

RTPG – the Rifkin Transportation Planning Group

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February 3, 2010

Rick Gunderson
712 Pacific Ave.
Venice, CA 90291

Date: 6/1/11
Submitted in PW Committee
Council File No: 06-2821
Item No.: 4
Deputy: PUBLIC

Re: Use of Lot Adjacent to 702 Pacific Avenue

Mr. Gunderson:

This letter summarizes my independent review of the potential Coastal Access uses of the lot at 702 Pacific Avenue, immediately adjacent and north of your property.

The City of Los Angeles has approved the vacation of the City Street easement adjacent to your property; however, that decision may be appealed to the California Coastal Commission. I understand that you have requested my expert opinion about the traffic implications of the street vacation and in particular want me to address the assertion that the parcel could be used for public parking. I am qualified to respond to that request because of my history as a 30 plus year employee of the City of Los Angeles, Department of Transportation, and, in particular, my experience as the Chief of the Transportation Planning Bureau which oversaw the design, development and operation of the City's off-street parking program. My resume is attached.

CONDITIONS

I visited the site on January 12, 2010 and reviewed the following documents:

- City of Los Angeles Department of Public Works – Approval of Permit 9-01, dated December 21, 2009
- City of Los Angeles, Bureau of Engineering staff report – dated October 14, 2009 and the Hearing Examiner Report signed October 21, 2009.
- City of Los Angeles, Department of City Planning – Venice Community Plan, adopted September 29, 2000.
- City of Los Angeles, Department of City Planning – Venice Coastal Land Use Plan and Coastal Access Policies – approved by the California Coastal Commission, November 14, 2000.
- City of Los Angeles Ordinance 142,306 – Minimum design standards for public parking lots.
- City of Los Angeles, Department of Transportation – Manual of Policies and Procedures – Approval of public parking facilities.

The subject lot is located between Royal Court and Pacific Avenue adjacent to the previously dedicated right of way for Thornton Place (see vicinity map, Exhibit 1 and site map, Exhibit 2). Between Royal

Court and Pacific Avenue, a substandard sidewalk exists for pedestrian access. To the best of my knowledge, there are no plans to construct this connection as a standard street. The pedestrian-way along the Thornton Place right of way is substandard because it is 4 feet wide and there is no handicap ramp, with stair only access from this sidewalk elevation to the existing sidewalk on Pacific Avenue.

I observed traffic circulation on the existing Royal Court and Thornton Place. These roads are constructed as alleyways (approximately 14 to 15 feet wide and less than 10 feet wide behind some of the residences) and serve local traffic only to the adjacent multiple family residences.

According to the requirements contained in the Bureau of Engineering and Department of Public Works reports, your request to vacate the previously dedicated right-of-way has been approved subject to a condition that you re-dedicate the pedestrian walkway as a 5-foot sidewalk, including handicap accessible ramps to Pacific Avenue. The remaining parcel, after the sidewalk dedication, is 15 feet by 75 feet.

CONCLUSIONS

1. The remaining parcel cannot be used for the extension of Thornton Place as a complete street. The minimum standard (alleyway) would require a 20 foot right of way. The alignment of any potential street would create an unsafe off-set intersection at Pacific Avenue with the existing Thornton Avenue.
2. The remaining parcel cannot be used for public parking. City standards require a minimum width of 27.5 feet to account for parked vehicles and circulation around the parked vehicles (see Minimum Parking Bay Width Table, Exhibit 3). The internal circulation requirements of the Los Angeles Department of Transportation could not be satisfied on the remaining parcel, meaning that cars could not turn around and one would expect backing of vehicles onto the adjacent public streets. During my visit to the site, I observed that two-way travel at the existing intersection of Royal Court and Thornton Place to be constrained by limited site distance and minimal roadway width.
3. The Venice Coastal Land Use Plan identifies the potential for creating a public parking garage on the MTA Maintenance facility, immediately north of the subject parcel (see Venice LUP map - Exhibit 4). Your requirement to provide an improved 5- foot pedestrian way provides the necessary pedestrian connection between that proposed parking structure and the beaches to the west.
4. Policy I.G.9 of the Venice Coastal Land Use Plan provides, in order to preserve coastal access, that public rights of way in the Venice Coastal Zone shall be reserved for public transportation uses including use by private vehicles, pedestrians and bicyclists. Given my observation about the infeasibility of using this right of way for automobile access (see conclusion #1 above), your action to construct the sidewalk, including ramp, will provide for bicyclists and pedestrians and is consistent with the satisfaction of this policy.

