

Mar Vista Community Council

Board of Directors Meeting

December 9, 2008 at 7:00 PM

Mar Vista Recreation Center Auditorium
11430 Woodbine Street, Mar Vista, CA 90066

www.marvista.org

AGENDA

Call to Order and Welcome – Rob Kadota, Chair (2 min.)

Pledge of Allegiance - Bill Scheduling

Approval of Minutes (public comment permitted (2 min)

Public Comment & Announcements - (limit: 2 minutes per speaker)

Elected Officials and City Department Reports (max 2 min. each)

DONE – Department of Neighborhood Empowerment, Barry Stone, Project Coordinator

Mar Vista Recreation Center – Director, Laura Island

CD 5 – Councilman Weiss – represented by Jennifer Badger, Field Deputy

CD 11 - Councilman Rosendahl – represented by Len Nguyen, Field Deputy

US 36 – Congresswoman Jane Harman, represented by Jessica Duboff, Field Representative (North District)

CA Senate 28 – CA Senator Jenny Oropeza's Office represented by Primitivo Castro, Field Deputy

CA Assembly 47 – Assemblymember Karen Bass represented by Estee Sepulveda

CA Assembly 53 – CA Assemblymember Ted Lieu represented by Stephanie Molen

2nd District LA County Board of Supervisor Yvonne B. Burke represented by Karly Katona

Mayor of LA – Antonio Villaraigosa represented by Stephen Cheung, Westside Area Representative

Officers and Liaison Reports

Chair, Rob Kadota (5 min.)

First Vice Chair, Albert Olson (2 min.)

Second Vice Chair, Sharon Commins (2 min.)

Secretary, Laura Bodensteiner (2 min)

Treasurer, Christopher McKinnon (2 min.)

LANCC Delegate Report – Babak Nahid (2 min)

Mayor's Budget Planning –

Director for Animal Awareness – Lola McKnight (2 min.)

DWP MOU – Babik Nahid

Committee reports - Action items included with public comment permitted

A) Executive & Finance Committee, Chair (15 min.)

A) Westside Regional Alliance of Councils – MVCC Action Items

i. Policy Motion (re: Planning Notifications): MVCC requests the following:

1. That Early Notification of all applications to the Department of City Planning, the Bureau of Engineering and to the Department of Building and Safety shall be sent to all impacted certified Neighborhood and Community Councils recognized by their Councilperson (hereafter, "council"), and the applicant shall be required to send notice, by certified RRR mail, to the applicable council, of all subsequent requests for modifications, adjustments, amendments, alterations, or revisions to the application.
2. Planning and Building and Safety shall review all such applications, and such review shall include, prior to approval, compliance with all relevant Community Plans, Specific Plans, and Overlay Districts.
3. With respect to all applications to Planning and Building and Safety for which a public hearing is not required, notice shall be sent to the applicable council of the terms of the proposed approval, no later than 10 calendar days prior to issuance of the approval, and

consideration shall be given by the decision maker to any objections, comments, or questions submitted in writing by the applicable council during the 10-day period.

4. Planning and Building and Safety shall each establish an ombudsman or community advocate who is accessible to officers of a council and whose responsibilities shall include facilitating access to Department personnel, procedures, and documents.
 - ii. Policy Motion (re: Quimby and Parking 5117 Funds): MVCC requests that the Los Angeles City Council be requested to supply each Neighborhood or Community Council with an accounting of both 5117 parking funds, and Quimby Funds for its district.
 - iii. Policy Motion (re ICO Moratorium): The MVCC hereby supports adoption of an Interim Control Ordinance (ICO) / moratorium as proposed by the City Planning Commission temporarily prohibiting the installation of all new offsite advertising signs and supergraphic signs, as well as prohibiting alteration to existing offsite signs and supergraphic signs, until a new offsite sign ordinance can be developed, adopted and implemented. There should be no exceptions that might weaken the enforceability of the moratorium.
 - iv. Policy Motion (re: Traffic Control Tiger Teams):
 1. As gridlock is a major quality of life issue, the City of Los Angeles City Council is hereby requested to implement an enforcement mechanism and fine system to alleviate the constant gridlock in intersections in the City Limits.
 2. While the City has found it both effective and profitable to implement “Tiger Teams” to clear ‘No Parking, Tow Away Zones” during peak hours, the city has been unable to control gridlock.
 - v. Policy Motion (re: NCs Right to Appeal): MVCC requests that the Los Angeles City Council be requested to amend the working documents for Neighborhood and Community Councils, thereby allowing N.C./C.C.’s the right to appeal city department decisions.

