



# Mar Vista Community Council



## Supplemental Meeting Materials

Regular Meeting of the Board of Directors

<http://www.marvista.org/minutes-and-agendas.php>

Tuesday, February 11, 2020, at 7:00pm

Mar Vista Recreation Center Auditorium

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**14.1 [FUNDING][EXFIN] Appropriation for an MVCC Newsletter** – Discussion and possible action regarding an expenditure, not to exceed \$8,000, for an MVCC newsletter

**CATEGORY: Funding**

**COMMITTEE: Outreach**

**PURPOSE: MVCC Newsletter**

**BACKGROUND:**

It has been well over a year since the MVCC has produced a general newsletter informing the Mar Vista Community of the MVCC and its activity. The last newsletter was in the Fall of 2018. Its focus was on the *Fall Festival* and introduced the Neighborhood Associations within Mar Vista. Two paragraphs were dedicated to the MVCC.

The election newsletter of May 2019 was very productive, and the stakeholders have not been introduced to the new Board or committees. Neighborhood Councils have an obligation and duty to communicate with the stakeholders as to its activities, and a newsletter is a perfect way to reach the entire community.

The beginning outline of the newsletter includes a "reintroduction" of the MVCC and its purpose, introducing the new Board, all committees with an explanation as to what each does, a calendar of meeting days, as well as why/how stakeholders could/should engage with the MVCC.

On November 18, the Outreach Chair sent each Board member and all Committee/Subcommittee Chairs an email requesting participation in the newsletter with an invitation to attend the Outreach Committee meetings (11/21 & 12/19) to assist in creating the Newsletter for early 2020. The requests were as follows:

- **From Committee/Subcommittee Chairs:** 30-50 words about your committee or subcommittee (what it does, why it is important, why should someone attend)
- **From all Board Members:** 50-70 words for a Brief Bio or vision or why you would like people to join MVCC?
- **From Zone Directors:** Your Zone Boundaries and what makes your Zone "special."
- **From Anyone,** please write about the following articles (or your own ideas):
  - Why Neighborhood Councils are important (why come?)
  - How can people participate in the MVCC
  - Examples of work (motions, events, etc.) the current committees/subcommittees/Board has completed since taking office in July.

- *Photos?: Someone asked about photos...sure, why not? Send them along and we can see if they fit and then deal with copyright, etc. Thank you for asking! :)*

While we would like to remain "green," and use online communication exclusively, it is unrealistic, at this point, as MVCC's online presence (i.e., via email) is less than 5% of the actual population. MVCC requests estimates from printers who are environmentally responsible.

The motion was passed by the Outreach Committee on November 21, 2019.

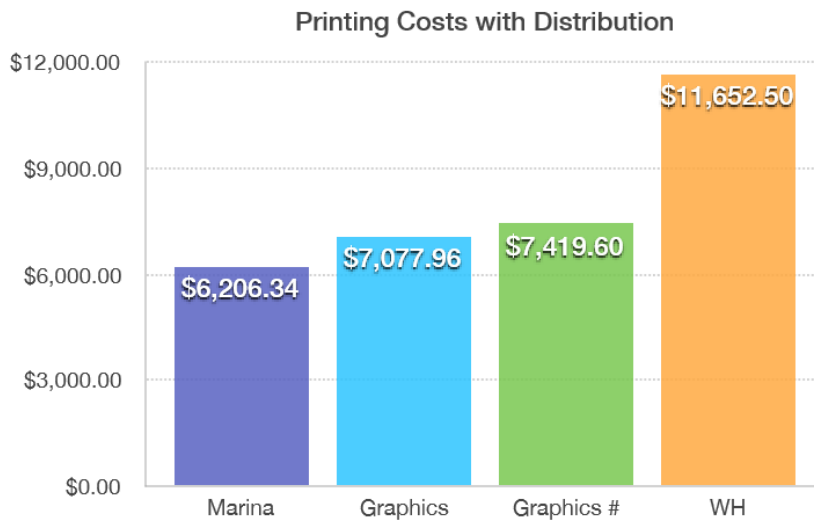
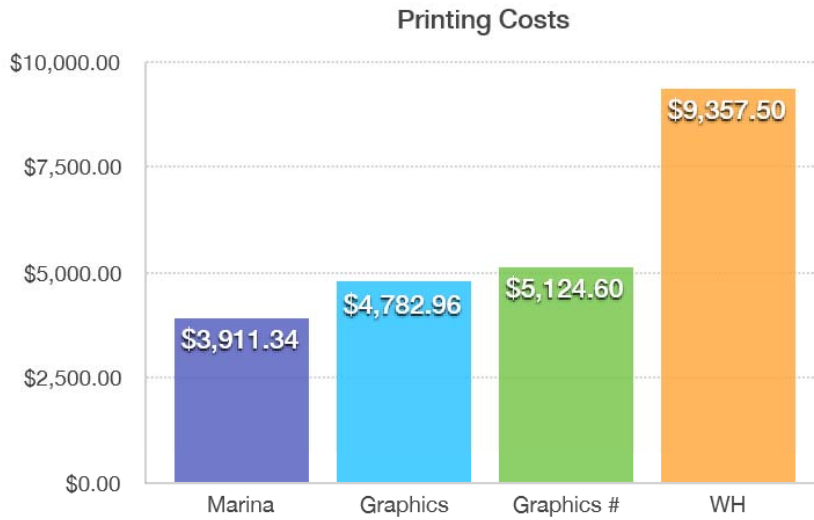
Mr. Rubin made the motion, Mr. Wheeler seconded, and the motion passed without objection.

#### **THE MOTION:**

The MVCC approves an expenditure not to exceed \$8000.00 for costs (e.g., designing, printing, distributing) related to a Mar Vista Community Council Newsletter.

8-page Newsletter Printing Costs for 26k, plus Distribution for 25.5k

PRINTER	ESTIMATE	SALES TAX	DELIVERY	PRINTING	DISTRIBUTE	TOTAL
Marina	\$3,572.00	9.50%	\$0.00	\$3,911.34	\$2,295.00	<b>\$ 6,206.34</b>
Graphics	\$4,368.00	9.50%	\$0.00	\$4,782.96	\$2,295.00	<b>\$ 7,077.96</b>
Graphics #	\$4,680.00	9.50%	\$0.00	\$5,124.60	\$2,295.00	<b>\$ 7,419.60</b>
WH	\$8,500.00	9.50%	\$50.00	\$9,357.50	\$2,295.00	<b>\$ 11,652.50</b>



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**Quotation**  
301972

Proposal To: Mar Vista Community Council  
PO Box 66871  
Los Angeles, CA 90066

Date: 12-3-19

Tel:

16976

Fax:

Attn: Kathryn

This is our proposal to provide the following, subject to the specifications listed below.

Project: MAR VISTA COMMUNITY NEWS - NEWSLETTER / 8 PAGE SELF MAILER

Final Size: 8.5 X 11

Paper: COATED / 70# AVALON DULL BOOK - ELEMENTAL CHLORINE FREE/FSC CERTIFIED

Presswork: 4/4 CMYK

Finishing: TRIM, FOLD, SADDLE STITCH 11" SIDE, CARTON CONVENIENT

Art: File Furnished

Proofs: Iris position proof

Quantity	8 PAGE SELF	25,000	26,000
Price:	FULL COLOR	\$3381.00	\$3572.00
Taxable			

KATHRYN - WILL PROOF / ALTERATIONS ARE ADDITIONAL  
SALES TAX NOT INCLUDED  
DISTRIBUTOR WILL PICK UP FROM MGC

**Terms:**

- C.O.D. / Check / MC / Visa
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12/3/2019

Re: Quote needed for 8-page MVCC Newsletter, please

**Re: Quote needed for 8-page MVCC Newsletter, please**

From: Gary Avrech <gographics.us@verizon.net>

Sent: Tue, Dec 3, 2019 at 4:19 pm

To: Kathryn, MVCC Outreach Chair

Cc: Martin Rubin

 GG Logo for Emails.jpg (114.2 KB)



Images not displayed. [SHOW IMAGES](#) | [ALWAYS SHOW IMAGES FROM THIS SENDER](#)

Hi Kathryn.

