

Planning/Land Use Management (PLUM) Committee
Special Meeting--Thursday, April 9th, 2009, 6:30 to 7:55 PM
Mar Vista Library (Southwest corner of Venice and Inglewood Blvds.)
12006 Venice Blvd., Mar Vista, CA 90066
Co-Chairs: Ken Alpern and Steve Wallace
(Every MVCC Stakeholder present is allowed to vote on every motion introduced at this meeting)

Agenda (Chair: Ken Alpern)

I. Call to Order (1 min.)

II. Volunteer to Take Minutes (1 min.)

III. Introductions and Public Announcements/Comments (2 min.)

IV. New Business, with potential motions (80 min.)

I. Response to Playa Vista Phase 2 RS-DEIR, Proposed Land Use Motion

Whereas the State of California Court of Appeal found the Village at Playa Vista, aka Playa Vista Phase 2, Environmental Impact Report Case No. ENV-2002-6129-EIR [State Clearinghouse Number: 2002111065] deficient in accurate assessments of impacts in the areas of Land Use; Wastewater; and Cultural Resources;

Whereas alternatives in the areas of Land Use; Wastewater; and Cultural Resources which would adhere to the remaining development of 108,050 square feet of office and light industrial space allowed by the Playa Vista Area D Specific Plan were not presented in sufficient detail to allow decision makers to evaluate the full range of impacts of the upzoning accurately;

Whereas the adverse environmental impacts of the proposed project should be mitigated to the greatest possible degree;

The Mar Vista Community Council presents comments and recommendations to the LA City Planning Department in response to the RS-SEIR pertaining to the Village at Playa Vista.

Land Use Impacts

The Up Zoning from Manufacturing (M1) to a combination of High Density Residential and Commercial zones was never fully explained in the first EIR, but entitlements were granted anyway.

The previous Playa Vista Phase 2 entitlements should now be re-evaluated in the light of substantially changed land use facts and circumstances, including the well publicized diminished water delivery available to the City of Los Angeles due to drought and court rulings.

Fresh water is now in short supply in Los Angeles.

LA residents have been given a mandate to reduce water consumption due to ongoing drought conditions. The current Playa Vista M1 zoning typically uses far less water than the proposed high density residential and commercial

How can the City approve a development that increases density in such a massive way when at the same time it is telling its current residents that there is not enough water and has mandated severe city wide conservation measures?

Alternative uses of the land using existing zone classifications should be explored and described in detail.

Rather than amend well thought out Community Plans, the project should be revised to accommodate the land use goals and objectives of the existing applicable Community Plans: the Palms Mar Vista Del Rey Community Plan, The Playa Vista Area D Specific Plan, and the General Plan with special attention to the preservation of industrial land per the City's

Industrial Land Use Policy report entitled ♦Los Angeles? Industrial Land: Sustaining a

Dynamic Economy♦, December 2007, prepared by the Department of City Planning and the Community Redevelopment Agency of the City of Los Angeles.

From Page 11 of the ILUP report:

♦Evolving Industrial Districts

The term ♦industrial♦ no longer only refers to large factories producing steel, cars or other mass produced goods. Today the term describes a broader array of job-producing uses and activities♦in addition to traditional industrial uses♦such as furniture and clothing design, biomedical research/manufacturing, and entertainment-related post-production activities that do not necessarily generate impacts such as noise, traffic and pollution. While the industrial/employment sector is evolving, Los Angeles County remains the largest

manufacturing region in the United States. Although globalization has generally triggered an exodus of jobs from many American city centers, the strategic importance of Los Angeles and its industrial lands has been strengthened. ♦

And from page 14 of the same report:

♦Additionally, industrial lands in Los Angeles play an important role as incubator space for small start up and creative businesses. This entrepreneurial pattern fits perfectly into Los Angeles♦ tradition of supporting a broad base of independently owned and operated businesses; most businesses in Los Angeles are small, independently owned and operated. These firms represent entrepreneurial and innovative businesses that can only become established under conditions available in industrial zones♦relatively low rents, small spaces/lots and/or business incubator space. Many of these businesses are cleaner than those of the past and they provide good career-ladder jobs for local neighborhoods that have seen a decline in other local manufacturing jobs.♦

Per the City of Los Angeles Zoning Code, grocery stores are permitted in the RAS3; RAS4; C1; C1.5; C2; C4; CM; M1; M2; and M3 Zones.