B) Community Concept Plan Committee – Sharon Commins, Chair

C) Community Outreach Committee – Albert Olson and Stephen Boskin, Co-Chairs (5 min)

- A) Funding Motion** – SoMar Neighborhood Assoc. Newsletter: The MVCC will allocate \$350.00 out of the \$6,000 August 12th funding motion for neighborhood association newsletters to the South Mar Vista Neighborhood Association to pay for an ad that will be placed in their winter newsletter.
- B) Funding Motion** - MVNA Annual Block Party; MVCC to allocate funds for the Mar Vista Neighborhood Association 2009 Block Party.
- C) Funding Motion** – Purchase two portable photo printers and supplies to take photos at events like the Winter Wonderland of stakeholders attending the event. Photos will be printed at the event with an MVCC label placed on the back indicating the photos are provided by our Community Council. The photos will also be available for their personal use and distribution from a Google Picasa photo hosting site. Costs should not exceed \$500.00. Equipment and supplies can be used at all other future MVCC outreach events and block parties. Two photo printers cost approx. \$149 each and 120 4x6 paper/ink combos run \$42.99 each. 2 printers \$300 and 4 packs of paper and ink \$200 = \$500 plus tax w/o a possible city discount at Office Depot.

D) Education, Arts and Culture – Babak Nahid and Kate Anderson, Co-Chairs (3 min)

- A) Funding Motion** – MVCC to allocate \$2500 to purchase supplies for Richland Elementary School’s Garden Improvement Project This Funding motion must meet all City of LA funding guidelines and be funded and paid in the fiscal year in which it passed or it expires. (Passed by the Education Arts and Culture Committee on Dec 4, 2008.)

E) Election & Bylaws Committee – Bob Fitzpatrick, Chair (2 min)

F) Green Committee – Laura Bodensteiner (5 min)

1. Administrative Motion: The Green Committee will host an annual Stakeholder meeting focusing on environmental issues in Mar Vista.

G) Neighborhood Traffic Management Committee – Bill Pope (2 min)

H) Recreation Open Space Enhancement Committee – Tom Ponton, Chair (2 min)

I) Safety and Security Committee report – Bill Koontz (2 min)

J) Santa Monica Airport Committee – Bill Scheduling, Chair (5 min)

1. Policy Motion: The MVCC would like to re-affirm its support for the ordinance passed by the Santa Monica City Council banning category C & D aircraft from the Santa Monica Airport.

Furthermore, the MVCC encourages the City of Santa Monica to stand firm against any attempts by the FAA to mediate a settlement in the FAA's Part 16 Hearing regarding the City's ordinance if such a proposed settlement:

- a) creates safety standards not in conformance with those standards stated in the ordinance, or
- b) requires the City of Santa Monica to receive FAA, or any U.S. government funds, to finance the construction of any proposed mitigation systems.

The MVCC believes it is imperative that the lives, and quality of life, of the residents living in neighborhoods in close proximity to the Airport must be the paramount concern in all decisions being made regarding the usage of the Airport.

K) SMC Bundy Campus Ad Hoc Committee – Bob Fitzpatrick (1min)

L) Transportation & Infrastructure Committee report - Albert Olson, Chair (10 min.)

A) Policy Motion: The MVCC requests that CD11 study in fiscal year 2008-2009 and fund in fiscal year 2009-2010 installation of pedestrian crosswalks with pedestrian activated traffic signals on Washington Place and East Boulevard and Washington Place and Marcase! Avenue. Additionally, it is requested that consideration be given to including also traffic calming bump outs and center median planter as safety and beautification measures.

B) Policy Motion: The MVCC requests that LADOT look into the feasibility of re-timing the traffic signal lights on Venice Blvd at Centinela Ave., Walgrove, and Lincoln Blvd so as to increase the flow of north/south traffic at these intersections which currently have cue backups that encourage cut-through traffic in adjacent residential neighborhoods.