The offset printing price for 26,000 ea. of the 8-Page MVCC Newsletters, printed on **80# Gloss Text** with 4/4 Color Process and AQ Semi-Gloss Coating on both sides, Folded to 8-1/2"x11", and Saddle Stitched (Stapled), is **\$4,368.00**, plus sales tax.

The offset printing price for 26,000 ea. of the MVCC Newsletters, printed on **100# Gloss Text** with 4/4 Color Process and AQ Semi-Gloss Coating on both sides, Folded to 8-1/2"x11", and Saddle Stitched (Stapled), is **\$4,680.00**, plus sales tax (*Note: This is the same Text stock that we use for the NWNA Newsletter*).

If you'd like us to print your newsletters, we would need to coordinate so that you are able to provide me with a 8-Page 300dpi PDF File in CMYK Mode at 8.75"x11.25" to include 1/8" of bleed on all four sides that will be trimmed away after printing, so that the end product is 8-1/2"x11" newsletters.

Above prices are for printing only and are valid for 30 days from the date of this email, subject to Go Graphics & Printing Company's Terms and Conditions (See attached).

Graphic design and file preparation services are available at an additional price.

Please let me know if you have any questions.

Thank you.

Gary Avrech



**GO GRAPHICS & PRINTING COMPANY**

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Office Address: 1525 S. Sepulveda Blvd., Suite E, Los Angeles, CA 90025  
Telephone: 310-445-9999 • Fax: 310-445-9990 • Mobile: 818-321-3984

On Dec 2, 2019, at 2:22 PM, Kathryn, MVCC Outreach Chair <[outreach@marvista.org](mailto:outreach@marvista.org)> wrote:

Hi Gary,

Hope that you had a wonderful Thanksgiving. I am writing for an exact quote due to the online quote system not providing the number needed, and I need to provide an exact quote to the Board.

<https://apps.rackspace.com/versions/webmail/17.1.1-RC/popup.php?wsid=17e2e789243c4310bf300554cff54ce9-d529cbff1e47442587c8f2fb29ef3d8c#1575422192499> 1/2

12/3/2019

Re: Quote needed for 8-page MVCC Newsletter, please

Attached is the template that will be used. And, in the format that I intend to provide.

Please notice that page 2 has a graphic/photo that spreads across two pages; hence, the format sent. I am using Adobe InDesign, so I can provide a variety of formats. Please, let me know if you need something different.

MVCC Newsletter Info:

Quantity: 26,000

Size: 8 pages (finished size 8.5 x 11)

Full color

The distributor will pick them up at your address

Will let you pick what paper you believe will work best. :)

Thank you for your assistance.

Best,

Kathryn

<img-0.png>

<img-0.png><MVCC 8 page Newsletter DRAFT.pdf>

12/5/2019

Gmail - Price



MVCC Email <kathrynmarvista@gmail.com>

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## Price

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**ira yaffa** <ordersatwhprinting@gmail.com>  
To: Kathryn <kathrynmarvista@gmail.com>

Wed, Dec 4, 2019 at 7:32 PM

27,000 8 pager newsletter \$8500. Quick turnaround and delivery I can get a price.

Sent from my iPhone





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INVOICE NO.	95164
DATE	5/23/19
ACCOUNT NO.	
YOUR P.O. NUMBER	
TERMS	7 Days
DEPOSIT	
FOB	
SALESMAN	Simon

Mar Vista Neighborhood Council  
P.O. Box 66871  
Los Angeles, CA 90066  
  
Attn: Holly Tilson

QTY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	
		<b>DISTRIBUTION / DATE</b>			
25,500		Flyers distributed in Mar Vista	90.00	2295.00	
		Dates: May 24 and 25, 2019			
<b>DUE AND PAYABLE UPON RECEIPT OF INVOICE</b>					
				SUB TOTAL	2295
				TAX	
				TOTAL	2295

**14.2 [FUNDING][OUTREACH] Community Plan Survey** – Discussion and possible action regarding an expenditure - not to exceed \$1,000 - for design, printing, and distribution costs for a survey for the Community Plan Input Document.

**CATEGORY: Funding**

**COMMITTEE: Outreach**

**PURPOSE: Print Surveys to Receive Input From Stakeholders**

**BACKGROUND:**

The City of Los Angeles is in the process of updating the Zoning Codes and has requested input from the community as to what is wanted/needed for future building. MVCC is working to facilitate that effort.

To that end, i.e., provide a voice to stakeholders, MVCC has created a survey to document the wishes of the community regarding building and zoning.

In order to determine a good sampling size, one must first determine the population. Mar Vista has a Total Population of 59,747 living in 24,951 households.<sup>1</sup>

Next, we need to determine how accurate we want to be, or our margin of error. Additionally, what “confidence level” do we need? This information helps determine the appropriate sampling size.

According to SurveyMonkey, a sampling size of 660 would provide a 99% confidence level with less than 5% margin of error.<sup>2</sup> Other survey companies (e.g., CheckMarket,<sup>3</sup> Creative Research Systems<sup>4</sup>) confirm these numbers. The aforementioned survey companies determined that increasing the sampling size to 1,000 would reduce the margin of error by 1%.

The response rate with online and external surveys (i.e., not within the organization) tend to average about 10-15%<sup>5</sup> At present, the MVCC email list is less than 2,200. Therefore, the sampling size of an exclusively online survey might produce 330 (2200 x 15%) responses—half of an appropriate sampling size. Also, an exclusively online survey would disenfranchise those without internet access. I personally know several neighbors who do not have internet access, and while they have a cell phone, they

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<sup>1</sup> <https://www.point2homes.com/US/Neighborhood/CA/Los-Angeles-County/Los-Angeles/Mar-Vista-Demographics.html>

<sup>2</sup> <https://www.surveymonkey.com/mp/sample-size/>

<sup>3</sup> <https://www.checkmarket.com/sample-size-calculator/>

<sup>4</sup> <https://www.surveysystem.com/sscalce.htm>

<sup>5</sup> <https://www.surveygizmo.com/resources/blog/survey-response-rates/> and <https://www.genroe.com/blog/acceptable-survey-response-rate-2/11504>

use it exclusively to make phone calls. Plus, about 10% of Mar Vista's population lives below the Poverty Level.<sup>6</sup>

According to the Pew Research Center, "10% of U.S. Adults do not use the internet." The highest nonusers are those without a high school diploma (29%), over 65 (27%), high school only (16%), Black (15%), and Hispanic (14%).<sup>7</sup>

If the Board deemed that an online survey were to function as the main avenue for obtaining information, a printed version would be a great adjunct to help mitigate concerns.

Six hundred and sixty completed surveys is a reasonable number to obtain. There are several ways in which the surveys could be distributed for completion. One way would be to have each Board member be responsible to return 51 completed surveys. The neighborhoods (within each Zone) could be segmented for sampling. Each Board member would be given a segment, and return 51 completed surveys; thereby, providing a sampling size of 663. If a Board member declined, or was unable to fulfill this duty, a stakeholder could be given the responsibility.

Further suggestions, options, and details of implementation will be presented at the Board of Directors' meeting with the survey that is to be printed. However, estimates for a 2- and a 4-page printed survey have already been received, and the requested amount is more than enough for printing.

### **THE MOTION:**

The MVCC approves an expenditure not to exceed \$1,000 for the designing, printing, and distributing the survey for the Community Plan Input Document.

