease and rent commencement terms of the agreement with Gage/St. Andrews Properties at 6230 South Gramercy Place for the LAPD – South Traffic Division as described in the April 1, 2026 Municipal Facilities Committee (MFC) report, attached to the Council File.

Fiscal Impact Statement: The MFC reports that there is no General Fund impact as a result of the lease amendment.

Community Impact Statement: None submitted

**TIME LIMIT FILE - MAY 31, 2026**

**(LAST DAY FOR COUNCIL ACTION - MAY 31, 2026)**

**Adopted Item**

**Ayes: Blumenfield, Harris-Dawson, Jurado, Hutt, Lee, McOsker, Park, Price Jr., Raman, Rodriguez (10); Nays: (0); Absent: Hernandez, Nazarian, Padilla, Soto-Martínez, Yaroslavsky (5)**

(3)

**26-0462  
CD 1**

GOVERNMENT OPERATIONS COMMITTEE REPORT relative to authorizing a parking lot license agreement with 104 North Avenue 56, LLC for two parking spaces located at 115 ½ North Avenue 55, Los Angeles, CA 90042 in Council District 1 (CD1).

Recommendation for Council action:

AUTHORIZE the Department of General Services to negotiate and execute a parking lot license agreement with 104 North Avenue 56, LLC for two parking spaces located at 115 ½ North Avenue 55, Los Angeles, CA 90042, under the terms and conditions substantially outlined in the March 25, 2026 Municipal Facilities Committee (MFC) report, attached to the Council File.

Fiscal Impact Statement: The MFC reports that as noted in the CD1 Field Office report, monthly parking costs for two spaces is \$600 per month. The anticipated start date for the license is June 1, 2026 resulting in one month of anticipated costs for Fiscal Year 2026-27. There is no additional impact to the General Fund.

Community Impact Statement: None submitted

**Adopted Item**

**Ayes: Blumenfield, Harris-Dawson, Jurado, Hutt, Lee, McOsker, Park, Price Jr., Raman, Rodriguez (10); Nays: (0); Absent: Hernandez, Nazarian, Padilla, Soto-Martínez, Yaroslavsky (5)**

(4) **26-0338**

ARTS, PARKS, LIBRARIES, AND COMMUNITY ENRICHMENT and TRANSPORTATION COMMITTEES' REPORT relative to the prohibition of electric bicycles on all equestrian, hiking, and recreational trails in the City of Los Angeles.

Recommendations for Council action, as initiated by Motion (Lee - Nazarian):

1. INSTRUCT the Department of Recreation and Parks (RAP) to prohibit the use of electric bicycles on all equestrian, hiking and recreational trails in the City of Los Angeles utilizing signage and all enforcement tools currently available. The electric bicycle prohibition should not include designated Class I, II, III, or IV Bikeways.
2. INSTRUCT the Los Angeles Police Department (LAPD) with the support of the Department of Transportation (DOT), in conjunction with the Office of the City Attorney, to report to Council on current regulations regarding the use of electric bicycles in the City, and to create a substantial fine structure to discourage electric bicycle use in restricted areas.
3. INSTRUCT the RAP, DOT, and the LAPD to report to Council on resources required to enforce electric bicycle bans in sensitive areas.

4. REQUEST the City Attorney to prepare an ordinance that prohibits the use of electric bicycles on City trails and details the aforementioned fine structure, with increasing fines for repeat violators.
5. REQUEST the City Attorney, in coordination with the DOT, to report back on mechanisms to make the fine structure for electric bicycle infractions proportional to income.
6. INSTRUCT the RAP to report back on opportunities, existing facilities, or potential locations that would be amenable to the utilization of electric bicycles.

Fiscal Impact Statement: Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted

**Adopted Item as Amended by Motion 4A (Blumenfield – Hutt) - SEE ATTACHED**

**Ayes: Blumenfield, Harris-Dawson, Jurado, Hutt, Lee, McOsker, Padilla, Park, Price Jr., Raman, Rodriguez, Yaroslavsky (12); Nays: (0); Absent: Hernandez, Nazarian, Soto-Martínez (3)**

(5) **26-0188  
CD 2**

HOUSING AND HOMELESSNESS COMMITTEE REPORT relative to loan and regulatory agreements to finance the accessibility retrofit of the existing affordable housing development known as Harmony Gates located at 5220 Harmony Avenue.

Recommendations for Council action, SUBJECT TO THE APPROVAL OF THE MAYOR:

1. NOTE and FILE the Los Angeles Housing Department (LAHD) transmittal dated January 26, 2026, attached to the Council file.

2. AUTHORIZE the General Manager, LAHD, or designee, subject to the review and approval of the City Attorney as to form, to:
  - a. Negotiate and execute accessibility retrofit loan and regulatory agreements with the legal owner of Harmony Gates (Project) in the amount of \$2,774,222.29.
  - b. Execute subordination agreements of the financial commitment for the Project, wherein the City's loan and regulatory agreements are subordinated to the respective conventional or municipally funded loans, as required.
3. AUTHORIZE the General Manager, LAHD, or designee, to obligate and disburse up to \$2,774,222.29 from Fund No. 10D/43C698 Retrofit to the legal owner of the Project, Wahmony Gates, LP.
4. AUTHORIZE the General Manager, LAHD, or designee, to prepare Controller instructions and any necessary technical adjustments consistent with the Mayor and City Council actions, subject to the approval of the City Administrative Officer (CAO).

Fiscal Impact Statement: The CAO reports that the recommendations in its report obligate \$2.77 million of the \$12 million provided in Fiscal Year 2025-26 for the Accessible Housing Loan Retrofit Program. There is no additional impact on the General Fund.

Financial Policies Statement: The CAO reports that the recommendations in its report comply with the City's financial policies in that expenditures for mandated and priority programs are to be made against current revenue sources.

Community Impact Statement: None submitted

**Adopted Item**

**Ayes:** Blumenfield, Harris-Dawson, Jurado, Hutt, Lee, McOsler, Park, Price Jr., Raman, Rodriguez (10); **Nays:** (0); **Absent:** Hernandez, Nazarian, Padilla, Soto-Martínez, Yaroslavsky (5)

(6) **12-0049-S25**  
**CD 6**

HOUSING AND HOMELESSNESS COMMITTEE REPORT relative to reaffirming and reapproving the previously authorized loan modification for the Strathern Park Apartments, an affordable housing project located at 11040 West Lorne Street and 11111 West Strathern Street

Recommendations for Council action:

1. AUTHORIZE the General Manager, Los Angeles Housing Department (LAHD), or designee, to reaffirm and reapprove the previously authorized loan modification for the Strathern Park Apartments, to subordinate the loan, extend the loan maturity date, and to modify the residual receipts split for the affordable housing project located at 11040 West Lorne Street and 11111 West Strathern Street.
2. AUTHORIZE the General Manager, LAHD, or designee, to execute any necessary loan documents required to amend the loan and related documents to clarify the net capital proceeds, modify the interest rate, and establish a minimum allocation for hard costs for the affordable housing project located at 11040 West Lorne Street and 11111 West Strathern Street.
3. AUTHORIZE any other technical adjustments to the property ground lease, loan, and other documents as deemed necessary by the City Attorney to implement the changes outlined in the LAHD report dated January 30, 2026, attached to the file.

Fiscal Impact Statement: The LAHD reports that there is no fiscal impact to the General Fund.

Community Impact Statement: None submitted

**Adopted Item**

**Ayes: Blumenfield, Harris-Dawson, Jurado, Hutt, Lee, McOske, Padilla, Park, Raman, Rodriguez, Yaroslavsky (11); Nays: (0); Absent: Hernandez, Nazarian, Price Jr., Soto-Martínez (4)**

(7) **21-1355-S3**  
**CD 15**

ADMINISTRATIVE EXEMPTION and TRADE, TRAVEL AND TOURISM COMMITTEE REPORT relative to Port of Los Angeles (POLA) Resolution No. 26-10693 and proposed Ninth Amendment to Permit No. 915 with San Pedro Public Market, LLC.

Recommendations for Council action:

1. CONCUR with the determination by the Board of Harbor Commissioners (BOHC) that this action is administratively exempt from the California Environmental Quality Act (CEQA) pursuant to Article II, Section 2(i) of the Los Angeles City CEQA Guidelines.
2. APPROVE POLA Resolution No. 26-10693 approving the Ninth Amendment to Permit No. 915 with San Pedro Public Market, LLC.
3. AUTHORIZE the POLA Executive Director, or designee, to execute the proposed Ninth Amendment to Permit No. 915 with San Pedro Public Market, LLC.

Fiscal Impact Statement: The BOHC reports that the changes proposed under the Ninth Amendment are administrative in nature. Article 2, Section 9.2, Upgrade Obligations, would require the Harbor Department and Lessee to negotiate in good faith regarding additional capital investments and rent adjustments no later than 20 years after opening (expected June 2026). However, the Ninth Amendment only adjusts the timing of this obligation and does not create any additional financial impact. Neither the City Administrative Officer (CAO) nor the CLA has completed a financial analysis of this report.

Community Impact Statement: None submitted

**Adopted Item**

**Ayes:** Blumenfield, Harris-Dawson, Jurado, Hutt, Lee, McOsker, Park, Price Jr., Raman, Rodriguez (10); **Nays:** (0); **Absent:** Hernandez, Nazarian, Padilla, Soto-Martínez, Yaroslavsky (5)

(8) **26-0370**

ADMINISTRATIVE EXEMPTION and TRADE, TRAVEL AND TOURISM COMMITTEE REPORT relative to BOAC Resolution No. 28330 and proposed Second Amendment to Service Agreement No. 4700002281 with Merchant Aviation LLC for air service development consulting services at Los Angeles World Airports (LAWA).

Recommendations for Council action:

1. CONCUR with the determination by the Board of Airport Commissioners (BOAC) that this action is administratively exempt from the California Environmental Quality Act (CEQA) pursuant to Article II, Section 2(f) of the Los Angeles City CEQA Guidelines.
2. APPROVE Second Amendment to Service Agreement 4700002281 with Merchant Aviation LLC to extend the term through October 5, 2029 and add \$650,400 in contract authority, for new total not to exceed \$1,250,400, covering professional and expert air service development consulting services for LAWA.
3. AUTHORIZE the LAWA Chief Executive Officer, or designee, to execute the proposed Second Amendment to Service Agreement 4700002281 with Merchant Aviation LLC.

Fiscal Impact Statement: The BOAC reports that costs incurred under this contract will be recovered through terminal rates and charges. Neither the City Administrative Officer (CAO) nor the CLA has completed a financial analysis of this report.

Community Impact Statement: None submitted

**TIME LIMIT FILE - MAY 11, 2026**

**(LAST DAY FOR COUNCIL ACTION - MAY 8, 2026)**

**Adopted Item**

**Ayes: Blumenfield, Harris-Dawson, Jurado, Hutt, Lee, McOsker, Park, Price Jr., Raman, Rodriguez (10); Nays: (0); Absent: Hernandez, Nazarian, Padilla, Soto-Martínez, Yaroslavsky (5)**

(9) **26-0426-S1  
CD 15**

TRADE, TRAVEL AND TOURISM COMMITTEE REPORT relative to requesting a report on establishing a Workforce Impact Report (WIR) requirement for Port of Los Angeles (POLA) leasing and development actions, including application to leases, amendments, and Coastal Development Permits; and related matters.