- a. Policy Motion (Proposed by the MVCC PLUM committee): The MVCC opposes any new construction that increases density until a clear defined plan to guarantee supply of existing water requirements, as well as enough additional water to sustain increased density, is adopted by the City of Los Angeles.

Bi Monthly CD 11/LADOT Traffic Meeting Sub Committee - Linda Guagliano, MVCC Liaison (2 min.)

M) Urban Planning Committee report – Ken Alpern and Steve Wallace, Co-Chairs (20 min.)

See Attachment A

N) Web Development – Babak Nahid (5 min)

Project Draft Plan

- Review proposed project schedule
- Present preliminary site map
- Summarize and refine functional requirements
- Summarize and refine design requirements
- Identify functionality that will require Drupal modules
- Identify required levels of authorized administrative access

Zone Director Reports

Old Business - Action items (Public comment permitted)

New Business - Action items (Public comment permitted)

Grievances – Secretary

Any grievances received since the last meeting of the MVCC Board of Directors will be presented to the board for their consideration for possible referral to the MVCC Grievance Committee for further review and consideration.

Future agenda items

Public Comment and Announcements (limit: 2 minutes per speaker)

Adjournment (9:30 PM)

The audience is requested to fill out a "Speaker Card" to address the Board on any item of the Agenda prior to the Board taking action on an item. Comments from the public on Agenda items will be heard only when the respective item is being considered. Comments from the public on other matters not appearing on the Agenda that are within the Board's subject matter jurisdiction will be heard during the public comment period. Public comment is limited to two minutes per speaker, unless waived by the presiding officer of the Board. Mar Vista Community Council meetings will follow Robert's Rules of Order Newly Revised. For more information, please visit the MVCC web site at www.marvista.org.

*Translators, sign language interpreters, assistive listening devices for the hard of hearing and/or other auxiliary aids/services are available upon request. To ensure the availability of services, please make your request at least three (3) working days before the scheduled date. If you have any questions regarding this notice, please call (213) 485-1360.

ATTACHMENT A - Planning and Land Use Management Committee Motions:

Policy Motion: MVCC to allocate funding for Wi-Fi equipment in the Town Center district of Venice Blvd.

The MVCC shall allocate funding for three Open Mar Vista/Meraki Wi-Fi antennas/repeaters equipment and installation to assist in creating free Wi-Fi Internet access in the Town Center district for Venice Blvd. between Inglewood and Centinela, including the Farmers Market Area, up to \$1125. A key goal of this funding is to assist with MVCC Outreach to both businesses and residents in this region of Mar Vista. This amount is to be funded and spent within fiscal year 2008-09, or the funding motion will lapse. *Passed 6-2-0 in Committee*

2) MVCC Motion to coordinate development, planning and water requirements

The MVCC opposes any new construction that increases density until a clear defined plan to guarantee supply of existing water requirements, as well as enough additional water to sustain increased density, is adopted by the City of Los Angeles *Passed 8-0-1 in Committee*

3) MVCC and Joint Motions to Oppose Zoning Change at Proposed Casden Development Site, Exposition/Pico/Sepulveda Blvds. (Case #ENV-2008-3989)

Background:

An **Environmental Assessment Form** has been filed with the Los Angeles Department of City Planning, which states: "The project will require: Certification of an Environmental Impact Report; General Plan Amendment to "Community Commercial"; Zone Change to C2-1; Transit Oriented affordable housing Floor Area Bonus pursuant to State Law

SB 1818 to increase permitted floor area ratio to 3:1; Site Plan Review; Conditional Use Permits to allow alcoholic beverage sales for off-site consumption; Preliminary Parcel Map to separate commercial and residential uses; and demolition, grading, foundation, and building permits."

Although this development project is within the boundaries of the Westside Neighborhood Council, the large size of the project, coupled with the close proximity of the site to major arterial streets feeding into the boundaries of the Mar Vista Community Council (MVCC) and West Los Angeles Neighborhood Council (WLANC), creates major concerns for the MVCC regarding how this project will impact traffic in the MVCC area.

This committee will monitor and research these traffic issues as this project moves forward, and work in conjunction with our neighbor NC's to find solutions for any impacts on all of our communities.