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<sup>6</sup> <https://www.point2homes.com/US/Neighborhood/CA/Los-Angeles-County/Los-Angeles/Mar-Vista-Demographics.html>

<sup>7</sup> <https://www.pewresearch.org/fact-tank/2019/04/22/some-americans-dont-use-the-internet-who-are-they/>

**14.3 [POLICY][T&I][COMMUNITY PLAN] Promotion and Distribution of MVCC Surveys** – Discussion and possible action requesting the Outreach Committee to promote and distribute the MVCC Venice Blvd, Transportation and/or the combined surveys to MVCC stakeholders.

#### ITEM 14.3 PROMOTION AND DISTRIBUTION OF MVCC SURVEYS

Passed at a joint meeting of Community Plan and T&I 12/04/2019.

Reconsidered and passed at a joint meeting of Great Streets and T&I 01/08/2020.

The Community Plan Subcommittee (Comm Plan) and the Transportation and Infrastructure Committee (T&I) request the Outreach Committee to promote and distribute the MVCC Venice Blvd, Transportation and/or the combined surveys to MVCC stakeholders.

Here are the committees' requests to the Outreach Committee:

1. The online and paper versions of the survey shall contain the exact same questions in the exact same order.
2. Any surveys completed on paper will be given to the Comm Plan or T&I Committees and inputted into the online version of the survey.
3. Outreach will be supplied with short links to promote the survey provided by Comm Plan and T&I. These short links will be used to track where responses from the survey come from, i.e. MVCC website, MVCC social media, MVCC newsletter, or any flyer created to promote the surveys.
4. Comm Plan and T&I support the promotion of the survey using the most fiscally prudent methods. And where possible, MVCC stakeholders should be directed to take the survey online.
5. Comm Plan and T&I would like Outreach to promote the survey at the Mar Vista Branch Library using the MVCC bulletin board there. If possible, paper copies of the survey should also be made available at the library and Mar Vista Recreation Center. MVCC stakeholders requiring a paper survey should be directed to the library and park via the MVCC website, social media, newsletter and survey flyer.
6. Comm Plan and T&I would like Outreach to promote the survey in both digital (via tablet) and paper formats at the MVCC Blue Tent at the Mar Vista Farmers Market.
7. The Comm Plan and T&I Committees ask Outreach to explore the feasibility of creating flyers and lawn signs to place in the community and/or creating social media and digital ads (Facebook, etc.) to promote the survey.
8. Comm Plan and T&I would like Outreach to promote the survey by reaching out to local Homeowners and Neighborhood Associations, local non-profit groups and local businesses.
9. Comm Plan and T&I would like Outreach to work with every MVCC Committee to have them post the survey link on every MVCC agenda.

**14.4 [POLICY][HANNA] Extension of LAMC 85.02** – Discussion and possible action regarding a Community Impact Statement (CIS) supporting the extension of LAMC 85.02 beyond the current January 1, 2020 sunset date (CF #14-1057-S8).

LACityClerk Connect
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**Council File: 14-1057-S8**

**Title**  
Los Angeles Municipal Code (LAMC) / Section 85.02 / Safe Parking / Urgency Clause / Extension of Expiration Date

**Date Received / Introduced**  
05/08/2019

**Last Changed Date**  
11/26/2019

**Expiration Date**  
11/26/2021

**Reference Numbers**  
City Attorney Report: R19-0184; R19-0222  
Ordinance 186236

**Pending in Committee**  
Homelessness and Poverty Committee

**Mover**  
MITCH O'FARRELL

**Second**  
HERB WESSON, JR.

**Mover/Second Comment**  
Motion (Blumenfield - OFarrell - et al.) 11/26/19

**File Activities**

Date	Activity
11/26/2019	Motion document(s) referred to Homelessness and Poverty Committee.
10/10/2019	Community Impact Statement submitted by Greater Echo Park Elysian Neighborhood Council.
08/27/2019	Community Impact Statement submitted by Los Feliz Neighborhood Council, Los Feliz Neighborhood Council.
08/20/2019	Community Impact Statement submitted by East Hollywood Neighborhood Council (EHNC).
08/14/2019	Council discussed this matter in closed session; no action was taken.

**Online Documents (Doc)**

Title	Doc Date
Communication(s) from Public	12/22/2019
Communication(s) from Public	12/02/2019
Communication(s) from Public	11/27/2019
Motion	11/26/2019

**Council Vote Information (2 Votes)**

Meeting Date: 07/30/2019  
Meeting Type: Regular  
Vote Action: Adopted Forthwith  
Vote Given: (13 - 0 - 2)

Member Name	CD	Vote
BOB BLUMENFIELD	3	ABSENT
MIKE BONIN	11	ABSENT
JOE BUSCAINO	15	YES
GILBERT A. CEDILLO	1	YES
MARQUEECE HARRIS-DAWSON	8	YES
JOSE HUIZAR	14	YES
PAUL KORETZ	5	YES
PAUL KREKORIAN	2	YES
NURY MARTINEZ	6	YES
MITCH O'FARRELL	13	YES
CURREN D. PRICE	9	YES
MONICA RODRIGUEZ	7	YES
DAVID RYU	4	YES
GREIG SMITH	12	YES
HERB WESSON	10	YES

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**14.5 [POLICY][PLUM][COMMUNITY PLAN] Co-Living Projects** – Discussion and possible action regarding requesting the Dept. of City Planning implement an ordinance regulating co-living projects as part of the Palms-Mar Vista-Del Rey Community Plan update.

Co-Living Projects Motion

Motion[POLICY][Community Plan Sub-Committee]:

Background:

As a result of the national demographic shift called urban revival which began in the 1990s, millions of people began to migrate to urban areas throughout the United States, including Los Angeles. This trend includes mostly young professionals, but is augmented by baby-boomers wishing to downsize and middle-class persons who are locked out of the home ownership market. The real estate market responded to this increased demand with a surge in urban construction. This construction provides enormous potential for windfall profits, and, as such, an outsized share of it is in the high-end market. These high-end units are out of reach for most city residents and drive up housing prices across the board.

This has had devastating consequences for the poor, and has spurred several initiatives for preserving RSO (Rent Stabilized Units) and SROs (Single Room Occupancy) Hotels, but it has also impacted the middle class who wish to live in an urban environment, cannot afford high-end units but do not fall into the Very Low, Extremely Low or Low HUD income categories.

In order to meet this demand, a unique type of housing has emerged: the so-called Co-Living Project.

These projects usually comprise the rental of a private bedroom and bathroom, combined with the communal use of kitchens, living rooms, WiFi, and laundry facilities.

This concept incorporates features both old and new.

The old features:

- They are a form of Residential Hotel, similar to the early SROs, which housed the workforce that migrated to Cities in the US in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries
- They are designed for singles and or couples, but not families
- They are semi-permanent

The new features:

- the rents fall in-between those for new market rate apartments in Los Angeles and those for Income Restricted Affordable Units
- they offer more amenities than the old SRO units

These units are new to both the City of Los Angeles and to Mar Vista, a long-standing family-oriented neighborhood, and, as such, the community feels that these new projects need to be specifically addressed by the Dept of City Planning in the current update of the Palms-Mar Vista-Del Rey Community Plan.

Current State Legislation describes these units variously as Residential Hotels or Efficiency Dwelling Units. The City of Los Angeles Municipal Code defines them as Boarding or Rooming Houses and as Efficiency Units.

They are currently permitted in R2 to R5 zones.