In my opinion, the City of Los Angeles appeared to fully consider the Coastal Access issues and applied appropriate findings and conditions to your request for the street right of way vacation. Please feel free to call me at 323-664-2805 should you have further questions or need for additional analysis.

Very truly yours,



Allyn D. Rifkin, P.E./PTOE
Transportation Engineer/Planner
Registered Traffic Engineer – State of California – TR-1112

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Mr. Rifkin has over 30 years experience in the field of transportation engineering and planning. Included in that experience are assignments in both the private and public sectors, ranging from consultant for developers to research for the Automobile Club of Southern California. Until recently, he was the CHIEF OF THE BUREAU OF PLANNING AND LAND USE DEVELOPMENT for the Los Angeles Department of Transportation, responsible for managing a staff of 38 professionals and serving as the key department liaison between the development community and City Council on traffic mitigation and transportation planning issues. Rifkin was also in charge of the development of off-street parking for the City, which involved the management of 115 parking facilities with a budget of \$32.7 million.

As a private consultant, Mr. Rifkin is assisting the Community Redevelopment Agency in a “complete streets” initiative; the City Planning Department in its revision to the City’s Mobility Element of the General Plan, the Eagle Rock neighborhood in the formation of the Colorado Boulevard Pilot Community Parking program and County Supervisor Zev Yaroslavsky in a proposal to convert Olympic and Pico Boulevards into a one-way pair.

Professionally, Allyn is active in the Urban Land Institute and the Institute of Transportation Engineers - he has served as the president of the ITE’S largest Chapter of ITE , the Southern California Chapter, with over 1,100 members . In addition to serving on the National Transit and Transportation Planning committees, he has been instrumental on national steering committees for the ITE Trip Generation Committee and the Urban Goods Movement Committee. He has lectured extensively on the topics of traffic impact mitigation and on neighborhood traffic controls.

His college education began with a B.S. in Systems Engineering at UCLA and led to an M.S. in Transportation Engineering at Northwestern University. Rifkin is nationally recognized for his expertise in travel demand forecasting. His more recent work has involved traffic plans to relieve congestion in various hot spots of development in Southern California including the South Coast Plaza area of Orange County, Downtown Los Angeles, Westwood, the LAX Transportation Corridor (the initial area in Los Angeles to adopt a traffic impact mitigation fee), and Warner Center.

He was involved in the creation of five transportation trust funds with current balances exceeding \$23 million for transportation improvements. In his role as mediator of development traffic impact Mr. Rifkin launched a program currently exceeding \$1.5 million in neighborhood traffic controls.