Recommendation for Council action, pursuant to Motion (McOsker - Hutt):

1. REQUEST the Port of Los Angeles to report with clear recommendations to incorporate a worker-centered Workforce Impact Report (WIR) framework requirement applicable to tenants operating marine terminals on Port-owned property, including a process for WIRs to be presented as a public record at an open meeting of the Board of Harbor Commissioners at the time of consideration of relevant lease applications, renewals, amendments, extensions, Coastal Development Permits, or for holdover tenants at required reporting intervals.
2. INSTRUCT the Chief Legislative Analyst (CLA) to report with a proposal, as part of the development of a new or revised Port of Los Angeles leasing policy, requiring that a WIR be submitted for specified leasing and entitlement actions, including new leases, renewals, amendments, extensions, and Coastal Development Permit applications.
3. INSTRUCT the CLA to report with language, as part of the development of a new or revised Port of Los Angeles leasing policy, requiring that a WIR measure both qualitatively and quantitatively the impacts of terminal operations and proposed projects on the longshore workforce, including baseline employment, projected changes, technological impacts, and broader economic effects.

Fiscal Impact Statement: Neither the CAO nor the CLA has completed a financial analysis of this report.

Community Impact Statement: None submitted

**Adopted Item**

**Ayes:** Blumenfield, Harris-Dawson, Jurado, Hutt, Lee, McOsker, Park, Price Jr., Raman, Rodriguez (10); **Nays:** (0); **Absent:** Hernandez, Nazarian, Padilla, Soto-Martínez, Yaroslavsky (5)

(10) **19-1035-S4  
CD 14**

TRANSPORTATION COMMITTEE REPORT relative to a Fourth Amendment to contract C-134341 with MV Transportation, Inc., for DASH Downtown services.

Recommendation for Council action:

AUTHORIZE the General Manager, Department of Transportation (DOT), or designee, to execute the proposed Fourth Amendment to Agreement C-134341 with MV Public Transportation, Inc., for DASH Downtown services to extend the term by one year, from May 1, 2026 to April 30, 2027, with a one-year optional extension, to increase the cost ceiling by \$101,526,765, for a total not-to-exceed amount of \$312,801,518, and to amend the operating scope to include the storage and maintenance of the DOT Contingency Fleet at 414 East Temple Street (Mangrove Lot”), subject to the approval of the City Attorney as to form.

Fiscal Impact Statement: The City Administrative Officer (CAO) reports that there is no impact to the General Fund. The City Proposition A Local Transit Assistance Fund includes funding for Transit Operations in the 2025-26 Adopted Budget. Any costs that exceed the City Prop A Fund capacity may need to be funded by the Measure M Local Return Fund, Measure R Local Return Fund, and/or the General Fund. Funding for subsequent fiscal years will be considered through the regular budget process.

Financial Policies Statement: The CAO also reports that the recommendations in this report comply with the City Financial Policies in that the City financial obligation is limited to funds budgeted for this purpose and future expenditures are limited to funds appropriated in the annual budget.

Community Impact Statement: None submitted

**TIME LIMIT FILE - JUNE 15, 2026**

**(LAST DAY FOR COUNCIL ACTION - JUNE 12, 2026)**

**Adopted Item**

**Ayes:** Blumenfield, Harris-Dawson, Jurado, Hutt, Lee, McOsker, Park, Price Jr., Raman, Rodriguez (10); **Nays:** (0); **Absent:** Hernandez, Nazarian, Padilla, Soto-Martínez, Yaroslavsky (5)

(11) **19-1035-S3**  
**CDs 5, 10,**  
**11, & 13**

TRANSPORTATION COMMITTEE REPORT relative to a Fourth Amendment to contract C-134340 with MV Transportation, Inc., for DASH Mid-City and Central services, and LAnow transit bus services.

Recommendation for Council action:

AUTHORIZE the General Manager, Department of Transportation, or designee, to execute the proposed Fourth Amendment to Agreement with MV Public Transportation, Inc., (Contract C-134340) for continued management and operation of the DASH Midtown, Central, and LAnow transit bus services for one year, from May 1, 2026 to April 30, 2027, with a one-year optional extension, for a cumulative term of seven years, and increase the cost ceiling by \$164,579,350, for a total not-to-exceed amount of \$461,423,403, subject to the approval of the City Attorney as to form.

Fiscal Impact Statement: The City Administrative Officer (CAO) reports that there is no impact to the General Fund. Funding is provided for transit operations within the City Proposition A Local Transit Assistance Fund in the 2025-26 Adopted Budget. Any costs that exceed the City Prop A Fund capacity may need to be funded by the Measure M Local Return Fund, Measure R Local Return Fund, and/or the General Fund. Funding for subsequent fiscal years will be considered through the regular budget process.

Financial Policies Statement: The CAO also reports that the recommendation in this report complies with the City Financial Policies in that the City financial obligation is limited to funds budgeted for this purpose and future expenditures are limited to

appropriation of funds provided in the budget.

Community Impact Statement: None submitted

**TIME LIMIT FILE - JUNE 15, 2026**

**(LAST DAY FOR COUNCIL ACTION - JUNE 12, 2026)**

**Adopted Item**

**Ayes: Blumenfield, Harris-Dawson, Jurado, Hutt, Lee, McOsker, Park, Price Jr., Raman, Rodriguez (10); Nays: (0); Absent: Hernandez, Nazarian, Padilla, Soto-Martínez, Yaroslavsky (5)**

(12) **14-0348-S1**

TRANSPORTATION COMMITTEE REPORT and RESOLUTION relative to implementing 15 miles per hour speed limits in School Zones at 474 street segments adjacent to 214 schools in the City of Los Angeles.

Recommendations for Council action:

1. ADOPT the accompanying RESOLUTION establishing School Safety Zone speed limits of "15 Miles Per Hour When Children Are Present" at 474 street segments adjacent to 214 schools for the Los Angeles Unified School District and other private schools located within the City boundaries, in accordance with California Vehicle Code (CVC) Sections 22358.4., 240, 240(c), and 515.
2. DIRECT the Department of Transportation (DOT) to implement the School Zone speed limit signs and other signs and markings necessary to provide drivers with notice of the "15 Miles Per Hour When Children Are Present" regulation that allows enforcement of this speed limit by the Los Angeles Police Department for the 474 street segments identified on Exhibit 1, in the April 3, 2026 DOT report, attached to the Council File.

Fiscal Impact Statement: The DOT reports that there is no impact to the General Fund. The DOT is using funds previously programmed in

Measure M Funds to complete this project. Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted

**Adopted Item as Amended by Motion (Yaroslavsky – Harris-Dawson) - SEE ATTACHED**

**Ayes: Blumenfield, Harris-Dawson, Jurado, Hutt, Lee, McOsker, Padilla, Park, Price Jr., Raman, Rodriguez, Yaroslavsky (12); Nays: (0); Absent: Hernandez, Nazarian, Soto-Martínez (3)**

(13) **26-0431**

TRANSPORTATION COMMITTEE REPORT relative to locating micromobility parking zones within daylighting red curb areas established by Assembly Bill (AB) 413.

Recommendation for Council action, pursuant to Motion (Nazarian – Hernandez):

INSTRUCT the Department of Transportation to:

1. Prepare, with assistance from the City Administrative Officer (CAO) and relevant City departments, a comprehensive report within 120 days exploring strategies to implement and integrate designated dockless bike and scooter parking infrastructure at or near Daylighting/AB 413 red curb zones and other critical safety locations, including but not limited to:
  - a. Identification of priority locations — especially highly traveled intersections and pedestrian crossing points — where AB 413 daylighting red curb zones exist or are planned, and where micromobility parking infrastructure could be co-located without compromising sight lines and safety.
  - b. Development of a micromobility parking strategy, evaluating options such as:
    - i. On-street corrals in former vehicle parking spaces adjacent to daylighted red curb zones.

- ii. Dedicated AB 413 micromobility parking zones painted or signed within the roadway buffer.
  - iii. Integration with new bike lane networks and pedestrian improvements to create safe and accessible parking.
- c. Policy and enforcement recommendations to ensure, to the greatest extent feasible, that devices are parked in designated spaces near red curb zones in order to eliminate ADA obstructions caused by devices left on sidewalks or easements, including geofencing or app-based trip ending requirements and compliance metrics for permittees.
  - d. Equity and access considerations to ensure that underserved communities and high-transit corridors benefit from expanded micromobility infrastructure, consistent with Council priorities established under CF 17-1125.
  - e. Cost estimates and potential funding sources, including operator fees, grant opportunities, and partnerships with shared mobility providers.
- 2. Report within 120 days on best practices from peer cities, including mandatory parking zones, Vision Zero daylighting approaches, and signage and wayfinding strategies, and include recommendations for public education campaigns to encourage proper parking at designated zones, improve compliance with AB 413 regulations, and maximize shared use of limited curb space.

Fiscal Impact Statement: Neither the CAO nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted

**Adopted Item**

**Ayes: Blumenfield, Harris-Dawson, Jurado, Hutt, Lee, McOsler, Park, Price Jr., Raman, Rodriguez (10); Nays: (0); Absent: Hernandez, Nazarian, Padilla, Soto-Martínez, Yaroslavsky (5)**

(14) **26-0441**  
**CD 10**

TRANSPORTATION COMMITTEE REPORT relative to Metro Open Streets Grant Program funding for a CicLAvia event in the P.I.C.O. Neighborhood Council (NC) area.

Recommendation for Council action, pursuant to Motion (Hutt, Yaroslavsky – Jurado):

DIRECT the Department of Transportation (DOT), to:

1. Submit an application during the next funding cycle of the Metro Open Streets Grant Program for a CicLAvia event to take place within the footprint of the P.I.C.O. NC and within the following boundaries:
  - a. Pico Boulevard from La Cienega Boulevard to La Brea Avenue.
  - b. Fairfax Avenue from Pico Boulevard to San Vicente Boulevard.
  - c. San Vicente Boulevard from Fairfax Avenue to La Brea Avenue.
2. Report with a timeline and implementation plan following submittal of the application.

Fiscal Impact Statement: Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted

**Adopted Item**

**Ayes: Blumenfield, Harris-Dawson, Jurado, Hutt, Lee, McOsker, Park, Price Jr., Raman, Rodriguez (10); Nays: (0); Absent: Hernandez, Nazarian, Padilla, Soto-Martínez, Yaroslavsky (5)**

(15) **26-0453**

TRANSPORTATION COMMITTEE REPORT relative to roadway design, traffic management strategies, and terminal scheduling practices at the Port of Los Angeles (POLA).

Recommendations for Council action, pursuant to Motion (McOsker – Park):

1. DIRECT the Department of Transportation in coordination with Caltrans and the POLA, to evaluate and develop a re-striping and traffic reconfiguration plan within 90 days for John S. Gibson Boulevard and other relevant public rights-of-way serving Port terminals. This evaluation should also examine internal circulation improvements within terminal facilities, including the West Basin Container Terminal, to identify feasible changes to queuing, staging, and lane configurations. The plan should recognize the goal to increase operational capacity for trucks returning empty containers, reduce spillover onto public roadways, and maintain emergency access and traffic safety standards.
2. REQUEST the POLA to work with shipping lines and terminal operators to assess scheduling practices that contribute to concentrated empty container return surges. The Port should report with recommendations for coordinated appointment systems, vessel discharge scheduling adjustments, and other operational strategies aimed at distributing truck volumes more evenly throughout operating hours. This report should also include implementation timelines, jurisdictional considerations, funding requirements, and any necessary agreements among the City, State, terminal operators, and private stakeholders needed to carry out these improvements.

Fiscal Impact Statement: Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted

**Adopted Item**

**Ayes:** Blumenfield, Harris-Dawson, Jurado, Hutt, Lee, McOsker, Park, Price Jr., Raman, Rodriguez (10); **Nays:** (0); **Absent:** Hernandez, Nazarian, Padilla, Soto-Martínez, Yaroslavsky (5)

(16)

**26-0544**  
**CD 1**

CATEGORICAL EXEMPTION, TRANSPORTATION COMMITTEE REPORT and RESOLUTION relative to establishing Preferential Parking District (PPD) No. 342, in the Chavez Ravine community of Council District One.