The Motion:

At its 10/22/2019 meeting the MVCC Community Plan Sub-Committee drafted the following requirements for Co-Living Projects in Mar Vista, to be incorporated into the MVCC's Second Input Document to the Dept of City Planning:

- 1) Parking: each efficiency unit shall have 1 parking space [per L.A.M.C. Sec 12.21.A.(4)(b)]
- 2) Density: either of the following:
  - a) Co-Living Projects shall only be permitted on parcels Zoned C1 or above
  - or
  - b) There shall be no more than 4 bedrooms per kitchen in each project
- 3) An on-site manager shall be provided 24/7
- 4) Units shall be no smaller than 144 square feet and have ~~full~~ private bathrooms
- 5) Open space requirements shall be, at a minimum, the same as specified for 6 or more residential units in L.A.M.C. Sec 12.21.G(2), which mandates 100 square feet for each unit having less than 3 habitable rooms
- 6) Co-Living Projects may not incorporate Hostels as a Use, and may not be rented for less than 30 days.
- 7) Such projects are exempt from any density bonuses whether 12.22.A.25 or 12.22.A.31

The Mar Vista Community Council requests that these provisions be incorporated into newly formulated zoning regulations for Co-Living projects located within the Mar Vista Community Council Boundaries as part of the update to the Palms-Mar Vista-Community Plan.

Distribution List:

- |   |  |
|---|--|
| Vince Bertoni, Director                 | : <a href="mailto:vince.bertoni@lacity.org">vince.bertoni@lacity.org</a>     |
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| Diego Janacua, Planning Associate       | : <a href="mailto:diego.janacua@lacity.org">diego.janacua@lacity.org</a>     |
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| Len Nguyen, CD11 Senior Planning Deputy | : <a href="mailto:len.nguyen@lacity.org">len.nguyen@lacity.org</a>           |
| Jason Douglas, Senior Planning Deputy   | : <a href="mailto:Jason.douglas@lacity.org">Jason.douglas@lacity.org</a>     |

Co-Living Projects Motion  
Community Plan Sub-Committee

Background and References

**California Health & Safety Code, Division 13 HOUSING[117000-19997]  
Chapter 4 Application and Scope Section 17958.1 :**

Notwithstanding Sections 17922, 17958, and 17958.5, a city or county may, by ordinance, permit efficiency units for occupancy by no more than two persons which have a minimum floor area of 150 square feet and which may also have partial kitchen or bathroom facilities, as specified by the ordinance. In all other respects, these efficiency units shall conform to minimum standards for those occupancies otherwise made applicable pursuant to this part.

Efficiency unit, as used in this section, has the same meaning specified in the Uniform Building Code of the International Conference of Building Officials, as incorporated by reference in Chapter 2-12 of Part 2 of Title 24 of the California Code of Regulations.

*(Amended by Stats. 1997, Ch. 645, Sec. 10. Effective January 1, 1998.)*

**California Building Code Chapter 2:**

**EFFICIENCY DWELLING UNIT. [HCD 1]** A dwelling unit containing only one habitable room and includes an efficiency unit as defined by Health and Safety Code Section 17958.1. See Section 1208.4.

**California Building Code Section 1208.4:**

**1208.4 Efficiency dwelling units**

[HCD 1] Unless modified by local ordinance pursuant to Health and Safety Code Section 17958.1, efficiency dwelling units shall comply with the following:

1. The unit shall have a living room of not less than 220 square feet (20.4 m<sup>2</sup>) of floor area. An additional 100 square feet (9.3 m<sup>2</sup>) of floor area shall be provided for each occupant of such unit in excess of two.
2. The unit shall be provided with a separate closet.
3. The unit shall be provided with a kitchen sink, cooking appliance and refrigeration facilities, each having a clear working space of not less than 30 inches (762 mm) in front. Light and ventilation conforming to this code shall be provided.
4. The unit shall be provided with a separate bathroom containing a water closet, lavatory and bathtub or shower



**California Health & Safety Code Division 31, Part 2 Chapter 3.3 Section 50519 (b)(1):**

(1)“Residential hotel” means any building containing six or more guestrooms or efficiency units, as defined by Section 17958.1, intended or designed to be used, or which are used, rented, or hired out, to be occupied, or which are occupied, for sleeping purposes by guests, which is also the primary residence of those guests, but does not mean any building containing six or more guestrooms or efficiency units, as defined by Section 17958.1, which is primarily used by transient guests who do not occupy that building as their primary residence.

(2)“Sponsor” means a local government or nonprofit housing sponsor.

**L.A.M.C Section 12.03:**

**BOARDING OR ROOMING HOUSE.** A dwelling containing a single dwelling unit and not more than five guest rooms or suites of rooms, where lodging is provided with or without meals, for compensation. **(Amended by Ord. No. 107,884, Eff. 9/23/56.)**

**EFFICIENCY DWELLING UNIT.** A room located within an apartment house or apartment hotel used or intended to be used for residential purposes which has a kitchen and living and sleeping quarters combined therein, and which complies with the requirements of Section 91.4930.2 of this Code. **(Added by Ord. No. 138,456. Eff. 5/30/69.)**

**L.A.M.C. Section 91.4930.2:**

**DIVISION 4  
SPECIAL USE AND OCCUPANCY**

Section  
[91.400](#) Basic Provisions.

**SEC. 91.400. BASIC PROVISIONS.**  
**(Amended by Ord. No. 182,850, Eff. 1/3/14.)**

Chapter 4 of the California Building Code is hereby adopted by reference.

**14.6. [POLICY][OUTREACH] Approval of January, 2020 MVCC Newsletter** – Discussion and possible action regarding approval of the proposed January 2020 MVCC newsletter.

**CATEGORY:** Administrative

**COMMITTEE:** Outreach

**PURPOSE:** Approval of printing *January 2020 MVCC News*

**BACKGROUND:**

It has been well over a year since the MVCC has printed and distributed a general newsletter. That newsletter was in the Fall of 2018. Its focus was on the *Fall Festival* and introduced the Neighborhood Associations within Mar Vista. Two paragraphs were dedicated to the MVCC.

Neighborhood Councils have an obligation and duty to provide outreach to stakeholders within the community, and a newsletter is a great way to accomplish this mandate.

The newsletter includes an article on the importance of Neighborhood Councils, provides the names of all Directors, a Zone Map with boundaries, all committees and subcommittees with a brief description, a calendar of meeting days, as well as why/how stakeholders could/ should engage with the MVCC.

Every MVCC Committee and Subcommittee Chair was emailed requesting participation in the newsletter and had an opportunity to contribute—and they did. There is also a *Welcome* message by the MVCC Chair (Elliot Hanna), an article on the history of the MVCC by the first MVCC Chair (Tom Ponton), an article written by Dr. Ken Alpern (a MVCC Founding Member and T&I Chair), and more.

The motion to approve the *January 2020 MVCC News* was passed by the Outreach Committee on December 22, 2019. Mr. Rubin made the motion, Ms. Wilson seconded, and the motion passed without objection.

*NOTE: The new Zone 4 Director's name will be added to the Zone Director area after seating on January 14, 2020.*

**THE MOTION:**

The MVCC approves the *January 2020 MVCC News* to be printed as created and approved by the Outreach Committee.

This is an outreach opportunity to inform stakeholders about the MVCC. A color version of the newsletter will be boarded and presented at the Board of Directors' meeting.

**14.7 [POLICY][ELECTIONS & BYLAWS] Adjustment of MVCC Internal Boundaries** – Discussion and possible action regarding splitting Zone 6 into two zones.