Bing Maps
702 Pacific Ave, Venice, CA 90291-3253

EXHIBIT 1

VICINITY MAP

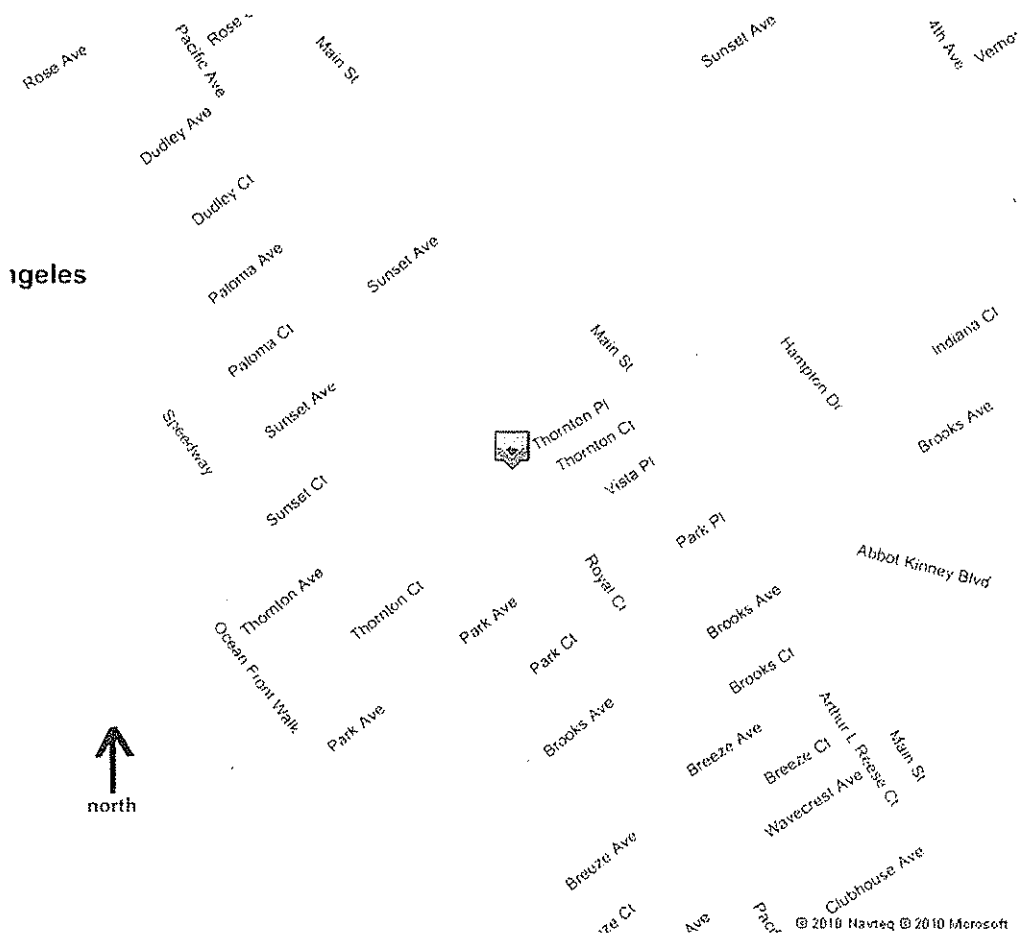
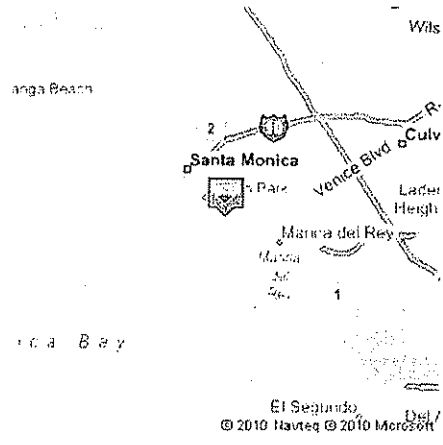
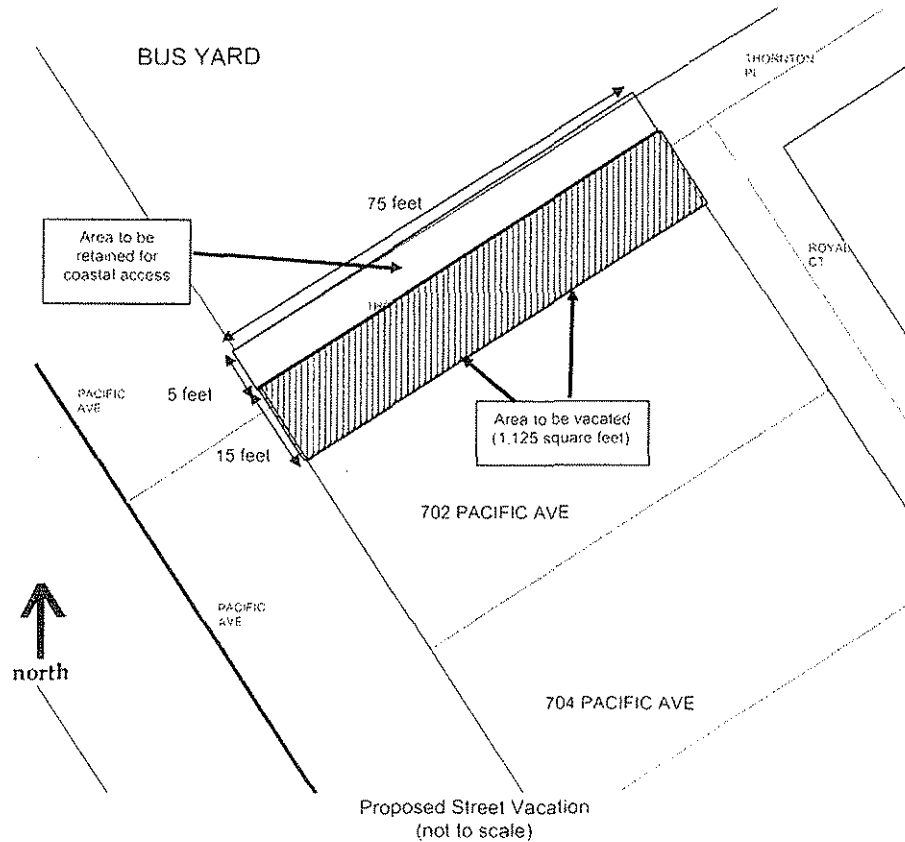


EXHIBIT 2 - SITE MAP



Coastal Act Requirements

As directed by motion of the City Council (Council File 06-2821) and on behalf of Rick Gunderson, the Bureau of Engineering (BOE) has applied to the City Engineer for a Coastal Development Permit as required by the Municipal Code (Section 12.20.2 et seq.).