4) MVCC Motion to Oppose Zoning Change--Case #ENV-2008-3989

- a. **I. A.** Whereas, the MVCC has repeatedly and routinely expressed a strong interest in precedent-setting projects that lie adjacent to its boundaries and which would affect its stakeholders, and

Whereas, the MVCC has repeatedly and routinely promoted planning and transportation policies that emphasize neighborhood preservation, reduced gridlock, and quality of life for its stakeholders, and

Whereas, the MVCC has repeatedly and routinely promoted a future Exposition Light Rail Line that has appropriate traffic and land use mitigations to establish it as a transportation alternative that will improve the quality of life of its stakeholders,

The MVCC therefore Opposes the proposed development of Casden West LA, LLC located at 11122 West Pico Boulevard and 2341-2441 S. Sepulveda Boulevard (major cross streets of Pico Blvd. and Sepulveda Blvd.), which as proposed would be located alongside the future Exposition Light Rail Line and integrated with a station, and which includes:

- 1) A ten-story mixed-use structure containing a commercial component of approximately 266,800 square feet comprised of an approximately 212,450 square foot retail store and an approximately 54,350 square foot market, and a residential component that would consist of approximately 512,870 square feet in four buildings containing a total of approximately 538 units

- 2) Five levels of subterranean parking with a total of 2,090 parking stalls, including 1,013 stalls for the commercial uses and 1,077 stalls for residential use (as well as, potentially, for transit users)

- I. B.** The MVCC Opposes this proposed development and recommends that Los Angeles City Planning reject

this zoning change variance request from M2 to C2 for the following reasons:

- 1) The excessive size, height, density and scope of this project lies entirely outside the character of this region, and would therefore disrupt if not destroy the character of all adjacent neighborhoods, and have permanent impacts on the residential, commercial and industrial aspects of the region.
- 2) A project of this size requires a full Environmental Impact Report, with any Mitigated Negative Declaration being insufficient to answer the full range of planning, traffic and environmental questions that will likely occur during the planning and construction of this development (such as the impact of such a large concentration of residents in such a limited space). Any traffic impacts to be calculated need to be comprehensive as per CEQA requirements, and beyond mere the outdated peak-hour traffic counts as currently under the outdated LAD OT policy.
- 3) There is a marked lack of guaranteed transit-oriented development within this project that is consistent with a commercial development adjacent to a rail station. Providing rider amenities is an important component of any transit-oriented development, particularly in a location lacking such amenities nearby.
- 4) There are serious concerns to be addressed regarding a freeway-adjacent housing development and the increased risk of asthma and cancer of any future residents
- 5) There is insufficient affordable housing for this transit-adjacent development, as well as a lack of incentives for the employees of the commercial aspect of this project to live at this site
- 6) There are inadequate residential amenities for a project of this scope and size, including insufficient land/playing field/open space for a development of this size and of this many people, inadequate infrastructure for proper ingress/egress,
- 7) The Property in question, zoned M2 represents a significant portion of M2 -zoned space in the region. The community and city has demonstrated concern over the need for and previous loss of M2 land. The West LA Community Plan is currently being re-written and issues pertaining to land use designation on such a large property should be deferred until after the plan has been complete. To change the zone of this large property at this critical juncture will undermine the importance of the planning effort and create an un-mitigatable impact on the community's vision for its future.
- 8) There is a marked lack of parking and accommodations for bus, rail, and bicycle commuters, who would benefit more with a Westside Regional Transportation Center at this site

I. C. The MVCC also recommends that Los Angeles City Planning reject the applicant's request for a zoning change from M2 to C2 until these concerns are sufficiently addressed to both local and regional neighbors who would otherwise be adversely and permanently impacted by the project as currently proposed.

It is disingenuous to separate the consideration of zoning from the consideration of the project as this city application seeks to do.

I. D. The MVCC also recommends that this location be evaluated as a project best needed to suit the region's current and future transportation needs.

Passed 8-0-0 in committee

Policy Motion: Joint Neighborhood Council Motions of Westside NC, West L.A. NC and MVCC

- 1) To require that the developer engage the appropriate NC's during the preliminary stages of planning, in much the same way they are required to get the input of LADOT regarding traffic issues;
- 2) Open a council file on this project; and
- 3) Hire an independent traffic analyst to do an independent traffic study of the project, financed by impacted NCs. (*Passed 9-0-1 in committee*)

Background:

It is premature to consider this spot zoning of the property when such an effort is being done to promote a specific project whose interests may be more in the interest of the developer than in the interests of the community.