**MVCC Policy Motion**  
*from the Election and Bylaws Committee*

Bylaws change for BOD consideration - January 14, 2020

**Article III**  
**BOUNDARIES**  
**Section 2: Internal Boundaries**

WHEREAS, Mar Vista Community Council's (MVCC) Zone 6 is at least two-plus times larger, geographically, than any of the other zones and;

WHEREAS, Population-wise, Zone 6 is currently larger than any other zone and therefore under-represented on the council and;

WHEREAS, Census Tract data shows that the newly established Zone 7 will be weighted more toward renters, and potentially increase the voice of renters on the BOD;

THEREFORE BE IT RESOLVED, That the MVCC BOD approve dividing Zone 6 into two zones along Venice Boulevard with the following "Internal Boundaries":

*Zone 6: South of Santa Monica Airport, North of Venice Blvd.,  
East of Walgrove Ave., West of Centinela Ave.*

*Zone 7: South of Venice Blvd., North of the Culver City border between Centinela Ave  
and the intersection of Zanja and Walgrove Ave., East of Walgrove Ave.,  
West of Centinela Ave.*

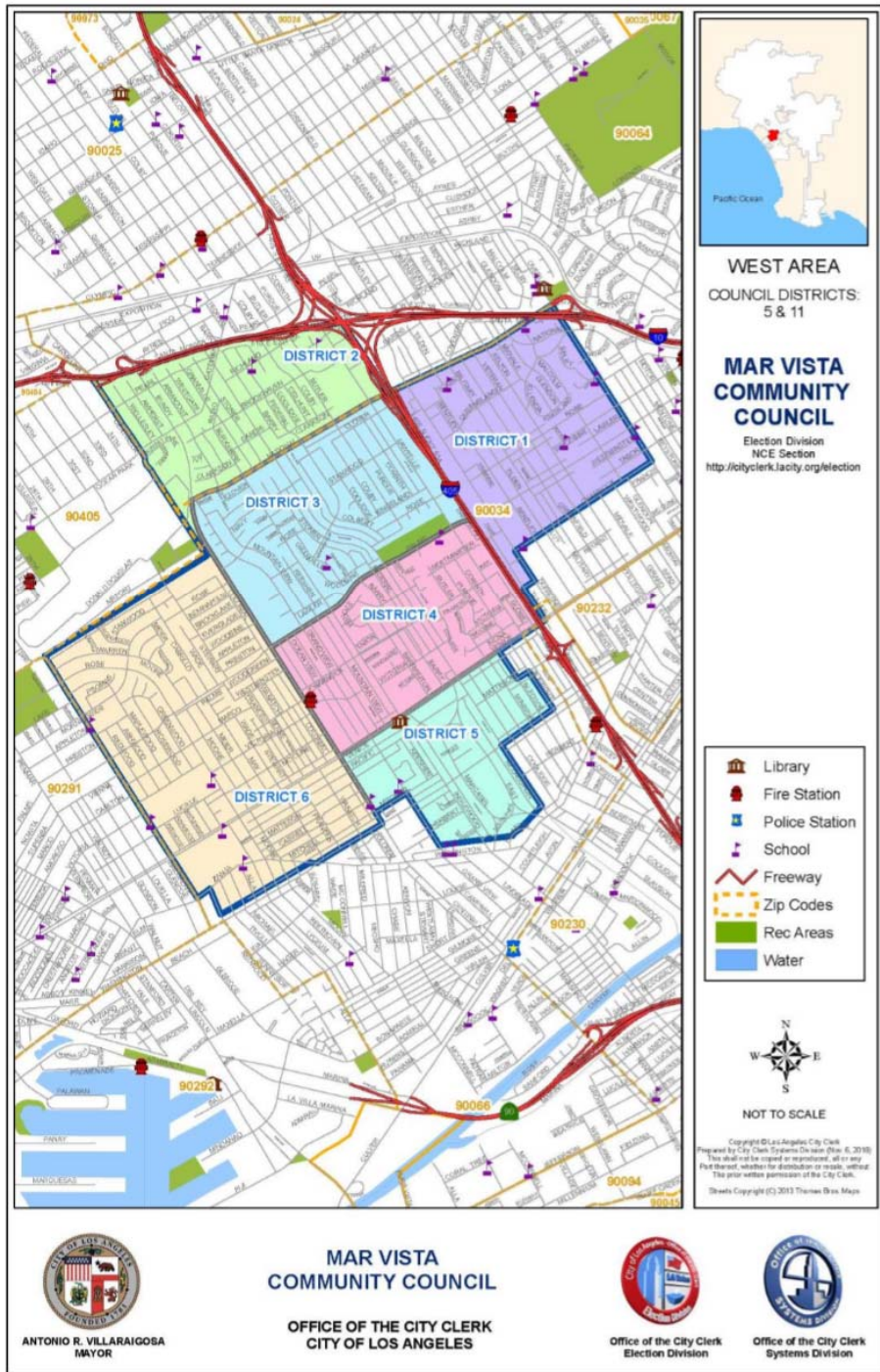
BE IT FURTHER RESOLVED THAT the MVCC submit this change to the Department Of Neighborhood Empowerment (DONE) for approval within the appropriate time-frame.

(Completed applications will be accepted from May 1, 2019 to April 15, 2020)

The DONE application is posted at:

<https://www.marvista.org/productphotos/Bylaws-Amendment-Application-April-2019-1.pdf>

ATTACHMENT A – Map of Mar Vista Community Council



Proposed Zones 6 & 7



**14.8 [POLICY][ELECTIONS & BYLAWS] Parliamentary Authority** – Discussion and possible action regarding establishing Robert’s Rules of Order, Newly Revised, 11<sup>th</sup> edition as the parliamentary authority for MVCC.

**MVCC Policy Motion**  
*from the Election and Bylaws Committee*

Bylaws change for BOD consideration - January 14, 2020

**Article XII**  
**PARLIAMENTARY AUTHORITY**

WHEREAS, The purpose of parliamentary procedure is to make it easier for people to work together effectively and to help groups accomplish their purposes. and;

WHEREAS, Robert’s Rules of Order, first published in 1876, is the most commonly used system of parliamentary procedure in North America by which almost all committees and associations operate;

THEREFORE BE IT RESOLVED, That the MVCC BOD approve the following wording of Article XII of the MVCC Bylaws, replacing Rosenberg’s Rules of Order with the *Robert’s Rules of Order, newly revised 11th edition* as the "PARLIAMENTARY AUTHORITY":

Board Meetings are open to the public and shall be conducted in accordance with the provisions of the California Brown Act.

The MVCC shall use Robert’s Rules of Order, newly revised 11th edition, to facilitate Board Meetings.

Additional rules and/or policies and procedures regarding the conduct of the meetings may be developed and adopted by the Board, and those would be found in MVCC Standing Rules.

BE IT FURTHER RESOLVED THAT the MVCC submit this change to the Department Of Neighborhood Empowerment (DONE) for approval within the appropriate time frame.

(Completed applications will be accepted from May 1, 2019 to April 15, 2020)

The DONE application is posted at:

<https://www.marvista.org/productphotos/Bylaws-Amendment-Application-April-2019-1.pdf>

**14.9 [POLICY][PLUM][COMMUNITY PLAN] Arts District Designation** - Discussion and possible action on the Dept of City Planning's Arts District designation of Venice Blvd. presented at the Department's June, 2019 Workshop at Windward School.

Venice Blvd Arts District Motion, Background:

The MVCC began its engagement with the Dept of City Planning on the Palms-Mar Vista-Del Rey Community Plan in August of 2018. At that time the Community Plan Update Committee began receiving input from the community and delivered a 62-page Initial Input Document to DCP in March of 2019.

On June 22, 2019, DCP sponsored a "Did we get it Right?" workshop at Windward School, where they presented concepts and ideas they'd received and reviewed. Although these presentations included some of the input for Mar Vista sent to them by MVCC, it also included a potential designation for an Arts District along Venice Blvd in Mar Vista (see below) This generated quite a bit of concern from the community and prompted the Community Plan subcommittee to request DCP come to Mar Vista and address the stakeholders regarding the genesis of the Arts District. DCP attended the August 27, 2019 meeting of the Community Plan Committee and stated that the ideas presented at the June workshop came from a variety of different sources. The source for the Arts District was the Venice Mar Vista Arts District no-profit. The Community Plan Committee reached out to them and began working with them on the preservation of parcels currently being used by artists and Arts groups. The concerns from the community center around the lack of a specific definition by DCP for an Arts District and the fear that the real estate and tourist industries will usurp the designation and create gentrification, which would not only displace local, long time small businesses, but artists as well.