Playa Vista Phase 2 is zoned M.

Therefore, the desire to add a grocery store and ancillary shopping/ commercial spaces due to a planning ♦omission♦ in Playa Vista Phase 1 is not sufficient reason for a massive up zoning in Phase 2 which will have a significant negative impact upon Los Angeles shrinking industrial land base by removing 111 acres from the M classification without compensating for said loss on an acre for acre basis.

This proposed permanent loss of 111 valuable acres of industrial land in the Western Los Angeles area proximate to the region♦s major airport and key freeway interchanges should be analyzed in depth with regard to:

1. The impact of that economic loss on the City?s urgent need to establish and maintain a stable, permanent industrial employment base in the Western Los Angeles area
2. The encouragement of sprawl contrary to SB 375 stated goal and objective of reducing vehicle miles travelled by pushing employment generating, industrial land uses to outlying areas of Los Angeles, and the resulting significant impacts upon job creation, traffic infrastructure as more intense housing development follows the important industrial jobs base to the far edges of the city...or to other municipalities.

Furthermore, modifications to tract maps subdivisions have occurred routinely, without an opportunity for discussions and input from nearby community stakeholders.

Examples would include the recent elimination of alleys.

Modifications to tract maps should be listed out and reviewed in detail, taking into consideration all environmental components prior to re-approval of the entitlements.

Cumulative impacts upon surrounding communities have not been adequately stated.

The Westchester Bluffs create a natural buffer between Westchester and the Playa Vista/Del Rey/Mar Vista communities.

This buffer separates these communities in a variety of practical and environmental areas including transportation, view, air quality, housing, jobs, and shopping.

In fact the impacts of this project will be felt in a much higher degree north of Jefferson Boulevard than Westchester. Changing the Westchester Community Plan to suit the needs of Playa Vista without significant mitigation for impacts upon adjacent northerly communities is not adequate.

Every detail of master planned communities is typically determined prior to construction.

The Playa Vista Area D Specific Plan Regional Mixed Use Commercial Zone C. C2 (PV) classification, as defined in Zone Regulations Section 4 C. paragraph 1, forbids some 83 uses. This places an undue burden on surrounding communities, and constitutes a significant negative impact upon these communities which do not have the luxury of excluding those less desirable uses which Playa Vista refuses.

Additionally, the C2 (PV) classification requested in the entitlement application permits all uses allowed in the R5 zone, including hotels, motels, and hospitals [except animal hospitals]. Yet, there would appear to be no plans to incorporate middle schools, high schools, or places of worship-surely major cornerstones of any master planned community.

Cultural [Archaeological] Impacts

The First EIR did not analyze more environmentally superior alternatives and the second EIR has the same faults. CEQA mandates that these superior alternatives be considered.

Such alternatives include ♦No Build♦ and other options for avoiding archaeologically sensitive areas completely.

Wastewater Impacts

After extensive cost to the City of LA and LA taxpayers, the LA Hyperion Plant was built and more recently, after much more additional costs to taxpayers, its capacity was greatly increased.

The Plant is now providing mitigation of the Environmental Impacts of the Playa Vista project in regards to the millions of gallons of wastewater created by the project.

It has been determined that its capacity will be sufficient for the next 10 years, but what then?

We recommend all these aforementioned significant impacts be analyzed in the RS-DEIR.

We also recommend the significant land use impacts of Playa Vista Phase 1 upon neighboring communities be assessed prior to any additional Playa Vista Phase 2 discretionary approvals by the City.

II. Response to Playa Vista Phase 2 RS-DEIR ♦ Motion of Concerns with Playa Vista Phase 2 Traffic Study, Mitigations and NTM Funding

The Mar Vista Community Council has the following concerns with Playa Vista Phase 2 traffic mitigations:

1. The City only requires mitigation of traffic impacts estimated to occur during the Peak Traffic Hour and the traffic impact mitigations secured by the City in 2004 from Playa Vista Phase 2 were based on a Traffic Study which assumed that only 1/4 to 1/3 of the project ♦s total circulation demand from its residential units (condos) will occur during the Peak Traffic Hour (see Appendix A.), and only a portion of that portion was mitigated.