**\*JOURNAL CORRECTION**

Recommendations for Council action\*, ~~SUBJECT TO THE APPROVAL OF THE MAYOR:~~

1. FIND that: a. Non-residents parking their vehicles in the residential areas are causing adverse parking impacts on the residential blocks from which the residents deserve immediate relief. b. The establishment of PPD No. 342, pursuant to Los Angeles Municipal Code (LAMC) Section 80.58.d, is exempt from the California Environmental Quality Act (CEQA) as a Class 1 Categorical Exemption, under Article III.1.a.3 of the 2002 Los Angeles City CEQA Guidelines.
2. ADOPT the accompanying RESOLUTION establishing the boundaries of PPD No. 342, pursuant to the City Council's November 6, 2018, "Rules and Procedures for Preferential Parking Districts," to include the residential area bounded by both sides of the following streets:
  - a. Stadium Way between 110 Freeway and Curtis Street
  - b. Curtis Street between Stadium Way and dead end
  - c. Stadium Way between Curtis Street and Lookout Drive
  - d. Lookout Drive between Stadium Way and Lilac Terrace
  - e. Stadium Way between Lookout Drive and Bernard Street
  - f. Bernard Street between Stadium Way and dead end
  - g. Stadium Way between Bernard Street and West Coronel Street
  - h. West Coronel Street between Stadium Way and North Coronel Street

- i. North Coronel Street between Stadium Way and West Coronel Street
  - j. West Coronel Street between North Coronel Street and dead end
3. AUTHORIZE the following parking restrictions for use on the residential portions of all streets in PPD No. 342:
- a. 2 HOUR PARKING 8 AM TO 6 PM; VEHICLES WITH DISTRICT NO. 342 PERMITS EXEMPT
  - b. NO PARKING 6 PM TO 8 AM, 2 HOUR PARKING 8 AM TO 6 PM; VEHICLES WITH DISTRICT NO. 342 PERMITS EXEMPT
  - c. NO PARKING 8 AM TO 6 PM; VEHICLES WITH DISTRICT NO. 342 PERMITS EXEMPT
  - d. NO PARKING 6 PM TO 8 AM; VEHICLES WITH DISTRICT NO. 342 PERMITS EXEMPT
4. INSTRUCT the Department of Transportation (DOT) to initiate the necessary procedures for the preparation and sale of parking permits to residents within PPD No. 342, as specified in Section 80.58 of the LAMC.
5. DIRECT the DOT to post or remove the authorized parking restrictions:
- a. On the residential portions of the street segments enumerated in Recommendation No. 3, except for areas where parking is currently prohibited in the interest of traffic flow or public safety.
  - b. Upon receipt and validation of petitions containing signatures from at least 75 percent of the dwelling units, covering more than 50 percent of the developed frontage on a street segment requesting installation or removal of

the parking restrictions set forth in Recommendation No. 4, without further action by the City Council.

Fiscal Impact Statement: The DOT reports that revenue from the sale of permits will cover the cost of implementing, administering, and enforcing PPD No. 342. Violations of the posted parking restrictions may result in citation fines deposited into the General Fund. Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted

**Adopted Item**

**Ayes: Blumenfield, Harris-Dawson, Jurado, Hutt, Lee, McOske, Park, Price Jr., Raman, Rodriguez (10); Nays: (0); Absent: Hernandez, Nazarian, Padilla, Soto-Martínez, Yaroslavsky (5)**

(17) **26-0008-S7  
CD 8**

TRANSPORTATION COMMITTEE REPORT relative to establishing oversize vehicle parking restrictions along certain street segments of West 62nd Street, Harvard Boulevard, West 61st Street, South Halldale Avenue, etc., in Council District Eight.

Recommendation for Council action, pursuant to Resolution (Harris-Dawson – Padilla):

RESOLVE to:

1. PROHIBIT, pursuant to Los Angeles Municipal Code (LAMC) Section 80.69.4, the parking of vehicles that are in excess of 22 feet in length or over seven (7) feet in height, during all hours of the day and night, along the following street segments:
  - a. North side of West 62nd Street between Harvard Boulevard and South Halldale Avenue.
  - b. East side of Harvard Boulevard between West 61st Street and West 62nd Street.

- c. Both sides of West 61st Street between Harvard Boulevard and South Halldale Avenue.
- d. West side of South Halldale Avenue between West 61st Street and West 62nd Street.
- e. Both sides of South Hoover Street between West 70th Street and West 71st Street.
- f. North side of West 71st Street between South Hoover Street and South Menlo Avenue.
- g. South side of West 70th Street between South Hoover Street and South Menlo Avenue.
- h. East side of South Menlo Avenue between West 71st Street and West 70th Street.
- i. Both sides of South Western Avenue between West 39th Place and Browning Boulevard.
- j. Both sides of West 39th Place between South Western Avenue to South Harvard Boulevard.
- k. Both sides of South Budlong Avenue, 500 feet south of West 27th Street.
- l. Both sides of West 27th Street, 500 feet east of South Budlong Avenue.
- m. Both sides of South St. Andrews Place between West Manchester Avenue and West 89th Street.
- n. Both sides of West 71st Street, 500 feet east of Vermont Avenue.

- o. Both sides of West 70th Street, 500 feet East of Vermont Avenue.
- p. Both sides of West 69th Street, 500 Feet East of Vermont Avenue.
- q. Both sides of West 68th Street, 500 Feet East of Vermont Avenue.
- r. Both sides of South Van Ness Avenue between West 54th Street and 57th Street.
- s. Both sides of West 54th Street between South Gramercy Place and Ruthelen Street.
- t. Both sides of Avalon Boulevard between East Century Boulevard and East 98th Street.
- u. Both sides of South Grand Avenue between West 87th Street and West 95th Street.
- v. Both sides of South Van Ness Avenue between West Martin Luther King Jr. Boulevard and West Vernon Avenue.
- w. Both sides of South Gramercy Place between West Martin Luther King Jr. Boulevard and West Vernon Avenue.
- x. Both sides of South St. Andrews Place between West Martin Luther King Jr. Boulevard and West Vernon Avenue.
- y. Both sides of Vermont Avenue between West Gage Avenue and West Florence Avenue.

2. DIRECT the Department of Transportation (DOT), upon adoption of this Resolution, to post signs giving notice of a “tow away, no parking” restriction for oversize vehicles, with the specific hours detailed, at the above locations.
3. AUTHORIZE the DOT to make technical corrections or clarifications to the above instructions in order to effectuate the intent of this Resolution.

Fiscal Impact Statement: Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted

**Adopted Item**

**Ayes: Blumenfield, Harris-Dawson, Hutt, Lee, McOsker, Padilla, Park, Price Jr., Raman, Rodriguez, Yaroslavsky (11); Nays: Jurado (1); Absent: Hernandez, Nazarian, Soto-Martínez (3)**

(18) **26-0008-S8  
CD 15**

TRANSPORTATION COMMITTEE REPORT relative to establishing oversize vehicle parking restrictions along a certain street segment of West 13th Street, in Council District Fifteen.

Recommendation for Council action, pursuant to Resolution (McOsker – Lee):

RESOLVE to:

1. PROHIBIT, pursuant to California Vehicle Code (CVC) Section 22507, the parking of vehicles that are in excess of 22 feet in length or over 84 inches in height, during all hours of the day and night, on West 13th Street between Meyler Street and Gaffey Street.
2. DIRECT the Department of Transportation (DOT), upon adoption of this Resolution, to post signs giving notice of the above restrictions for oversize vehicles.

3. AUTHORIZE the DOT to make technical corrections or clarifications to the above instructions in order to effectuate the intent of this Resolution.

Fiscal Impact Statement: Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted

**Adopted Item**

**Ayes: Blumenfield, Harris-Dawson, Hutt, Lee, McOsker, Padilla, Park, Price Jr., Raman, Rodriguez, Yaroslavsky (11); Nays: Jurado (1); Absent: Hernandez, Nazarian, Soto-Martínez (3)**

(19) **26-0008-S9  
CD 2**

TRANSPORTATION COMMITTEE REPORT relative to establishing oversize vehicle parking restrictions along certain street segments of Whitnall Highway, Burbank Boulevard, Cartwright Avenue, etc., in Council District Two.

Recommendation for Council action, pursuant to Resolution (Nazarian – Park):

RESOLVE to:

1. PROHIBIT, pursuant to Los Angeles Municipal Code (LAMC) Section 80.69.4, the parking of vehicles that are in excess of 22 feet in length or over 84 inches in height, during the hours of 2:00 a.m. and 6:00 a.m. along both sides of the following street segments:
  - a. South roadway portion of Whitnall Highway from Cahuenga Boulevard to Oxnard Street
  - b. Burbank Boulevard from Cahuenga Boulevard to Colfax Avenue

- c. Cartwright Avenue between Whitnall Highway and the alley to the south
- d. Denny Avenue between Whitnall Highway and the alley to the south
- e. Riverton Avenue between Whitnall Highway and Denny Avenue
- f. Hatteras Street between Willowcrest Avenue and Whitnall Highway
- g. Willowcrest Avenue between Burbank Boulevard and the alley to the south and north
- h. Cartwright Avenue between Burbank Boulevard and the alley to the south and north
- i. Denny Avenue between Burbank Boulevard and the alley to the south and north
- j. Riverton Avenue between Burbank Boulevard and the alley to the south and north
- k. Satsuma Avenue between Burbank Boulevard and the alley to the north and 120 feet south of Burbank Boulevard
- l. Cleon Avenue between Burbank Boulevard and the alley to the north and 120 feet south of Burbank Boulevard
- m. Craner Avenue between Burbank Boulevard and the alley to the north
- n. Ensign Avenue 120 feet north of Burbank Boulevard

- o. Case Avenue 120 feet north of Burbank Boulevard, and 120 feet south of Burbank Boulevard
- p. Fulcher Avenue 120 feet north of Burbank Boulevard, and 120 feet south of Burbank Boulevard
- q. Bonner Avenue 120 feet south of Burbank Boulevard
- r. Fair Avenue 120 feet north of Burbank Boulevard
- s. Klump Avenue 120 feet north of Burbank Boulevard and 120 feet south of Burbank Boulevard
- t. Elmer Avenue 120 feet north of Burbank Boulevard and 120 feet south of Burbank Boulevard
- u. Bakman Avenue 120 feet north of Burbank Boulevard
- v. Farmdale Avenue 120 feet north of Burbank Boulevard and 120 feet south of Burbank Boulevard
- w. Camellia Avenue between Burbank Boulevard and the alley to the south and north
- x. Beck Avenue between Burbank Boulevard and the alley to the south and north
- y. Lemp Avenue between Burbank Boulevard and the alley to the north
- z. Irvine Avenue between Burbank Boulevard and the alley to the north
- aa. Troost Avenue between Burbank Boulevard and the alley to the north

2. DIRECT the Department of Transportation (DOT), upon adoption of this Resolution, to post signs giving notice of a “tow away, no parking” restriction for oversize vehicles, with the specific hours detailed, at the above locations.
3. AUTHORIZE the DOT to make technical corrections or clarifications to the above instructions in order to effectuate the intent of this Resolution.

Fiscal Impact Statement: Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted

**Adopted Item**

**Ayes:** Blumenfield, Harris-Dawson, Hutt, Lee, McOsker, Padilla, Park, Price Jr., Raman, Rodriguez, Yaroslavsky (11); **Nays:** Jurado (1); **Absent:** Hernandez, Nazarian, Soto-Martínez (3)

**Items Called Special**

**Motions for Posting and Referral - SEE ATTACHED**

**Council Members' Requests for Excuse from Attendance at Council Meetings**

**Adjourning Motions - SEE ATTACHED**

**Council Adjournment**

**CONTINUED FROM COUNCIL MEETING OF APRIL 29, 2026**

**Items for which Public Hearings Have Not Been Held - (10 Votes Required for Consideration)**

(20)     **25-0894**

CONTINUED CONSIDERATION OF TRANSPORTATION COMMITTEE REPORT, AMENDING MOTION 24A (YAROSLAVSKY – HARRIS-DAWSON), and ORDINANCE FIRST CONSIDERATION relative to dissolving the Major Transit and Transportation Construction Traffic Management Committee.