In October of 2019, the Venice Neighborhood Council submitted a letter to DCP requesting that the designation be removed from any draft plan until the respective communities involved have an opportunity to review it.





**14.10 [FUNDING][INOUYE] Appropriation for the Use of a Paid Online Survey Service for an Approved MVCC Survey** - Discussion and possible action regarding an expenditure, not to exceed \$1,000, for the use of a paid online survey service to host the approved MVCC Transportation survey for input to the Palms - Mar Vista - Del Rey Community Plan Update

ITEM 14.10 APPROPRIATION FOR THE USE OF A PAID ONLINE SURVEY SERVICE

[FUNDING][Inouye] Appropriation for the Use of a Paid Online Survey Service for an Approved MVCC Survey

Discussion and possible action regarding an expenditure, not to exceed \$1,000, for the use of a paid online survey service to host the approved MVCC Transportation survey for input to the Palms - Mar Vista - Del Rey Community Plan Update.

Go to <https://forms.gle/h1dsmkvj6qmyeppf8> to preview and take the proposed online survey using Google Forms.

FAQs

1. We'd prefer the use of Google Forms is because it's free and provides the same features of a paid SurveyMonkey account: <https://zapier.com/blog/google-forms-vs-surveymonkey/>
2. SurveyMonkey Team accounts are for businesses and organizations. There are two different Team accounts: The Team Advantage plan costs \$25 a month, per user, for a minimum of 3 users, billed annually (\$900) and The Team Premier plan costs \$75 a month, per user, for a minimum of 3 users, billed annually (\$2,700.)
3. Neither Google Forms or SurveyMonkey have ever had a data breach.
4. Regardless of online survey platform used, only the chair and vice-chairs of the T&I Committee will have access to the raw survey data. A summary of the data collected with the email addresses removed will be provided to the Board and stakeholders.
5. The Department of Neighborhood Empowerment (DONE) does NOT recommend a particular survey platform for Neighborhood Councils to use.
  - a. A recent survey by the Venice Neighborhood Council used Stanford University Qualtrics for their survey: [https://stanforduniversity.qualtrics.com/jfe/form/SV\\_enXJWsgamHoURNP](https://stanforduniversity.qualtrics.com/jfe/form/SV_enXJWsgamHoURNP)
  - b. The Westlake North Neighborhood Council used Google Forms for their Great Streets survey: <https://docs.google.com/forms/d/e/1FAIpQLSfnjwUeOdkruC1h8wZhESpuYrloWR2Hbz7mRHOESaAgOUr6g/viewform>
  - c. The Del Rey Neighborhood Council used SurveyMonkey for their Great Streets Centinela Ave survey: [www.bit.ly/HeartofDelRey](http://www.bit.ly/HeartofDelRey)
  - d. DONE used Jot Form for their recent Neighborhood Council Demographic Survey: <https://form.jotformpro.com/92064406483962>

**14.11 [POLICY][T&I][GREAT STREETS] String Light Installation on Great Streets Venice Blvd** - Discussion and possible Community Impact Statement (CIS) regarding the String Light installation on Great Streets Venice Blvd. (Council File 18-1124.).

**ITEM 14.11 STRING LIGHT INSTALLATION GREAT STREETS VENICE BLVD**

**[POLICY][T&I][GREAT STREETS] String Light installation on Great Streets Venice Blvd -**

Discussion and possible Community Impact Statement (CIS) regarding the String Light installation on Great Streets Venice Blvd. (Council File 18-1124.).

Motion: The MVCC is disappointed and concerned that Councilmember Bonin ordered string lighting for Great Street Venice Blvd, totaling over \$54,000 per Council File 18-1124, and with potential negative impacts including light pollution, urban blight and environmental impacts, without the legally mandated notification of the MVCC, violating City Charter Section 907 and L.A.M.C. Section 22.810.1 (f) (A).

**14.12 [POLICY][T&I][GREAT STREETS] MVCC Position Statement on Great Streets Venice Blvd. - Discussion and possible action regarding the MVCC's current position on Great Streets Venice Blvd.**

ITEM 14.12 MVCC POSITION STATEMENT ON GREAT STREETS VENICE BLVD

**Position Statement: Great Street Venice Boulevard**

**Summary:** It is the current position of the Mar Vista Community Council that it has withdrawn its support for the Great Streets Venice Blvd project.

**On March 12, 2019, by a vote of Yes (5) - No (4) - Abstain (3), the Board passed the following Stakeholder Motion:**

**LADOT/GREAT STREETS INITIATIVE/CD 11  
GREAT STREETS - VENICE BLVD PILOT PROJECT MOTION**

**Background:** *The Venice Blvd. "Great Street" pilot project was implemented on May 20, 2017. This one-year pilot project included removing one traffic lane in each direction to install a curbside protected bike lane, a buffer/loading zone and reconfigured on-street parking.*

*This pilot project was presented as a collaboration between Mayor Garcetti's Great Streets Initiative, Council District 11 and LADOT, with regular input from stakeholders through the Mar Vista Community Council (MVCC). But since stakeholders started voicing their concerns regarding this pilot project in June, 2017, Mayor Garcetti's Great Streets Initiative, Council District 11 and LADOT (they) have ceased collaborating with stakeholders and the MVCC.*

*For example:*

- 1. they do not regularly attend MVCC committee meetings where the pilot project is discussed,*
- 2. they withhold information and data collected on this pilot project,*
- 3. they refuse to hold a Townhall meeting to address stakeholders' concerns,*
- 4. they refuse to discuss removing or significantly altering components of the pilot project that many stakeholders have identified as not working, and*
- 5. they made decisions about this pilot project without involving stakeholders and the MVCC in the decision-making process.*

*Councilman Bonin attended the July 11, 2017 MVCC Board meeting to announce the beginning of the project and hear feedback from the MVCC and its stakeholders. On December 20, 2018, he released a YouTube video to inform us the pilot project was a success and was here to stay.*

**MOTION:** *Be it resolved that the Mar Vista Community Council (MVCC) will send a letter forthwith to LADOT, the Great Streets Initiative and Councilman Mike Bonin's office stating:*

- 1) transportation projects like this should be an ongoing partnership between stakeholders, the Community Council and the City, and the MVCC is the best and most direct way to communicate about projects like this with the public, and*

*2) no transportation project of this scale and magnitude can be considered, planned, implemented or approved without the ongoing involvement and approval of the MVCC and its stakeholders.*

*Furthermore, the letter will state that the MVCC withdraws its support for Great Streets Venice Blvd.*

**On February 24, 2019, by a vote of Yes (6) - No (1) - Abstain (2), the Board passed a Resolution of Disapproval:**

*The Mar Vista Community Council is disappointed and dismayed that Councilmember Bonin, in announcing his decision regarding the Great Streets Venice Blvd Project, chose to violate City Charter Section 907 and L.A.M.C. Section 22.810.1 (f) (A).*

*By announcing, on December 20, 2018, via an email blast and YouTube video, that data collection and analysis on the project had been completed and a decision made, Mr. Bonin precluded any opportunity for input or discussion with the Mar Vista Community Council as mandated by these statutes.*

*Accordingly, the Mar Vista Community Council strongly disapproves of Mr. Bonin's conduct with regard to this matter.*

**On November 11, 2018, by a vote of Yes (9) - No (1) - Abstain (1), the Board passed the following policy motion:**

***Independent Traffic Study***  
*(Great Streets Ad Hoc Subcommittee)*

*WHEREAS, the Great Streets -Venice Boulevard Pilot Project has caused conflict and controversy in Mar Vista and the surrounding communities; and*