Public hearing notices were mailed to interested parties on September 10, 2009, and a public hearing was held on September 23, 2009 at the Venice-Abbot Kinney Branch Library. In addition to staff, four people attended the hearing. The only oral comment was a request for information about the street vacation and the coastal permitting processes. In addition, James Murez submitted a written comment on October 1, 2009. Mr. Murez felt the area proposed for vacation should be converted into a parking area with landscaping.

**EXHIBIT 3 - MINIMUM PARKING BAY WIDTHS
CITY OF LOS ANGELES PARKING BAY WIDTHS
FOR ONE-WAY TRAFFIC AND SINGLE LOADED AISLES,
BASED ON CHART NO. 2 IN ORDINANCE NO. 142,306**

Parking Angle	8'-4" Stalls	8'-6" Stalls*	8'-8" Stalls	8'-10" Stalls*	9'-0" Stalls	9'-2" Stalls*	9'-4" Stalls
30	27'-6"	27'-6"	27'-6"	27'-6"	27'-6"	27'-6"	27'-6"
32.5	28'-1"	28'-1"	28'-1"	28'-1"	28'-1"	28'-1"	28'-1"
35	28'-7"	28'-7"	28'-7"	28'-7"	28'-7"	28'-7"	28'-7"
37.5	<u>29'-1"</u>	29'-1"	29'-1"	29'-1"	29'-1"	29'-1"	29'-1"
40	29'-11"	<u>29'-6"</u>	<u>29'-6"</u>	29'-6"	29'-6"	29'-6"	29'-6"
42.5	30'-11"	30'-6"	30'-1"	<u>29'-10"</u>	<u>29'-10"</u>	29'-10"	29'-10"
45	31'-11"	31'-6"	31'-1"	30'-8"	30'-3"	<u>30'-3"</u>	30'-2"
47.5	32'-11"	32'-6"	32'-1"	31'-8"	31'-3"	31'-10"	<u>30'-5"</u>
50	33'-10"	33'-5"	33'-0"	32'-7"	32'-2"	31'-9"	31'-4"
52.5	34'-9"	34'-3"	33'-9"	33'-4"	32'-11"	32'-6"	32'-1"
55	35'-7"	35'-1"	34'-7"	34'-2"	33'-8"	33'-3"	32'-10"
57.5	36'-5"	35'-11"	35'-5"	35'-0"	34'-6"	34'-0"	33'-7"
60	37'-3"	36'-9"	36'-3"	35'-9"	35'-3"	34'-9"	34'-4"
62.5	38'-0"	37'-6"	37'-0"	36'-6"	36'-0"	35'-6"	35'-0"
65	38'-9"	38'-2"	37'-8"	37'-2"	36'-8"	36'-2"	35'-8"
67.5	39'-6"	38'-11"	38'-5"	37'-11"	37'-4"	36'-10"	36'-4"
70	40'-3"	39'-8"	39'-2"	38'-7"	38'-1"	37'-6"	37'-0"
72.5	40'-11"	40'-4"	39'-10"	39'-3"	38'-9"	38'-2"	37'-8"
75	41'-8"	41'-1"	40'-7"	40'-0"	39'-5"	38'-10"	38'-4"
77.5	42'-5"	41'-10"	41'-3"	40'-8"	40'-1"	39'-6"	39'-0"
80	43'-1"	42'-6"	41'-11"	41'-4"	40'-9"	40'-2"	39'-7"
82.5	43'-9"	43'-1"	42'-6"	41'-11"	41'-1"	40'-9"	40'-2"
85	44'-6"	43'-10"	43'-3"	42'-7"	42'-0"	41'-4"	40'-9"
87.5	45'-3"	44'-7"	43'-11"	43'-4"	42'-8"	42'-0"	41'-5"
90	46'-0"	45'-4"	44'-8"	44'-0"	43'-4"	42'-8"	42'-0"