**A. TRANSPORTATION COMMITTEE REPORT**

Recommendations for Council action:

1. NOTE and FILE the City Attorney report and draft Ordinance dated March 13, 2026, attached to the Council file, repealing Article 2.1 of Chapter VI of the Los Angeles Municipal Code (LAMC).
2. DIRECT the Bureau of Engineering (BOE), in coordination with the Department of Transportation (DOT), to implement a new internal Coordinated Streets of Significance (CSS) Review process to replace the TCTMC, and to implement the CSS Review process within 45 days of the LAMC 62.250 ordinance amendment.
3. REQUEST the City Attorney to present an ordinance terminating the TCTMC (per LAMC 62.250 K) and codifying the CSS Review as an internal administrative coordination process.
4. DIRECT the DOT, with assistance from BOE, Bureau of Street Services, and Bureau of Contract Administration, to

publish a "CSS Tier Guide" for public use detailing CSS review requirements and timelines.

5. DIRECT the City Administrative Officer (CAO) to report with an update on dedicated DOT staffing needed to ensure adequate resources for predictable CSS review timelines, upon release of the Mayor's FY 2026-27 Proposed Budget.

6. DIRECT the CAO, with the assistance of the BOE and the DOT, to report to Council with a proposed fee structure for the CSS Review process, including any necessary amendments to the LAMC, to ensure full cost recovery for administrative and engineering services.

B. AMENDING MOTION 24A (YAROSLAVSKY – HARRIS-DAWSON)

Recommendations for Council action, SUBJECT TO THE APPROVAL OF THE MAYOR:

1. ~~NOTE and FILE~~ **ADOPT** the City Attorney report and draft Ordinance dated March ~~73~~ **\*13**, 2026, attached to the Council file, repealing Article 2.1 of Chapter VI of the LAMC.

3. REQUEST the City Attorney to present an ordinance ~~terminating the TCTMC (per LAMC 62.250 K) and codifying~~ establishing the Coordinated Streets of Significance (CSS) Review as an internal administrative coordination process

Fiscal Impact Statement: None submitted by the City Attorney. Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted

**\*JOURNAL CORRECTION**

**Adopted Item as Amended by Motion 24A (Yaroslavsky – Harris-Dawson) and 20C (Padilla – Yaroslavsky) - SEE ATTACHED**

**Ayes: Blumenfield, Harris-Dawson, Jurado, Hutt, Lee, McOsker, Padilla, Park, Price Jr., Raman, Rodriguez, Yaroslavsky (12); Nays: (0); Absent: Hernandez, Nazarian, Soto-Martinez (3)**

**ENDING ROLL CALL**

Blumenfield, Harris-Dawson, Hutt, Jurado, Lee, McOsker, Padilla, Park, Price Jr., Raman, Rodriguez, Yaroslavsky (12) Absent: Hernandez, Nazarian, Soto-Martinez (3)

**Whereupon the Council did adjourn.**

ATTEST: Patrice Y. Lattimore, CITY CLERK

By

Council Clerk

PRESIDENT OF THE CITY COUNCIL

## COMMENDATORY RESOLUTIONS

| MOVED BY    | SECONDED BY | NAME                                 |
|-------------|-------------|--------------------------------------|
| Jurado      | Padilla     | Proyecto Pastoral                    |
| Hutt        | Padilla     | Bicentennial of Diplomatic Relations |
| Blumenfield | Yaroslavsky | Chelsey Goldberg                     |
| Blumenfield | Yaroslavsky | Los Angeles Rams                     |
| Blumenfield | Yaroslavsky | Mitch Gaylord                        |
| Blumenfield | Yaroslavsky | Jonathan Bornstein                   |

**ADJOURNING MOTIONS**

| <b>MOVED BY</b>            | <b>SECONDED BY</b> | <b>NAME</b>              |
|----------------------------|--------------------|--------------------------|
| Rodriguez, Padilla, et al. | All Councilmembers | Dr. Rodolfo “Rudy” Acuna |

# MOTION

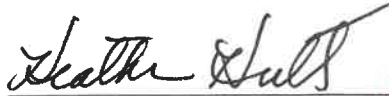
I MOVE that the Arts, Parks, Libraries, and Community Enrichment and Transportation Committees' report relative to the prohibition of electric bicycles on all equestrian, hiking, and recreational trails in the City of Los Angeles, Item No. 4 on today's Council Agenda (C.F. 26-0338), BE AMENDED to revise the recommendations, as follows:

1. INSTRUCT the Department of Recreation and Parks (RAP) to prohibit the use of Class 3 electric bicycles on all equestrian, hiking and recreational trails in the City of Los Angeles utilizing signage and all enforcement tools currently available: ~~The electric bicycle prohibition should not include designated Class I, II, III, or IV Bikeways.~~
2. INSTRUCT RAP to prohibit the use of Class 2 electric bicycles on all equestrian, hiking and recreational trails in the City of Los Angeles, except for the following:
  - a. Trails that are or were paved;
  - b. Trails that are more than 10 feet wide;
  - c. Paved or unpaved fire roads in the Santa Monica Mountains;
  - d. Trails that a bicyclist may reasonably use to reach a destination that is accessible by motor vehicle, but which is not accessible by a Class I or Class IV bikeway.
3. The electric bicycle prohibition should not include designated Class I, II, III, or IV Bikeways.
4. INSTRUCT the Los Angeles Police Department (LAPD) with the support of the Department of Transportation (DOT), in conjunction with the Office of the City Attorney, to report to Council on current regulations regarding the use of electric bicycles in the City, ~~and to create a substantial fine structure to discourage electric bicycle use in restricted areas.~~
5. INSTRUCT the RAP, DOT, and the LAPD to report to Council on resources required to enforce electric bicycle bans in sensitive areas.
6. REQUEST the Office of the City Attorney to prepare an ordinance that prohibits the use of Class 2 or Class 3 electric bicycles on City trails, as detailed in Instructions 1 and 2, with a fine no greater than that for speed safety system violations, including reduced fines and payment options for low-income individuals; and with a provision that the ordinance shall not take effect until RAP has provided the report in Instruction 8., with increasing fines for repeat violators.
7. ~~REQUEST the City Attorney, in coordination with the DOT, to report back on mechanisms to make the fine structure for electric bicycle infractions proportional to income.~~
8. INSTRUCT the RAP to report back on opportunities, existing facilities, or potential paths or trails locations that would be amenable to the utilization of bicycles or electric bicycles; all trails that a bicyclist may reasonably use to reach a destination that is accessible by motor vehicle, but which is not accessible by a Class I or Class IV bikeway; and recommendations regarding amending L.A.M.C. 86.06.

PRESENTED BY:

  
BOB BLUMENFELD  
Councilmember, 3rd District

SECONDED BY:



ORIGINAL

  
MAY 01 2026

**MOTION**

I HEREBY MOVE that Council AMEND the Attachment entitled “Exhibit 1” contained in the Department of Transportation report dated April 3, 2026, attached to Council file No. 14-0348-S1 to add in the column entitled “Limit” for Canyon ES located at 421 Entrada Drive in CD 11, “between Amalfi Drive and Channel Road”.

PRESENTED BY \_\_\_\_\_  
TRACI PARK  
Councilmember, 11<sup>th</sup> District

SECONDED BY \_\_\_\_\_  
MARQUEECE HARRIS-DAWSON  
Councilmember, 8<sup>th</sup> District

May 1, 2026

CF 14-0348-S1

200

MOTION

I MOVE that the matter of the CONTINUED CONSIDERATION OF TRANSPORTATION COMMITTEE REPORT, AMENDING MOTION 24A (YAROSLAVSKY – HARRIS-DAWSON), and ORDINANCE FIRST CONSIDERATION relative to dissolving the Major Transit and Transportation Construction Traffic Management Committee, ITEM No. 20 on Today's Council Agenda (C.F. 25-0894), BE AMENDED to include an additional recommendation as follows:

- **Instruct the Los Angeles Department of Transportation (LADOT) to continue serving as the lead coordinating partner for all active and legacy Transportation Construction Traffic Management Committee (TCTMC) projects involving Metro and its subcontractors during the interim period, until the CSS administrative process is fully implemented.**

PRESENTED BY:

  
IMELDA PADILLA  
Councilmember, 6th District

ORIGINAL

SECONDED BY:



  
MAY 01 2026

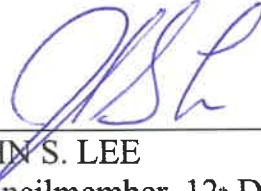
TO CITY CLERK FOR PLACEMENT ON NEXT  
REGULAR COUNCIL AGENDA TO BE POSTED

#51

## MOTION

**I MOVE** that \$438 be transferred / appropriated from the General City Purposes Fund No.100-56, Account No. 0947 (Heritage Month Celebration & Special Events – Council) to the General Services Department Fund No. 100-40, Account No. 1100 (Hiring Hall), for services in connection with the Council District 12's recognition of Fallen Firefighters Week, including the illumination of City Hall on **April 30, 2026**.

PRESENTED BY

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

SECONDED BY



ORIGINAL

  
MAY 01 2026

CITY CLERK FOR PLACEMENT ON NEXT  
REGULAR COUNCIL AGENDA TO BE POSTED

#52

## MOTION

On Saturday, June 6, 2026, the Department of Neighborhood Empowerment (DONE) will be holding an EmpowerLA Youth Conference event at City Hall from 8:00 a.m. to 4:00 p.m. DONE will be utilizing Council Chambers, Forecourt, 3rd Floor Rotunda, and 10th floor meeting rooms.

Action is required to authorize the DONE to use City Hall. All associated costs to the Department of General Services for parking, security, and other services for the EmpowerLA Youth Conference will be reimbursed by the DONE.

**I THEREFORE MOVE** that the Department of Neighborhood Empowerment be authorized to use Council Chambers, Forecourt, 3rd Floor Rotunda, and 10th floor meeting rooms in City Hall on June 6, 2026, for the EmpowerLA Youth Conference.

PRESENTED BY:



YSABEL JURADO

Councilmember, 14th District

SECONDED BY:



kas

  
MAY 01 2026

MAY 01 2026

ORIGINAL

TO CITY CLERK FOR PLACEMENT ON NEXT  
REGULAR COUNCIL AGENDA TO BE POSTED

#53

**MOTION**

Decades of under-investment in the Bureau of Street Lighting (BSL) and a sharp increase in copper wire theft have led to prolonged delays in streetlight repairs, leaving neighborhoods across the city in the dark. To address public safety concerns from streetlight outages in the 4th Council District, BSL personnel must be allocated additional resources to complete their repair work.

**I THEREFORE MOVE** that the \$380,000 in the Council District 4 portion of the Council Projects line item in the General City Purposes Fund No. 100-56, Account No. 000A28 be transferred / appropriated to the below listed Accounts and in the amounts specified in the Street Lighting Fund No. 100-84 for street lighting repairs in Council District 4:

| <u>Account No.</u> | <u>Name</u>                               | <u>Amount</u>   |
|--------------------|-------------------------------------------|-----------------|
| 001090             | Salaries - Overtime                       | \$324,000       |
| 006020             | Operating Supplies & Expense              | \$2,000         |
| 008780             | Street Lighting Improvements and Supplies | <u>\$54,000</u> |
|                    |                                           | \$380,000       |

**I FURTHER MOVE** that \$160,000 from AB1290 Fund No. 53P, Account No. 281204 (CD 4 Redevelopment Projects - Services) be transferred / appropriated to Street Lighting Fund No. 100-84, Account No. 006020 (Operating Supplies & Expense).