*WHEREAS, numerous requests for pre-and post-project data to the Great Streets Initiative in Mayor Garcetti's office, the Active Transportation and Vision Zero offices in the Los Angeles Department of Transportation (LADOT), and Councilmember Mike Bonin's office have been non-responsive; and*

*WHEREAS, the limited data and analysis that has been released from LADOT and Councilmember Bonin's office is contradictory to the experiences of the community members living near, conducting business on and otherwise using Venice Boulevard; and WHEREAS, numerous requests for Town Hall meetings with question and answer sessions have been denied by LADOT and Councilmember Bonin's office; and*

*WHEREAS, the Silver Lake community, when faced with a similar situation, asked for and were granted funds to hire a transportation contractor to conduct an independent traffic study regarding the Rowena Avenue road diet by their Councilmember David Ryu; and*

*WHEREAS, Mar Vista stakeholders, on behalf of the businesses and residents, commuters, emergency responders and others impacted by the Great Streets Venice*

*Boulevard Pilot Project, would like to seek the same remedy in order to receive answers to their questions and concerns that have heretofore been unaddressed by the Great Streets Initiative, LADOT and Councilmember Bonin.*

*THEREFORE, in the spirit of community engagement, transparency and accountability, the Mar Vista Community Council (MVCC) will assemble a community panel, and requests that Councilmember Bonin fund an independent traffic study of data (or questions) identified by the assembled ad hoc Community Panel regarding the Great Streets Venice Boulevard Pilot Project, to be completed within four months of contract with an independent firm of the community panel's choosing, excluding current Great Streets contractor Fehr & Peers Transportation Consultants.*

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**Additional Motion Regarding Great Streets Venice Blvd:**

On December 12, 2017, by a vote of Yes (6) - No (5) - Abstain (2), the Board passed the following policy motion:

**Regional Safe Bike Routes**  
*(submitted by Transportation & Infrastructure Committee)*

*WHEREAS, extensive segments of government publicly owned land exist in and around Mar Vista that could be used for protected bike paths and bike lanes*

*THEREFORE, Mar Vista Community Council further moves to advise Council District 11 to conduct a feasibility study exploring the following alternative long-term protected bike lane solutions along the entire length of VeniceBoulevard, from Venice Beach to Downtown Los Angeles:*

- 1. Removing the center median, which is a former Red Car Rail right of way ("ROW"), to increase usable roadway and provide at least 3 motor vehicle lanes, expanded turning lanes, an extra wide bike lane, and a standard parking lane on each direction of the 2-way roadway, or*
- 2. Replacing the center median Red Car ROW with a signalized protected bikeway, while retaining at least 3 motor vehicle lanes, expanded turning lanes, and a standard parking lane on each direction of the 2-way roadway, or*
- 3. Create signage, and repaint adjacent residential streets, as safe thoroughfares for rapid,bicycle-friendly, and safe routes for bicyclists that enhance the mobility, ease of use, and safety for bicyclists as an alternative to Venice Blvd., while still allowing a safer bicycle lane, with better visibility and access for both bicyclists and motorists, on Venice Blvd.associated with a restoration of the three-lane configuration for motorists, or*
- 4. Constructing at least one off-street public parking facility per 3 cityblock segment, to enable removal of the current parking lanes to create a roadway that includes at least 3 motor vehicle lanes, expanded turning lanes,and an extra wide curb adjacent protected bike lane on each direction of the 2-way roadway; and*

*THEREFORE, Mar Vista Community Council further moves to advise Council District 11 to pave new regional connector bike paths on an expedited basis, especially including:*

*1. A path along the former rail ROW adjacent to the southwest side of the California 90 Expressway/Freeway from the Marvin Braude Coastal Bike Trail in Marina del Rey and connecting to both the Culver Boulevard Median and Ballona Creek Bike Paths in Del Rey; and*

*2. Reinstallation of the former rail bridge top, potentially via fast-track City approval of 5000 Beethoven "Del Rey Pointe" apartment development plans, to connect existing and potential new bike paths in Del Rey across Ballona Creek and into Playa Vista via either McConnell Avenue and/or following the ROW to Jefferson Boulevard; and*

*THEREFORE, Mar Vista Community Council further moves to advise Council District 11 to initiate a collaborative effort with the Cities of Culver City and Santa Monica to designate a north/south on street bikeway through Del Rey /Mar Vista to follow a likely route from the Ballona Creek Path along McConnell Avenue, past the Culver Boulevard Median Bike Path, continuing along McConnell Boulevard, connecting to Wade Street after crossing Washington Boulevard and Washington Place, and continuing through Mar Vista on May Street, Cabrillo Boulevard, and Stewart Avenue before connecting to Airport Avenue and into current and proposed parks on the Santa Monica Airport site, and*

*THEREFORE, Mar Vista Community Council further moves to advise Council District 11 to conduct a feasibility study to explore the installation of bike lanes along the entire length of Walgrove Avenue, accomplished through removal of the existing parkway, widening of the street without removing any existing parking spaces, and roadway restriping, including green paint to designate the bike lanes. Such changes should include attempted coordination between the Cities of Los Angeles, Culver City, and Santa Monica to potentially include installation of a traffic signal at Washington Boulevard and Walgrove Avenue, and to seamlessly connect to the 23rd Street bike lane in Santa Monica, and*

*THEREFORE, Mar Vista Community Council further moves to advise Council District 11 to initiate a collaborative effort with the County of Los Angeles and City of Culver City to restore existing bike paths, including resurfacing uneven sections and redirecting flood drain outlets to clear excess sewage runoff, specifically including Marvin Braude Coastal Bike Path in Marina del Rey, Ballona Creek Bike Path, and Culver Boulevard Median Bike Path, and*

*THEREFORE, Mar Vista Community Council further moves to advise Council District 11 to initiate a collaborative effort with the County of Los Angeles and City of Culver City to expand the frequency of police patrols, sweeping of sand, glass and other debris and removal of weed overgrowth from all area bike paths, bike lanes and bikeway.*

**14.13 [POLICY][T&I][GREAT STREETS] Pavement Mural Project** - Discussion and possible action regarding the pavement mural project at the intersection of Grand View Blvd. and Pacific Ave.

ITEM 14.13 PAVEMENT MURAL PROJECT

**15.9 [POLICY][T&I][GREAT STREETS] Pavement Mural Project** - Discussion and possible action regarding the pavement mural project at the intersection of Grand View Blvd. and Pacific Ave.

Motion: The MVCC requests that Lenore French or another representative of the GCI attend the February 11 2020 MVCC Board of Director's meeting for an update on the Grand View Blvd./Pacific Ave. Pavement Mural.

**15.1[POLICY][PLUM] CIS OPPOSING waiver of WLA TIMP Fees** - Discussion and possible motion regarding a Community Impact Statement (CIS) opposing the motion from Councilmember Koretz (Council File # 19-1571) that proposes to waive West Los Angeles Transportation and Infrastructure Improvement and Mitigation Plan fees for the development at Palms/Sepulveda.

**MOTION** PLANNING & LAND USE MANAGEMENT

The *West Los Angeles Transportation Corridor Specific Plan*, including a revised Transportation Impact Assessment Fee ("WLA TIMP Fee"), was approved with the adoption of Ordinance Nos. 186105 and 186108 by the Council on March 30, 2019. The effective date of the ordinances was June 28, 2019.

The purpose of the TIMP fee is to assist in reducing vehicle miles traveled and greenhouse gas emissions. The TIMP fee partially funds necessary improvements and infrastructure on the Westside of the City to facilitate traffic movement and expected growth.