**PARKING BAY DIMENSIONS
CHART NO. 2**

**ONE-WAY TRAFFIC
SINGLE-LOADED AISLES**

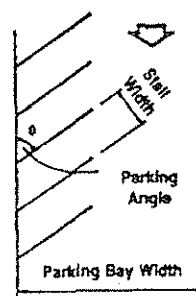
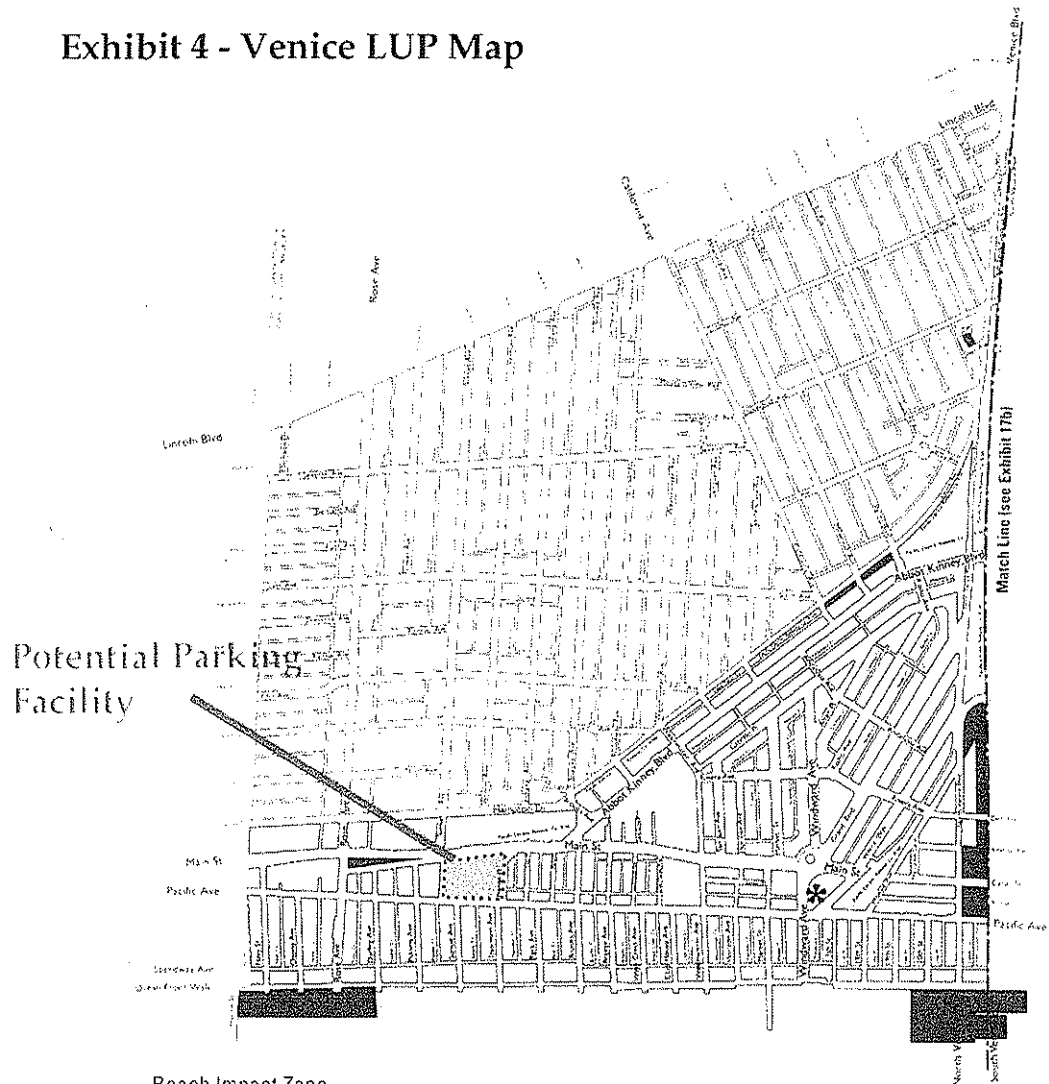


Exhibit 4 - Venice LUP Map



- Beach Impact Zone
- Expanded Beach Impact Zone
- Existing Public Parking
- Potential New or Expanded Surface Parking Site
- Potential Public Parking Structure Site
- Privately Owned Public Parking

Exhibit 17a
Coastal Access Map
 Parking and Beach Impact Zone