**I FURTHER MOVE** that the Department of Public Works be authorized to make any corrections, clarifications or revisions to the above fund transfer instructions, including any new instructions, in order to effectuate the intent of this Motion, and including any corrections and changes to fund or account numbers; said corrections / clarifications / changes may be made orally, electronically or by any other means.

PRESENTED BY:



NITHYA RAMAN

Councilmember, 4th District

SECONDED BY:



  
MAY 01 2026

ORIGINAL

TO CITY CLERK FOR PLACEMENT ON NEXT  
REGULAR COUNCIL AGENDA TO BE POSTED

#54

## MOTION

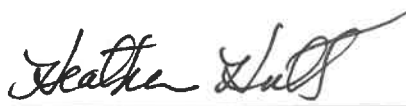
I MOVE that the Council Action of April 14, 2026, relative to Motion (Blumenfield – Lee) for funding efforts to repair streetlights and eliminate or deter copper wire theft in Council District 3 (C.F. 26-0472), BE AMENDED to ADOPT the following in lieu of Recommendation 1 on the April 14, 2026 Council agenda with the changes indicated below:

1. TRANSFER and APPROPRIATE \$787,000 in AB1290 Fund No. 53P, Account No. 281203 (CD 3 Redevelopment Projects - Services) to ~~the~~ Bureau of Street Lighting Fund No. 100/84, ~~Account No. 001090~~ as follows, to fund efforts to repair streetlights and eliminate or deter copper wire theft in CD3-:
  - Account No. 001090 (Overtime, General) - \$472,200;
  - Account No. 006020 (Operating Supplies) - \$236,100; and
  - Account No. 008780 (Street Lighting Improvements and Supplies) - \$78,700.

PRESENTED BY:

  
BOB BLUMENFIELD  
Councilmember, 3<sup>rd</sup> District

SECONDED BY:



majs

MAY 01 2026

TO CITY CLERK FOR PLACEMENT ON NEXT  
REGULAR COUNCIL AGENDA TO BE POSTED

#55

## MOTION

I MOVE that \$100,000 from the AB1290 Fund No. 53P, Account No. 281203 (CD 3 Redevelopment Projects – Services) be transferred / appropriated to the General City Purposes Fund No. 100-56, Account No. 0703 (CD 3 Community Services) for additional community services in Council District 3.

I FURTHER MOVE that the City Clerk be authorized to make any corrections, clarifications or revisions to the above fund transfer instructions, including any new instructions, in order to effectuate the intent of this Motion, and including any corrections and changes to fund or account numbers; said corrections / clarifications / changes may be made orally, electronically or by any other means.

PRESENTED BY:

  
BOB BLUMENFIELD  
Councilmember, 3<sup>rd</sup> District

SECONDED BY:





MAY 01 2026

On June 5, 2018, Proposition 68 (Prop 68) was passed by California state voters, which authorizes \$4.1 billion in bond funding for parks, natural resources protection, climate adaptation, water quality and supply, and flood protection. Prop 68 is intended to fund state and local parks, beaches, environmental protection and restoration, water infrastructure, and flood protection projects.

The Los Angeles River (LA River) spans 51 miles from its origin in the San Fernando Valley to its mouth in the port of Long Beach. Channelizing the LA River for flood risk management, while successful in achieving its goals, has impacted its natural ecosystem and function, and disconnected people from the river. The City's vision for rehabilitation is expressed in the Los Angeles River Revitalization Master Plan (LARRMP), adopted in 2007 (C.F. 07-1342). Central to the revitalization vision is the LARiverWay, a growing public access system and active transportation network—consisting of bike paths, bridges, various routes and trails, along with street and sidewalk facilities—that will ultimately connect the entirety of the River's 51 miles.

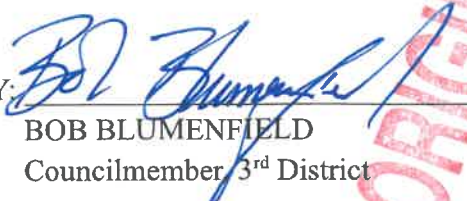
The Santa Monica Mountains Conservancy (SMMC) Prop 68 Grant Program aims to support projects that facilitate the protection and restoration of wildlife, habitat, and historical and archaeological resources. The program is administered by the SMMC and is funded by Prop 68. Eligible applicants include public agencies, such as the City's Department of Public Works, Bureau of Engineering, to seek funding for projects within the SMMC Zone.

The LARiverWay project area is described in nine segments, which are proposed as individual potential projects. Segments 1 and 2 stretch from Vanalden Avenue to Balboa Boulevard in the San Fernando Valley. These segments are bundled into a single large construction project—the Segment 1+2 project, located in Council Districts 3, 4, and 6. The Segment 1+2 project lies within the SMMC Zone and advances the goals of the LARRMP, the City's Mobility Plan 2035, and the City's broader climate, equity, and active transportation objectives, making it a strong candidate for SMMC Prop 68 grant funding in the amount of \$3,000,000.

I THEREFORE MOVE, that the City Council instruct the Department of Public Works, Bureau of Engineering, with assistance from the City Administrative Officer, to prepare and submit all documents necessary to apply for a grant in the amount of \$3,000,000 from the Santa Monica Mountains Conservancy's Proposition 68 Grant Program to support the LARiverWay Segment 1+2 project, and to accept the grant funds if awarded.

I FURTHER MOVE that the City Council authorize the Bureau of Engineering to negotiate and execute the grant agreement, and any related documents, with the Santa Monica Mountains Conservancy, subject to the approval of the City Attorney as to form.

PRESENTED BY:

  
BOB BLUMENFELD  
Councilmember, 3<sup>rd</sup> District

SECONDED BY:



cf

MAY 01 2026

## RESOLUTION

RULES, ELECTIONS, INTERGOVERNMENTAL RELATIONS

**WHEREAS**, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council; and

**WHEREAS**, Driving Under the Influence (DUI) collisions remain a serious issue in California, and despite existing laws DUI crash fatalities remain a significant portion of overall collision deaths; and

**WHEREAS**, State laws related to DUI should be strengthened to ensure that those who commit these crimes are held to account; and

**WHEREAS**, SB 907 (Archuleta) would make significant changes to existing law, by adding “gross vehicular manslaughter,” “gross vehicular manslaughter while intoxicated,” and “vehicular manslaughter” to the State’s list of “Violent Felonies;” and

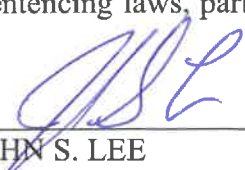
**WHEREAS**, this bill would also allow for full, separate and consecutive terms for each conviction for these violations, as well as create mandatory sentences for hit-and-runs causing injury or death when the defendant has a prior conviction within the last ten years for DUI or gross vehicular manslaughter while intoxicated, vehicular manslaughter while intoxicated, or vehicular manslaughter; and

**WHEREAS**, SB 907 would also require imprisonment in the state prison or county jail for up to one year for hit-and-runs causing property damage within 10 years of a conviction for the crimes covered by the bill; and

**WHEREAS**, this bill would also create a mandatory three-year sentencing enhancement for each prior conviction for one of the DUI-related crimes addressed by this bill, as well as make other changes to strengthen DUI enforcement and penalties; and

**WHEREAS**, SB 907 would strengthen the State’s ability to hold drunk drivers to account, in particular repeat offenders who repeatedly engage in behavior that puts the general public at risk.

**NOW, THEREFORE, BE IT RESOLVED**, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2025 - 2026 State Legislative Program SUPPORT for SB 907 (Archuleta), which would add gross vehicular manslaughter while intoxicated, vehicular manslaughter while intoxicated and gross vehicular manslaughter to the violent felony list as well as strengthen Driving Under the Influence enforcement and sentencing laws, particularly for repeat offenders.

PRESENTED BY: 

JOHN S. LEE

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

SECONDED BY: 

  
MAY 01 2026

ORIGINAL

RESOLUTION **RULES, ELECTIONS, INTERGOVERNMENTAL RELATIONS**

**WHEREAS**, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council; and

**WHEREAS**, illegal sideshows in California have grown into highly organized and increasingly dangerous activities that pose risks to participants and spectators, and threaten the safety of surrounding communities; and

**WHEREAS**, a sideshow is an event in which two or more persons block or impede traffic on a highway or in an off-street parking facility for the purpose of performing motor vehicle stunts, contests, exhibitions of speed, or reckless driving for spectators; and

**WHEREAS**, these events can result in significant harm to the public at large, including potential collisions and injuries to not only participants, but also to innocent bystanders, other motorists, and first responders, in addition to causing impediments to ensuing emergency and law enforcement response; and

**WHEREAS**, current law enforcement tactics and mechanisms have been insufficient to deter the organization and participation in these events due to how quickly such gatherings are coordinated and dispersed; and

**WHEREAS**, AB 1588 (Stefani) would provide enhanced penalties for engaging in, aiding, or abetting a motor vehicle exhibition of speed as part of a sideshow, including increasing fines, requiring a mandatory jail sentence, and making the offense punishable as a misdemeanor or felony if the offense proximately causes injury to another person; and

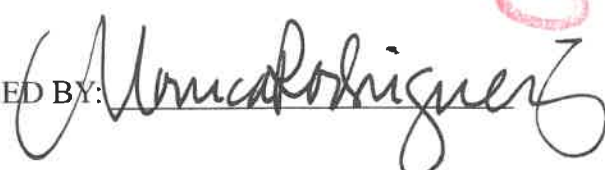
**WHEREAS**, AB 1588 (Stefani) also seeks to strengthen enforcement tools available to local jurisdictions to address these activities by revising the definition of sideshow to include the use or operation of any motor vehicle, including, but not limited to, motorcycles or off-highway motorcycles to barricade, block, impede, or obstruct traffic.

**NOW, THEREFORE, BE IT RESOLVED**, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2025 - 2026 State Legislative Program SUPPORT for AB 1588 (Stefani), the Sideshow Accountability and Community Safety Act, which would close loopholes in existing sideshow laws and strengthen the ability to hold repeat offenders accountable, thereby improving public safety.

PRESENTED BY: 

JOHN S. LEE

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

SECONDED BY: 

  
MAY 01 2026

ORIGINAL

RESOLUTION

RULES, ELECTIONS, INTERGOVERNMENTAL RELATIONS

**WHEREAS**, any official position of the City of Los Angeles with respect to legislation, rules, regulations, or policies proposed to or pending before a local, state, or federal government body or agency must have first been adopted in the form of a Resolution by the City Council; and

**WHEREAS**, California was once a pioneer in combating drunk driving in the 1980s, but over the past decade alcohol-related roadway deaths have surged by more than 50 percent—a rise more than twice as steep as the rest of the country—exposing deep failures in how the state holds impaired and dangerous drivers accountable; and

**WHEREAS**, California has some of the most lenient driving under the influence (DUI) laws in the nation, typically requiring four offenses within ten years before a felony charge applies where other states only require two, and repeat offenders routinely regain their driving privileges far sooner than in comparable states; a third DUI in California usually results in a three-year suspension, compared to up to fifteen years or lifetime revocation elsewhere; and

**WHEREAS**, a particular enforcement gap was identified with California's misdemeanor diversion program, under which drivers could avoid fines and also avoid having points added to their driving record, allowing dangerous drivers to escape the California Department of Motor Vehicles' (DMV) point-based accountability system entirely; and

**WHEREAS**, currently pending in the State Assembly are three bills: AB 1662 (Wilson), AB 1685 (Lackey), and AB 1687 (Lackey), which would together amend the California Vehicle Code as it pertains to driver accountability, specifically the consequences (points, penalties, and license revocation) associated with traffic violations and impaired driving; and

**WHEREAS**, AB 1662 would close the diversion loophole by ensuring that drivers who complete a court-mandated misdemeanor diversion program still receive points on their driving record; and

**WHEREAS**, AB 1685 would increase the DMV point assessment for a conviction of vehicular manslaughter while intoxicated from two points to three, bringing repeat offenders closer to the threshold for license suspension or revocation; and

**WHEREAS**, AB 1687 would authorize the immediate removal of a person's driver's license if they have three or more DUI convictions within ten years, and would extend the DMV's revocation period from three years to eight years.

