

City Dedication on Ventura Blvd:

Description: Not all lanes are full lanes. Some lanes share right of way with parking lanes. Meeting the ADA requirement for sidewalks requires the driveway approaches to be steeper. Active vs passive plan to get Ventura Blvd to 120' full width. (Dedication, in property law means donation of land or creation of an easement for public use. It may be expressed or implied. An express dedication of property to public use is made by a direct appropriation of it to such use.)

MOTION:

The Encino Neighborhood Council requests that the Department of City Planning follow these suggestions and adhere to them during the Planning Approval process which triggers a "City Dedication":

- 1. NO waivers of City Dedication to expand Ventura Blvd in the Encino Planning Area and strict adherence to City Standard Plan S-470 for Roadway width; Ventura Blvd is a type II Boulevard per Mobility Plan 2035**

a. Justification:

- i. Consideration is needed in looking at both the North & South Sides of Traffic Lanes. Currently, in various areas on Ventura Blvd, the #3 lane (either Westbound or Eastbound) is a dual-use lane for parking & through traffic. Considering that Ventura Blvd experiences high levels of traffic and is zoned as "Anti Gridlock Zone." Therefore decoupling dual-use lanes allows free flow of traffic relieving congestion, allows "parking poor" commercial parcels additional patron parking, and expands collection hours for the City of Los Angeles' metered street parking. See Exhibit A**

- 2. If existing buildings preclude expansion, at the very least require City Dedication to accommodate ADA Driveways & Sidewalks per Bureau of Engineering Standard Plan S-440. See Exhibit B.**

And/or

Exercise City Dedication but allow a condition of "Legal Non-Conforming Structure" with a Revocable Permit associated with the parcel(s).

1. Justification:

- a. A majority of Driveway Approaches on Ventura Blvd were constructed before the ADA settlement during the Willits Lawsuit, with the "Y Slope" approach being a straight grade from a depressed curb to the Property Line. Which is done with no ADA sidewalk or "Q" Dimension (see Bureau of Engineer Standard Plan S-440). When a Driveway Approach is redone, assuming no city dedication is given behind, it requires a grade break at 4' from the Property Line, thus increasing the Driveway Approach Grade to over 10%. This higher-grade on the driveway causes multiple problems, such as causing entering and exiting vehicles to scrape or bottom their cars entering and exiting establishments. Cars and delivery vans that try to avoid this situation have to slow down to near a stop on Ventura Blvd to prevent vehicle damage; this, in turn, causes traffic backlogs on Ventura Blvd and increases the probability of accidents.
- b. Although the Bureau of Engineering is the deciding factor on construction, if not enough distance is available from the curb to the back of the property for a gentle approach slope, BOE has no recourse to correct the situation after the issuance of plan approval.
- c. Remedies in other parts of the City have been depressed approaches and sidewalks; This is not an option on Ventura due to lanes flooding during the rainy season.

Thank you for your time and Dedicated effort into making our community a safe, prosperous, and successful area.

Sincerely,

Exhibit A:

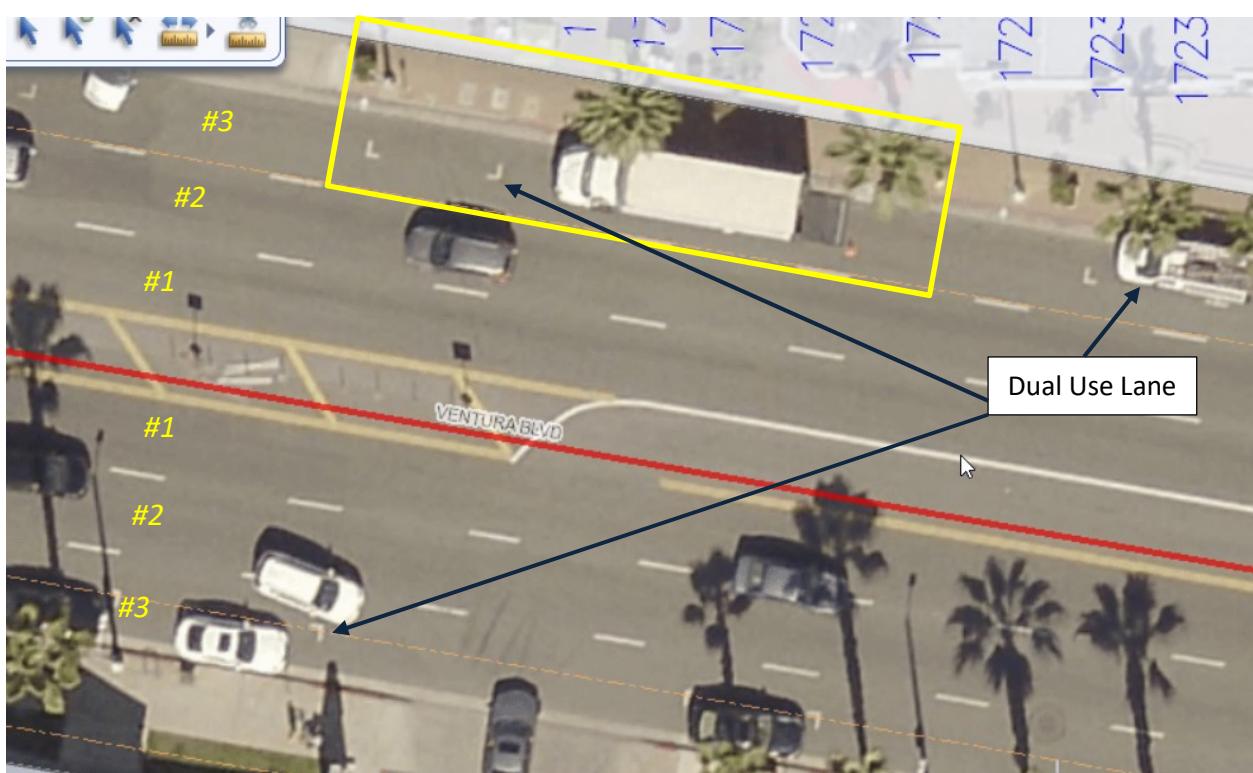
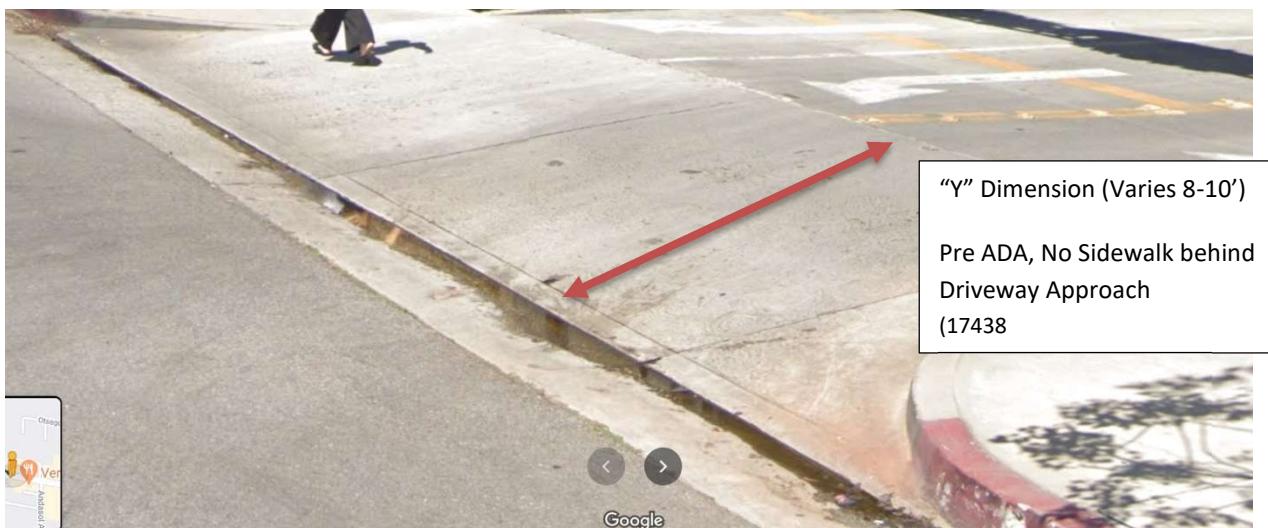


Exhibit B:

Old Design Driveway Approaches



New Design City of LA (additional footage taken by the city via city dedication to add sidewalk)