2. The combination of the unmitigated portion of the 1/4 to 1/3 Peak Hour traffic and the 2/3 ♦s to 3/4 ♦s un-addressed non-Peak-Hour traffic will severely impact commuters, residents and businesses by:

- increasing both the severity and hours of arterial congestion,
- increasing commuter traffic cutting through residential neighborhoods,
- forcing commuters to spread their commuting over even more than 3 to 4 hours each AM and PM, and
- forcing business to further expand their Staggered Start times, and incur further productivity losses.

3. The Phase 2 Traffic Study violated traffic engineering principles, and the natural laws of physics, by assuming that Phase 2 traffic can be accommodated at LOS ♦F ♦ intersections, where traffic demand was already predicted to be from 1% to 40% greater (V/C Ratio 1.40) than the intersection ♦s physical capacity (see Appendix B.)

4. The assumption that only 1/3 to 1/4 of AM and PM commute trips will occur during the Peak Traffic Hours is a violation of the California Environmental Quality Act (CEQA), which requires impacts to be assessed under the worst conditions, which, with regard to traffic generation, would be that all condos will generate 2 trips during the Peak Traffic Hour (see Appendix A.)

5. The mitigations offered for even the ♦ Significantly Impacted intersections were insufficient to maintain both satisfactory and adequate Levels of Service at all intersections to be used by Phase 2 traffic, and therefore violated the Palms-Mar Vista-Del Rey, and the Venice Community Plans (see Appendix C.)

6. To even further reduce the mitigations required, the Traffic Study used selected residential Collector streets in neighborhoods other than Playa Vista to absorb Playa Vista Phase 1 and other Related Project traffic competing with Phase 2 for arterial space (see Appendix D.) to make arterials appear to have more remaining capacity for Phase 2 traffic. This likely reduced the apparent number of intersections significantly impacted by even the underestimated Phase 2 traffic and the mitigations required. Such use of residential Collector streets violated the General Plan which states that Collector streets are intended to serve only neighborhood-local traffic.

7. In an attempt to nullify the above violations, the Westchester Community Plan was gutted of all rational traffic-planning policies, thereby leaving existing Los Angeles residents

unprotected from Playa Vista's traffic, and causing the Westchester Community Plan to violate the Community Plan consistency rule (see Appendix E.)

8. The Phase 2 Traffic Study was done in 2003 and is now 6 years out of date.

9. Hundreds of additional condos and thousands of additional square feet of commercial and retail development have been approved since the original Phase 2 Traffic Study (see Appendix F.), adding hundreds to thousands of additional trips to Westside arterials and leaving less room for Playa Vista Phase 2 traffic (assuming there ever was room).

Therefore the Mar Vista Community Council believes that the Playa Vista Phase 2 Traffic Study should be re-done,

- ◆ Assuming two commuters per condo, because two L.A-average incomes will be required to purchase a Phase 2 condo, therefore the likelihood of two commuter trips from each condo during each commute period,

- ◆ Allocating all 5,200 commute trips generated by Phase 2's proposed 2600 residential units to the AM and to the PM Peak Traffic Hours as CEQA requires impacts to be assessed under the worst conditions and the developer was no power to force Phase 2 condo buyers to spread their commuting over more than the Peak Hour, and

- ◆ Assigning all trips only to major and secondary highways intended to absorb such traffic, not to residential streets in neighborhoods other than Playa Vista.

Then mitigate the newly discovered impacts in accordance with the Satisfactory Level of Service policies specified in the Community Plans of the communities impacted by Phase 2 traffic. We anticipate that this will result in a 200% to 300% increase in mitigations over those secured by the original irrational and now out-of-date Traffic Study.

If the above is not done, then we request immediate release, without conditions, of the \$150,000 deposited by Playa Capital for use in protecting Mar Vista streets from the cut-thru traffic that has resulted from the inadequate and irrational traffic impact assessments of and mitigations accrued from Playa Vista Phase 1 and 2 projects.

V. Public Comment (2 min.)

VI. Adjournment

This information is being sent to all Mar Vista Stakeholder who have signed up for notices pertaining to MVCC Urban Planning and Land Use announcements including sign-ups on the ENS link on the MVCC website. You may unsubscribe by going to the MVCC website, ; and clicking on "EMAIL NOTIFICATION SYSTEM". Then simply check, or uncheck the appropriate committee box