**NOW, THEREFORE, BE IT RESOLVED**, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2025-2026 State Legislative Program support of AB 1662 (Wilson), AB 1685 (Lackey), and AB 1687 (Lackey), which would together strengthen California's DMV point system and license revocation framework by ensuring diversion program participants still accumulate driving record points, increasing the point weight of vehicular manslaughter convictions, and significantly extend the period of license revocation for repeat DUI offenders in order to ensure public safety.

PRESENTED BY:

JOHN LEE

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

SECONDED BY:

MAY 01 2026

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## RESOLUTION

RULES, ELECTIONS, INTERGOVERNMENTAL RELATIONS

**WHEREAS**, any official position of the City of Los Angeles with respect to legislation, rules, regulations, or policies proposed to or pending before a local, state, or federal government body or agency must have first been adopted in the form of a Resolution by the City Council; and

**WHEREAS**, across California law enforcement agencies, training standards for enforcing driving under the influence (DUI) laws vary widely, leaving many traffic officers without advanced or consistent instruction in impaired driving detection; and

**WHEREAS**, over the past decade, alcohol-related deaths in California have surged by more than 50 percent, a rate of increase more than twice as steep as the national average, reflecting a serious and worsening public safety crisis on the state's roads; and

**WHEREAS**, drug-impaired driving has also risen sharply alongside alcohol-related offenses, with law enforcement agencies reporting more positive drug tests after deadly accidents, creating a more complex impairment landscape that officers must be equipped to identify and handle; and

**WHEREAS**, injuries caused by impaired drivers in Los Angeles County have risen every year for the last decade, with DUI cases growing increasingly complex—requiring specialized, up-to-date training in the science, law, and investigative techniques necessary for officers to successfully investigate and build prosecutable cases; and

**WHEREAS**, currently pending in the State Assembly is a bill, AB 1814 (Alanis), which would require specified peace officers assigned primarily to traffic enforcement to complete a National Highway Transportation Safety Administration (NHTSA)-approved standard field sobriety testing (FST) course within one year of assignment to traffic enforcement; and

**WHEREAS**, AB 1814 seeks to improve law enforcement training surrounding the detection and enforcement of impaired driving with the hope that this may help remedy the reduced enforcement of DUI laws; and

**WHEREAS**, policies that strengthen deterrence, improve accountability, and reduce impaired driving directly support officers' core mission to protect the public, save lives, and prevent families from experiencing entirely avoidable loss.

**NOW, THEREFORE, BE IT RESOLVED**, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2025-2026 State Legislative Program support of AB 1814 (Alanis), which would require a peace officer with a rank of supervisor or below who is assigned primarily to traffic enforcement to complete a National Highway Transportation Safety Administration (NHTSA)-approved standard field sobriety testing (FST) course of a minimum of 16 hours within one year of their assignment to traffic enforcement, which would ensure officers are proficient in the areas of sobriety testing and report writing.

PRESENTED BY: \_\_\_\_\_

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

SECONDED BY: \_\_\_\_\_

Monica Rodriguez

MAY 01 2026

ORIGINAL

## MOTION

Residents of El Sereno are proposing the development of a new park on several empty parcels of land that are currently under the jurisdiction of the Bureau of Engineering (BOE). These parcels were originally acquired by the BOE to stage materials for the Soto Street Bridge widening project, which has since been completed. The lot now sits empty attracting trash and other nuisances. In order to move forward with the park project, the parcels need to be transferred to the Department of Recreation and Parks (RAP).

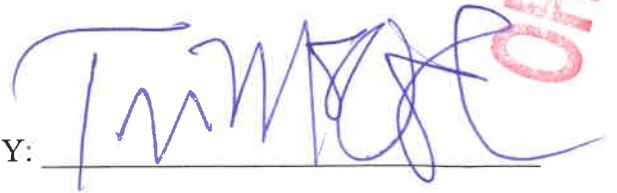
**I THEREFORE MOVE** that the City Council instruct the Bureau of Engineering to process a non-financial transfer of jurisdiction of the City-owned property located at 4285 Huntington Drive South, Los Angeles 90032, Assessor Parcel Numbers 5209-030-901, -902, and -900 from the Bureau of Engineering to the Department of Recreation and Parks, and to prepare and execute the Notice of Transfer of Jurisdiction and Control document to complete this transaction.

**I FURTHER MOVE** that the Board of Recreation and Parks be requested to consider, approve, and accept the transfer of jurisdiction of the property located at 4285 Huntington Drive South, Los Angeles 90032, for use as a park.

PRESENTED BY:

  
YSABEL JURADO  
Councilmember, 14<sup>th</sup> District

SECONDED BY:

  
MAY 01 2026

**MOTION**

On June 4, 2024 the Council adopted Motion (Rodriguez - Krekorian; CF: 24-0488), which required that all all Commission appointees in the City of Los Angeles be required to file their financial disclosure statements, including a Form 700 (Statement of Economic Interests) and Form 60 (Restricted Source Financial Disclosure Statement) as a condition of their confirmation by the City Council, and require nominees to complete their governmental ethics training during the pre-confirmation process. Voters approved Charter Amendment HH (HH) in the November Election with 81.3% of voters casting a yes vote.

However, since the passage of HH Council has learned that not all commissions were captured in the intent of Council Actions. An example being the Charter Reform Commission, of which the Commissioners voluntarily submitted their forms prior to Council voting on their appointments.

It should be clarified that all appointees to Commission and Boards be required to submit Statement of Economic Interests and Restricted Source Financial Disclosure Statements prior to being voted on by Council, and in instances where no vote is required, appointees must submit these forms, prior to being seated.

I THEREFORE MOVE that the City Attorney be requested to prepare and present the documents necessary to place on the November 2026 ballot a measure that would amend the Charter to establish a requirement for all appointees to Commissions and Boards to submit the Statement of Economic Interests and Restricted Source Financial Disclosure Statements prior to being voted on by Council, and for instances where no vote is required, appointees must submit these forms prior to being seated.

PRESENTED BY:

  
MONICA RODRIGUEZ  
Councilwoman, 7th District

SECONDED BY:



  
MAY 01 2026

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**MOTION**

The Charter Reform Commission proposed several items to improve City elections. One of those recommendations is to switch to Rank Choice Voting (RCV) with the goals of improving voter turnout, reducing negative campaigning and eliminating the need for runoff elections. Improving voter participation is essential; however, RCV should not be the sole option considered.

Approval Voting (AV) is another voting option that may be analyzed. In AV, a voter selects all the candidates they support. All the ballots are gathered and tallied, and the person selected the most times wins.

I THEREFORE MOVE that the Council instruct the Chief Legislative Analyst, with the assistance of the City Administrative Officer and the City Clerk, to report with an analysis of Ranked Choice Voting, Approval Voting, and any other possible voting reforms that would increase turnout and improve City elections as part of Charter reform. The analysis should include any cost associated with changing our election process and if the County will be able to administer any changes.

PRESENTED BY:



MONICA RODRIGUEZ  
Councilwoman, 7th District

SECONDED BY:



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MAY 01 2026

**MOTION**

The Charter Reform Commission proposed several recommendations to improve planning processes at the City. One of the recommendations is to dissolve the five Area Planning Commissions and replace them with a Neighborhood Appeals Commission (NAC).

In order to ensure that there is geographic representation on the NAC it should be codified that there is one representative from each of the current planning areas including: North Valley, South Valley, West Los Angeles, Central Los Angeles, East Los Angeles, South Los Angeles and Harbor Area.

I THEREFORE MOVE that the City Attorney be requested to prepare and present the documents necessary to place on the November 2026 ballot a measure that would amend the Charter to create a Neighborhood Appeals Commission that is comprised of seven members, and require that each seat be represented by appointees from each of the current Area Planning Commissions area.

PRESENTED BY:

SECONDED BY:



MONICA RODRIGUEZ  
Councilwoman, 7th District



  
MAY 01 2026

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**MOTION**

The Ethics Commission was established by Los Angeles voters in 1990 to help preserve the public trust and foster public confidence in city government and elections. In 2024 the voters of Los Angeles approved Charter Amendments to strengthen the Ethics Commission as part of Charter Amendment ER.

The Charter amendment establishes a minimum annual budget for the Commission; Allow the Commission to have more authority over spending decisions, hiring and personnel matters; Allow the Commission to retain its own legal counsel under limited circumstances, including for a specific investigative or enforcement matter; Impose additional qualifications on Commission members and the Executive Director, including prohibiting Commission members and the Executive Director from having an ownership interest in a business that contracts with or seeks approvals from the City, contributing as a major donor or providing paid services to political campaigns; Prohibit the appointment of a relative of an elected City official, a paid campaign consultant, or a major campaign donor, to the Commission; Require the City Council to hold a public hearing on Commission policy proposals; and Increase maximum penalties the Commission may impose, from the current level of \$5,000 per violation, to \$15,000 per violation adjusted annually.

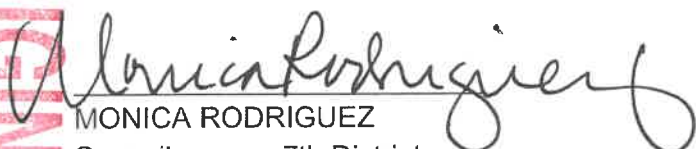
The Charter Reform Commission (CRC) made recommendations to create an Inspector General team within the Ethics Commission with senior auditor authority and increase the minimum budget to fund positions.

The CRC's recommendation unfortunately does not lay out how the new role will interact with the current City Structure of Inspector Generals or how it will increase investigations. This is an important reform and to ensure the public's trust we must ensure we move forward with policy that we can enact properly.

I THEREFORE MOVE that the Council instruct the Chief Legislative Analyst, with the assistance of the Ethics Commission, to report on how the role of Inspector General within the Ethic's Commission will be structured and how their role will ensure the oversight intended as part of the Charter Reform.

PRESENTED BY:

SECONDED BY:

  
MONICA RODRIGUEZ  
Councilwoman, 7th District



  
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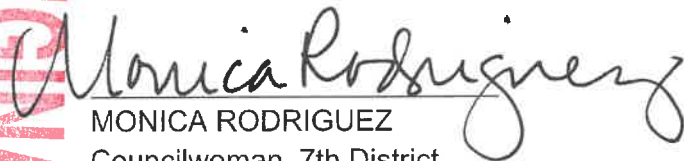
**MOTION**

The Charter Reform Commission (CRC) made several recommendations to improve governance structures in Los Angeles. One such recommendation is to bifurcate the current role of the City Attorney into two roles. In the model recommended by the CRC the City Attorney becomes a nonelected appointment by the Mayor and confirmed by City Council similar to a City department general manager. The City Attorney would provide legal counsel to the City and a new role titled City Prosecutor would be created and elected by the voters to prosecute crimes. The bifurcation of the role is intended to depoliticize legal counsel but may cause the unintended consequence of undermining the independence of legal counsel.

In order to consider more than one option to improve legal counsel in the City, the City Council may consider establishing an Office of Legal Counsel within the Chief Legislative Analyst. The Office of Legal Counsel could provide advice to the City Council and work on Council initiated ordinances.

I THEREFORE MOVE that the Council instruct the City Administrative Officer, with the assistance of the City Attorney, to report on the impacts and costs associated with bifurcating the City Attorney's office as proposed by the Charter Reform Commission, and on the impacts and costs of establishing an Office of Legal Counsel within the Chief Legislative Analyst.