The location of the property in question is unique in many ways. The most important attribute of the property is its location. It is directly adjacent to the currently under-construction Exposition Light Rail Line that will connect Downtown Los Angeles to Santa Monica and to all points in between. It lies at the intersection of two major traffic arterials: east-west Pico Blvd. and north-south Sepulveda Blvd. It also borders Sawtelle Blvd., a major freeway north-south alternate route connecting Culver City with West Los Angeles and the Veterans Administration Property.

The property runs alongside and beneath the 405/San Diego Freeway. It is located adjacent to Westwood Village and UCLA, and UCLA Medical Center, which collectively have a daytime occupancy of tens of thousands of employees and students. It is also near Westside Pavilion Mall and Century City, which are both major retail and employment centers for the Westside.

This location is served by all three of the major bus service providers in the area: Metro, Santa Monica Big Blue Bus and Culver City Bus. This location is therefore also critical in providing the opportunity for transfers between the future Expo Line, between bus service providers and for individual pedestrian, bicycle and car commuters.

Because of its location, the use of this property must be carefully considered from a land use planning perspective. Its size (a parcel of this size is unusual and presents many opportunities when considering land use). All potential uses under the current zoning should be explored, as well as potential uses under different zones. Once the zone is changed from M2 to C2, options are already severely limited.

Because of its size, location and proximity to key public transit routes, special consideration must be given to transit-related uses on this parcel. Addressing the region's transportation needs is a major priority for both individual citizens and representative government. To allow this particular property to be developed without addressing the community's needs and incorporating truly transit-supporting components is to allow the loss of key components for functioning public transit/transportation network. We cannot afford this loss now, and we will not be able to replace it in the future.

Zoning and/or project decisions should not be made without consideration and development of alternatives that utilize public-private partnerships. It may also be necessary to consider eminent domain. However, once rezoned, the value of the land may remove certain options for the public sector. It is therefore vital to have open public discussion of all alternative prior to any rezoning consideration.

Opportunities this parcel presents:

- 1) Proximity to the Pico Blvd. Commercial Corridor: This corridor, which has a very large number of retail businesses and restaurants, suffers from a lack of parking for merchants and/or employees. This lack of parking was but one factor in the challenge to the Mayor's recent Pico/Olympic Traffic Management Program. The current Cement Plant Property lies at the western edge of the Pico Business Corridor, and can be used as a satellite parking location with current buses and future shuttle services serving the Pico Blvd. businesses, thereby improving local and regional traffic.
- 2) Proximity to Major Bus Routes: The placement of a Westside Regional Transportation Center that facilitates the transfer of public transit users and provides supportive services, retail (restaurants, bagel shops, juice shops, newsstands, bookstores, etc.) and transit route information, then a more user-friendly transportation network would be in place to benefit both bus operators and Metro.
- 3) Adequate Parking Space: Few parcels this large can provide for underground or above-ground parking resources as this particular parcel. As currently being proposed, regardless of the Exposition Light Rail Route to Santa Monica, there will be a need for parking to this critical site/station. Furthermore, should the Right-of Way route be chosen for the Exposition Line, the parking spaces planned adjacent to both Overland Ave. and Westwood Blvd. (adjacent to homes) will reduce open space and free traffic flow on those thoroughfares. The establishment of a sufficient structure at this site will allow those thoroughfares to retain their current traffic flow and preserve the adjacent neighborhoods.

4) Bicycle/Pedestrian Amenities: The connectivity of rail and bus lines to Westside bicycles lanes/routes, and addressing the needs of bicycle users, is of the utmost importance for a truly transit-oriented development. The placement of bicycle-supportive amenities at this station would provide riders more attractive options for using public transit. Bicycle lockers and other provisions that can be provided at this location should be explored.

5) Future Transit Lines: While major north-south public transit services on/adjacent to the 405 Freeway connecting the Westside with the San Fernando Valley and the South Bay have not yet been developed, they will likely be a reality in the future. This parcel is ideally-located to provide public transit linkage with any 405 Corridor Rail or other transit lines, and this linkage cannot be lost.