PRESENTED BY:



MONICA RODRIGUEZ  
Councilwoman, 7th District

SECONDED BY:

  
MAY 01 2026

## MOTION

Illegal dumping remains one of the most persistent and visible quality-of-life issues facing the City of Los Angeles. Across neighborhoods in every Council District, residents regularly encounter discarded furniture, construction debris, household trash, hazardous materials, tires, and other waste unlawfully deposited in alleys, vacant lots, sidewalks, and public rights-of-way. These illegal dumping activities degrade neighborhoods, create public health and safety hazards, attract vermin, obstruct access, increase fire risk, and undermine the City's ongoing efforts to keep communities clean and safe.

Illegal dumping also imposes significant financial burdens on the City. Each year, City departments expend substantial resources investigating complaints, removing debris, cleaning impacted areas, and enforcing existing laws. Despite current penalties and enforcement tools, repeat offenders continue to use cars, trucks, vans, trailers, and other vehicles to transport and unlawfully dispose of waste throughout Los Angeles. In many cases, these vehicles serve as the primary instrumentality of the offense.

Expanding enforcement tools to address illegal dumping by authorizing the impoundment of vehicles used in the commission of dumping offenses would provide an effective deterrent, disrupt repeat violators, and strengthen the City's ability to hold bad actors accountable.

I THEREFORE MOVE that the City Council request the City Attorney to prepare and present an ordinance amending Los Angeles Municipal Code Section 41.70.3, or any other relevant sections of the Los Angeles Municipal Code, to authorize the 30-day impound of any vehicle used in the commission or attempted commission of illegal dumping offenses within the City of Los Angeles, as provided for in California Vehicle Code Section 22659.5.

PRESENTED BY

  
JOHN S. LEECouncilmember, 12<sup>th</sup> District

SECONDED BY

  
MAY 01 2026

## MOTION

In June 1990, the Mayor and City Council enacted Ordinance No. 165949 to effectuate a Parking Occupancy Tax to require payment of a 10 percent tax "for the privilege of occupying space in any parking facility in the City of Los Angeles." Collection of this tax from parking operators is administered by the Office of Finance, and operator permitting is conducted by both the LAPD's Commission Investigation Division and the Office of Finance.

The City's Parking Occupancy Tax has historically been one of the major sources of General Fund Revenue for the City. In Fiscal Year 2025-26, the City's Parking Occupancy Tax is estimated to generate over \$140M to pay for a variety of City services, including public safety and street services. Additionally, on January 27, 2026, Council considered increasing the Parking Occupancy Tax from 10 percent to 15 percent by way of the June 2026 ballot. Council ultimately decided against taking action to increase the Parking Occupancy Tax and referred the topic back to the Budget and Finance Committee for further discussion and research.

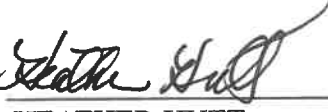
From 2003 to 2017, the Office of Finance released a Request for Proposals to establish the City Parking Tax Occupancy Discovery Program. The City ultimately contracted with The Parking Network (TPN), a parking financial and operations audit and review company, on a contingency basis to "identify corporations, partnerships, and individuals that are operating parking facilities in the City and not collecting and remitting the appropriate Parking Occupancy Tax on parking fees collected." TPN determined there were over 1,300 paid parking locations in the City, with hundreds of those locations either not reporting any parking tax or underreporting by 75 percent. After TPN's contract ended in 2017, they stated that they were confident parking operators and landowners were at the same level of non-compliance as the beginning of the program.

As the City continues to struggle with a structural budget deficit, every effort must be made to collect all revenue due to the City in order to continue to fund critically needed services. Given the significance of the Parking Occupancy Tax as a major source of funding, City staff should report to Council with recommendations to improve audit practices and an update on efforts taken over the past few years to improve collection of outstanding parking debts.

I THEREFORE MOVE that the Office of Finance, with the assistance from the City Administrative Officer and the Department of Transportation, report on recommendations to improve audit and collection practices regarding Parking Occupancy Tax from non-compliant parking operators and landowners.

I FURTHER MOVE that the Office of Finance include in its report summary information on current efforts to ensure the City is efficiently and equitably collecting all Parking Occupancy Tax revenue due to the City from all parking lot operators and landowners.

PRESENTED BY:

  
HEATHER HUTT  
Councilmember, 10<sup>th</sup> District

SECONDED BY:

  
MAY 01 2026

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## MOTION

Charter Section 409: Filling Vacancies in the Offices of Mayor, City Attorney, Controller and Member of the City Council, states that the City Council may fill a vacancy by appointing a person to hold the office for the remaining part of the unexpired term or call for a special election to fill the seat.

The Charter Reform Commission has made recommendations I proposed in CF: 24-0579 to ensure that Council must call for a special election if a vacancy happens with more than 1 year remaining on a Term. However, there are still concerns around caretaker and voting appointees. We must ensure that Council is not giving an individual an advantage when the need for a temporary placeholder is needed.

Currently, the City has restrictions on when an appointed Ethics Commission and the Executive Director of the Ethics Commission can run for office. They must wait 5 years from when their term ends. It is reasonable to have the same requirement for anyone that has been appointed to an open seat prior to an election.

I THEREFORE MOVE that the City Attorney be requested to prepare and present the documents necessary to place on the November 2026 ballot a measure that would amend the Charter to prohibit an appointed caretaker and appointee of a vacant Council office from seeking election to their appointed Council District for five years.

PRESENTED BY:

  
MONICA RODRIGUEZ  
Councilwoman, 7th District

SECONDED BY:



  
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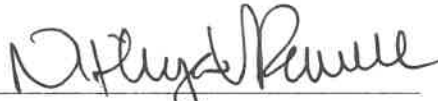
MOTION RULES ELECTIONS INTERGOVERNMENTAL RELATIONS

Under the City Charter of the City of Los Angeles, under Section 580, the Department of Public Works has the responsibility over our public right-of-way. The Department of Public Works has the expertise, staff, and responsibility to design, construct, and maintain our streets and public works improvements in the public-right-of-way.

There are occasions where public pathways and other public works improvements may be made or adopted by the City that are *not* on a dedicated public right-of-way. Key examples include multi-use pathways along channelized waterways, such as the LARiverWay, the Ballona Creek Bike Path, and others. In such cases, the City has agreed to operations and maintenance of such facilities, yet there has been a lack of clarity on the first point of contact or responsibility within the City. While changes by Ordinance or motion (such as instructed in CF 25-0124) can assign lead agencies for maintenance and handle existing contracts and staffing, the City Charter should be clear in assigning the Department of Public Works, due to their area expertise, as the Department within the City with the duty and responsibility to maintain such features if part of an agreement, similar to how they maintain the public right-of-way.

**I THEREFORE MOVE** that the City Attorney be requested to prepare the documents necessary to place on the November 2026 General Election a measure that would amend Charter Section 580 to ensure that the Department of Public Works also has the powers and duties to conduct all the activities under subsection 580(a) for facilities where the City has an agreement with another governmental or private entity to construct, operate, and maintain (or operate and maintain) but that are not in the City of Los Angeles public right-of-way, as part of the Council's consideration for any Charter Reform package.

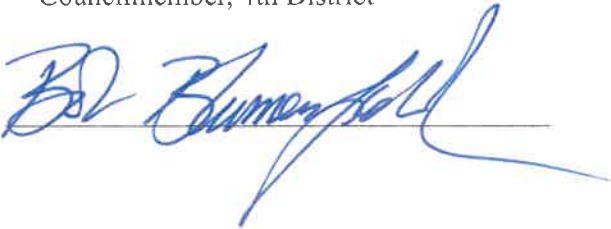
PRESENTED BY:



NITHYA RAMAN

Councilmember, 4th District

SECONDED BY:



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## MOTION

The suspension of Los Angeles City Council members has emerged as a significant issue in local governance, tied to allegations of misconduct, ethical violations, or criminal investigations. In recent years, public trust in the council has been tested by high-profile scandals involving corruption charges and leaked communications, prompting calls for accountability and reform. When a council member is suspended, it typically follows legal action and while the city charter does not always provide a clear process for removal or suspension resulting in inconsistency.

These situations highlight ongoing concerns about transparency, ethics enforcement, and the balance of power within city government. A lack of a clear and consistent process for suspending or removing elected officials can undermine public confidence,

The Charter Reform Commission (CRC) has made recommendations to increase the threshold for the votes needed to suspend a Councilmember, from a simple majority to 3/4th. With a higher threshold an unattended consequence may be in greater inconsistencies, not more clarity.

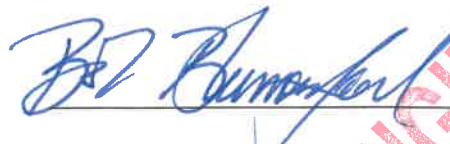
Additionally, the CRC did not address misconduct or a vacancy in the other elected offices of Mayor, City Attorney, or City Controller. Not clarifying the process in which the City would address in all elected offices leaves us in the same position as we are prior to reform.

I THEREFORE MOVE that the Council instruct the Office of the Chief Legislative Analyst to report with recommendations on how the Charter should be amended to clarify suspension for misconduct for all elected officials as part of Charter Reform .

PRESENTED BY:

  
MONICA RODRIGUEZ  
Councilwoman, 7th District

SECONDED BY:

  
BD Berman

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# MOTION

RULES, ELECTIONS, INTERGOVERNMENTAL RELATIONS

Los Angeles continues to face a deepening homelessness crisis that harms those living on the streets while also diminishing the safety, cleanliness, and accessibility of public spaces for all Angelenos. Sidewalks, parks, libraries, bus stops, playgrounds, and other civic areas are increasingly obstructed by tents and encampments, preventing these spaces from being used for their intended purpose. These impacts fall most heavily on working families, seniors, students, and lower-income residents who rely most on public infrastructure and transit.

At the same time, many unhoused individuals remain in dangerous and unstable conditions without sufficient access to shelter, treatment, or long-term supportive services. The current situation is both a humanitarian crisis and a growing public safety emergency.

Public concern has intensified due to serious incidents occurring near schools, parks, and family-oriented spaces. Across the City, parents and residents continue to report exposure to discarded needles, human waste, drug paraphernalia, used condoms, open drug use, and erratic or dangerous behavior in areas frequented by children.

The health and safety consequences of unmanaged encampments are significant. According to public health data, drug overdose remains a leading cause of death among unhoused individuals in Los Angeles County, with fentanyl implicated in a substantial share of those fatalities. Residents, students, and school communities continue to report exposure to overdose incidents, narcotics activity, and hazardous waste in and around encampments.

Fire risk has also sharply increased. Rubbish fires in Los Angeles have risen dramatically over the last decade, and a substantial portion of Los Angeles Fire Department responses in recent years have involved homelessness-related fires or encampment incidents.

In response to growing concerns, the City restructured enforcement of LAMC Section 41.18 in 2021 into a geographically targeted system that allows designated areas where camping is prohibited. This framework replaced the prior citywide daytime camping prohibition formerly contained in LAMC Section 56.11, which had been suspended during the COVID-19 emergency period. With those emergency declarations now concluded, the City has a responsibility to reassess whether its current enforcement framework adequately protects public safety and preserves access to public spaces.

Children across Los Angeles should not be forced to walk around tents, through active encampments, or past dangerous and unsanitary conditions on their routes to school, parks, libraries, and transit stops. Families should not lose access to parks and sidewalks. Likewise,



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unhoused individuals should not be left in conditions that expose them to violence, overdose, fire, and exploitation.

The continued presence of encampments near schools, parks, libraries, transit stops, and other sensitive public uses constitutes an ongoing threat to the health, safety, and welfare of the public, particularly children. Immediate, consistent, and lawful enforcement of existing anti-camping laws, together with expansion of protective buffer zones where appropriate, is necessary to restore safe access to public spaces while connecting individuals to shelter and services.

The current 500-foot buffer applicable to schools and childcare facilities under Section 41.18 may be insufficient to protect children along common pedestrian routes to schools, parks, and recreational facilities. Additionally, the United States Supreme Court's 2024 decision in *City of Grants Pass v. Johnson* reaffirmed the authority of local governments to enforce reasonable anti-camping regulations, providing clearer legal footing for the City to strengthen and consistently apply its public space protections.

I THEREFORE MOVE that the City Council request the City Attorney to prepare and present ballot measure language and the necessary ballot resolutions and election ordinance to place a measure on the November 2026 ballot, to amend 41.18 with the following changes:

- Increases the radius of the encampment prohibition zone surrounding schools and daycares from 500 feet to 1,000 feet, consistent with the City's obligation to provide safe passage for children traveling to and from school.
- Develop and implement a Safe School Passages Program that: Identifies and maps the most commonly traveled routes to schools and daycares across all Council Districts, with particular emphasis on schools in lower income communities; Ensures proactive enforcement of Section 41.18 along all such routes within the applicable buffer zone; Coordinates outreach and shelter offers to encampment residents along identified school routes prior to and concurrent with enforcement activities; and establishes a reporting mechanism for parents, students, school staff, and residents to report encampments along school routes and to receive timely City responses.
- Include language that aligns with 56.11 to protect and secure our public spaces during the daytime hours of 6:00 a.m. and 9:00 p.m., in particular around schools, parks, and other sensitive uses.
- Amend 41.18(i) definitions to include:
  - “School/Educational Center” shall mean an institution of learning for minors, whether public, private, or charter, which offers in-person instruction in grades K through 12. This definition includes kindergarten, elementary, junior high and senior high schools, any special institution of learning, or other place where children (persons under the age of 18) are regularly present to receive in person instruction in either academic or extracurricular subjects.
  - “Day Care Center” shall mean a child care-infant center, child care center, or

child care center preschool licensed by the State of California Department of Social Services.

- “Encampment” means camping on public property, unless authorized by permit or other applicable law, including but not limited to:
  - (A) Constructing, placing, or maintaining on public property any semi permanent structure, including but not limited to hand-built sheds and structures with metal or other heavy roofing and siding materials, for the purpose of housing or providing cover for one or more persons;
  - (B) Using, placing, or maintaining a tent, sleeping bag, blanket, or other materials for the purpose of sleeping, lying, housing, or providing cover for one or more persons; and
  - (C) Using a vehicle, including but not limited to a car, truck, recreational vehicle, or camper, for the purpose of camping or living on a public right-of way or other public property. Such prohibition shall apply to the fullest extent permitted by, and not in conflict with, any preemptive state or local laws.

PRESENTED BY

  
JOHN S. LEE

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

SECONDED BY



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## MOTION

PERSONNEL AND HIRING

BUDGET & FINANCE

The Los Angeles Fire Department continues to experience staffing shortages, resulting in frequent reliance on Assign Hire and Recall to maintain operational readiness. Firefighters required to work involuntary additional shifts are performing critical public safety functions beyond their regularly scheduled assignments, and current compensation for Assign Hire does not include any form of retirement credit or long-term recognition.

The City Charter defines pension benefits based on Compensation and Years of Service, and does not currently account for involuntary additional duty shifts. A supplemental retirement credit program can be structured to avoid modifying pensionable salary, thereby maintaining consistency with existing Charter provisions. By tying retirement credit to pension contributions generated from Assign Hire work, the program can minimize the risk of unfunded liability. Establishing caps on annual and lifetime credit ensures predictable cost control and actuarial stability. Requiring annual reporting on Assign Hire usage and staffing levels promotes transparency and accountability, while highlighting the operational impacts of staffing shortages. This proposal also aligns with the fiduciary requirements of the Fire and Police Pension Plan and respects the authority granted under California law.

The City Charter Amendment proposal seeks to establish an Assign Hire Supplemental Retirement Credit within the Los Angeles City Charter to recognize members of the Los Angeles Fire Department who are required to work involuntary additional duty shifts due to staffing shortages. Firefighters are routinely assigned to work beyond their scheduled shifts through Assign Hire (AH) and Recall in order to maintain adequate emergency response coverage. While these assignments are critical to public safety, they currently provide no form of retirement recognition despite the additional service performed. This proposal introduces a supplemental retirement credit structure, separate from pensionable salary, that provides limited service credit for qualifying involuntary work while maintaining fiscal and actuarial responsibility.

The Assign Hire Supplemental Retirement Credit proposal provides a balanced and forward-looking solution to recognize the involuntary additional service performed by Los Angeles Fire Department members due to staffing shortages. The proposal establishes a supplemental benefit that is: separate from pensionable salary; funded through existing contribution structures; and subject to clear limitations and actuarial oversight.

This proposal maintains the integrity of the pension system while addressing a long-standing operational issue. Additionally, by linking retirement credit to staffing conditions and requiring public reporting, the proposal introduces a mechanism that encourages the City to address staffing shortages proactively, ultimately improving both firefighters working conditions and public safety outcomes.

**WE THEREFORE MOVE** to INSTRUCT the City Administrative Officer (CAO) to MEET AND CONFER with United Firefighters of Los Angeles City IAFF Local 112 on a Charter Amendment that would implement the Assign Hire Supplemental Retirement Credit Program with the following framework:

- Eligibility limited to involuntary Assign Hire and Recall shifts involving full duty days
- Exclusion of Scheduled Overtime Duty (SOD), holdovers, standby, and voluntary overtime
- Credit calculated based on pension contributions generated from Assign Hire compensation, as determined by the Board of Fire and Police Pension Commissioners
- Annual cap of 0.25 years of service credit

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- Lifetime cap of 2.0 years of service credit
- Explicit exclusion from Compensation and Final Average Salary calculations
- Administration and actuarial oversight by the Fire and Police Pension Plan (LAFPP)
- Implementation through ordinance with an annual reporting requirement on staffing levels and Assign Hire usage

This structure ensures the program remains legally compliant, actuarially sound, and fiscally responsible, while providing meaningful recognition of involuntary service.

**WE FURTHER MOVE** to INSTRUCT the CAO to conduct an actuarial study based on the Assign Hire Supplemental Retirement Credit Program Charter Amendment proposal.

**WE FURTHER MOVE** to REQUEST the City Attorney to report back with a Draft Charter Amendment that would implement the Assign Hire Supplemental Retirement Credit Program

PRESENTED BY:   
**HEATHER HUTT**  
Councilmember, 10<sup>th</sup> District

  
**TRACI PARK**  
Councilmember, 11<sup>th</sup> District

SECONDED BY: 

ORIGINAL



**MOTION**

**RULES, ELECTIONS, INTERGOVERNMENTAL RELATIONS**

I MOVE that the City Council request the Office of the City Attorney, with the assistance of the Chief Legislative Analyst, to prepare and present the documents necessary to place before the voters on the November 2026 Ballot a measure that would amend Section 581 of the City Charter relative to the Board of Public Works as follows:

*"Members of the Board of Public Works, shall devote their entire time to the duties of office. Subject to the Charter and applicable ordinances and law, the board shall have the power and duty to:"*

**PRESENTED BY:**



**TIM McOSKER**

Councilmember, 15th District

**SECONDED BY:**



**ORIGINAL**



**MAY 01 2026**

## MOTION

RULES, ELECTIONS, INTERGOVERNMENTAL RELATIONS

The development and land use entitlement process in Los Angeles is complex, lengthy, expensive, and risky for applicants. This cumbersome and challenging process disincentivizes development and adds cost and time to delivering projects, concerning amid a deep housing shortage. Many land use decisions are appealable, which further exacerbates an already difficult system. Appeal processes and associated timelines and decisionmakers (i.e., "appellate bodies") can vary by the type of approval being sought by an applicant. When the City Council serves as the appellate body, it can generally delay a decision on an appeal in perpetuity, a power exploited by bad faith actors in the past.

Despite the problematic appeals system in Los Angeles, the City continues to subsidize non-applicant appeal fees at great public cost. The City Planning Department's most recent fee study (Council File: 09-0969-S4) shows that the City currently charges \$178 for non-applicant appeals but that the real cost of the work is \$22,894 and takes 104 hours of staff time per appeal. City Planning estimates it performs 148 non-applicant appeals per year, translating to the City subsidizing \$3,361,968 and spending 15,392 staff hours (641 days) per year.

Beyond City Planning's caseload, appeals also frequently take up time in City Council, City Planning Commission (CPC) and Area Planning Commission (APC) meetings. More importantly, appeals of land-use decisions from the CPC, APC, and Zoning Administrators are directed to the City Council, where it can override such decisions without any explanation. This authority opens the door to political interference in individual land-use cases, discarding public interest and delaying real progress for our city towards housing and other projects.

The Charter Reform Commission made a recommendation to amend Section 552 to replace Area Planning Commissions with a five-member Board of Neighborhood Appeals Commission that considers appeals of quasi-judicial determinations made by the Department of City Planning. The Commission's proposed language for Section 552 will create more transparency in land use decision making and reduce needless and counterproductive steps where possible, while still allowing for a strong public engagement process and the ability for critical projects to move forward in the midst of a housing and homelessness crisis.

**I THEREFORE MOVE** that the City Attorney be requested to prepare the documents necessary to place on the November 2026 General Election a measure that would further amend Charter Section 552 to a) stipulate that the Board of Neighborhood Appeals is the sole appeal body within the City, and will handle appeals of all quasi-judicial matters for first and final consideration regardless of the original decision-maker; and b) increase the board to seven members to represent the seven regions of the City. This body shall be appointed by the Mayor and membership should ensure socioeconomic, demographic, geographic, and professional diversity to achieve equitable representation.

PRESENTED BY:



NITHYA RAMAN

Councilmember, 4th District

SECONDED BY:



ORIGINAL

MAY 01 2026  
ML

MOTION

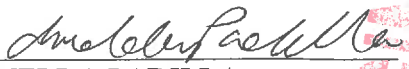
Throughout the Charter Reform process, core themes have emerged related to civic engagement, local empowerment, and governance and accountability in City decision making, including commissions and boards. The Board of Airport Commissioners is tasked with the possession, management, and control of both Los Angeles International Airport (LAX) and Van Nuys Airport (VNY). While both airports are important City assets, local communities bear a disproportionate share of the negative impacts associated with airport operations.

Voters acknowledged the importance of local representation when approving increases to the Board of Harbor Commissioners' local representation requirement in 2024. While the Charter already provides for some level of local representation on the Board of Airport Commissioners, the requirement only extends to two members of the Board, one from the area surrounding LAX, and one from the area surrounding VNY. This requirement should be increased to ensure that those most impacted by airport operations are given adequate say in the decision making process.

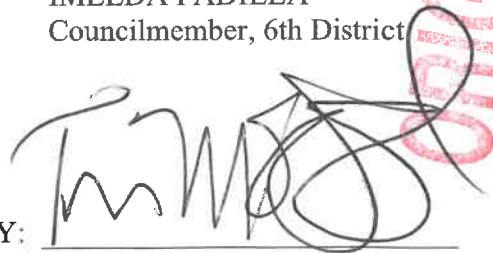
I THEREFORE MOVE that the City Council request the City Attorney, with the assistance of the Chief Legislative Analyst, to prepare and present the documents necessary to place before the voters on the November 2026 Ballot a measure that would amend Section 630 of the City Charter to require that at least three members of the Board of Airport Commissioners shall reside within the area surrounding Los Angeles International Airport and that at least two members of the Board of Airport Commissioners shall reside within the area surrounding Van Nuys Airport, as these areas are defined by ordinance, and to authorize the City Council by ordinance to further define subareas within such areas and establish Commissioner residency distribution requirements among those subareas.

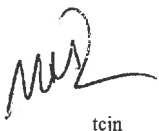
PRESENTED BY:

  
TRACI PARK  
Councilmember, 11th District

  
IMELDA PADILLA  
Councilmember, 6th District

SECONDED BY:



  
tejn

MAY 01 2026