In addition, Ordinance No. 186105 exempts the assessment of the TIMP fee on Residential Land Uses, as those uses are defined in the Transportation Impact Assessment (TIA) Fee Table, provided that Project Plans are submitted to the Department of Building & Safety within 120 days of the effective date of this ordinance. However, Ordinance No. 186105 does not provide for a similar exemption for Projects which were submitted for land use entitlements prior to the effective date of the ordinance.

The *Affordable Housing Linkage Fee* ("Linkage Fee") Ordinance (Ordinance No. 185342), does provide for an exemption for either "a project for which a Building Permit Application or complete planning or zoning entitlement application is submitted." Therefore, the *Linkage Fee Ordinance* is an equitable precedent to be followed.

As is the case with the Linkage Fee Ordinance, similarly it is only fair that an exemption to the WLA TIMP Fee should apply to either an application for a land use entitlement or a building permit application, and this oversight in Ordinance No. 186105 should be corrected.

**I THEREFORE MOVE** that the Council instruct the Planning Department, with the assistance of the City Attorney, and in consultation with Council District 5, to prepare and present an Ordinance that will provide a full exemption to the West Los Angeles Transportation Impact Assessment Fee for all residential land uses proposed in any land use entitlement application that was filed and deemed complete prior to the effective date (June 28, 2019) of the Transportation Impact Assessment Fee ("WLA TIMP Fee"), Ordinance No. 186105, (Council File Nos. 08-0229, 07-0287), as similarly allowed for projects subject to the *Affordable Housing Linkage Fee Ordinance*.

PRESENTED BY   
**PAUL KORETZ**  
Councilmember, 5<sup>th</sup> District

SECONDED BY: 

ORIGINAL

DEC 10 2019

mm





**15.2 [POLICY][PLUM] Request for CD11 to assert jurisdiction over development at 3709 McLaughlin Ave. - Discussion and possible motion requesting Councilmember Bonin, pursuant to City Council Rule 245(e), assert jurisdiction over the planned development at 3709 McLaughlin Ave. (DIR-2019-4277-DB).**

**DEPARTMENT OF  
CITY PLANNING**  
COMMISSION OFFICE  
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CITY PLANNING COMMISSION  
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PRESIDENT  
VAHID KHORSAND  
VICE-PRESIDENT  
DAVID H. J. AMBROZ  
CAROLINE CHOE  
HELEN LEUNG  
KAREN MACK  
MARC MITCHELL  
VERONICA PADILLA-CAMPOS  
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**CITY OF LOS ANGELES  
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LISA M. WEBBER, AICP  
DEPUTY DIRECTOR

**DIRECTOR'S DETERMINATION  
DENSITY BONUS & AFFORDABLE HOUSING INCENTIVES**

December 9, 2019

**Applicant/Owner**  
Dan Stein  
On McLaughlin, LLC.  
10600 Santa Monica Boulevard  
Los Angeles, CA 90066

**Representative**  
Matthew Hayden  
Hayden Planning  
10008 National Boulevard, #229  
Los Angeles, CA 90034

**Case No.** DIR-2019-4297-DB  
**CEQA:** ENV-2019-4298-CE  
**Location:** 3705-3709 South  
McLaughlin Avenue

**Council District:** 11 – Mike Bonin  
**Neighborhood Council:** Mar Vista  
**Community Plan Area:** Palms - Mar Vista - Del Rey  
**Land Use Designation:** Medium Residential  
**Zone:** R3-1  
**Legal Description:** Fr Lot 11; Block B, East  
Ocean Park Villa Tract

**Last Day to File an Appeal: December 23, 2019**

**DETERMINATION – Density Bonus/Affordable Housing Incentives Program**

Pursuant to the Los Angeles Municipal Code (LAMC) Section 12.22-A,25, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

**Determine** that the project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 21080 of the California Public Resources Code, and Article 19, Class 32 of the CEQA Guidelines;

**Approve**, a 35% Density Bonus (with 11% of the base number of units set aside for Very Low Income Households), for a project totaling 21 dwelling units, reserving two (2) units for Very Low Income Household occupancy for a period of 55 years and two (2) On-Menu Incentive as follows:

- a. **Yard/Setback.** Up to 20% decrease in the required front yard setback; and
- b. **Height.** Up to an 11-foot height increase in the maximum permitted height limit; and

**Adopt** the attached Findings.

## CONDITIONS OF APPROVAL

1. Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project conditions. Changes beyond minor deviations required by other City Departments or the LAMC may not be made without prior review by the Department of City Planning, Expedited Processing Section, and written approval by the Director of City Planning. Each change shall be identified and justified in writing.
2. **Residential Density.** The project shall be limited to a maximum density of 21 dwelling units including Density Bonus Units.
3. **Affordable Units.**
  - a. A minimum of 11% of a base density of units shall be reserved as affordable units for Very Low Income Households, as defined by Government Code Section 65915(c)(2).
  - b. Changes in Restricted Units. Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A,25.
4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 11% of the site's base density units available to Very Low Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with LAMC Section 12.22-A,25, to the satisfaction of HCIDLA, and in consideration of the project's AB 2556 Determination. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.
5. **Parking.**
  - a. **Automobile Parking.** Residential automobile parking shall be provided consistent with Parking Option 1.
  - b. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable units which shall include any required parking in the base rent or sales price, as verified by HCIDLA.
  - c. **Adjustment of Parking.** In the event that the composition of residential changes (i.e. the number of bedrooms), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth pursuant to LAMC Section 12.22-A,25.

- d. **Bicycle Parking.** Bicycle parking shall be provided in compliance with LAMC Section 12.21-A, 16 and to the satisfaction of the Department of Building and Safety.
6. **Incentives.**
- a. **Yard/Setback.** Up to 20% decrease in the required front yard setback provided that the landscaping for the Housing Development Project is sufficient to qualify for the number of landscape points equivalent to 10% more than otherwise required by Section 12.40 of this Code and Landscape Ordinance Guidelines "O".
  - b. **Height.** Up to an 11-foot height increase in the maximum permitted height limit.
7. **Landscaping.**
- a. Submit a revised Landscape Plan showing a minimum 48-inch deep planter for any trees planted on any rooftop or podium.
  - b. All open areas not used for buildings, driveways, parking areas, or recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape development plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.
8. **Solar Panels.** Solar panels shall be installed on the project's rooftop space to be connected to the building's electrical system. A minimum of 15% of the roof area shall be reserved for the installation of a solar photovoltaic system, to be installed prior to the issuance of a certificate of occupancy, in substantial conformance with the plans stamped "Exhibit A".
9. **Electric Vehicle Parking.** The project shall include at least twenty percent (20%) of the total parking spaces provided for all types of parking facilities, but in no case less than one location, shall be capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating capacity. Of the 20% EV Ready, five (5) percent of the total parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the 20% or 5% results in a fractional space, round up to the next whole number. A label stating "EVCAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.
10. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from the above.
11. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
12. **Roof Structures.** Any structures on the roof, such as air conditioning units and other mechanical equipment, shall be fully screened (with such screening material incorporated in the design of the project) from public right of way and adjoining properties. The building

parapet may be used to screen mechanical equipment as long as it fully obstructs the view of the mechanical equipment from abutting properties.

### **Administrative Conditions**

13. **Approvals, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc, as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
14. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.
15. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
16. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
17. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
18. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
19. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
20. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
21. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions include actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the applicant otherwise created by this condition.

## PROJECT BACKGROUND

The subject site is an irregular-shaped, 11,568 square-foot corner lot with a 95-foot frontage along McLaughlin Avenue and a 113-foot frontage along Victoria Avenue. The property is developed with one (1) single-family dwelling and one (1) four-unit multi-family structure.

The subject property is zoned R3-1 and designated for Medium Residential land uses within the Palms - Mar Vista - Del Rey Community Plan. The subject property is also located within the West Los Angeles Transportation Improvement and Mitigation. The project site located within an Urban Agriculture Incentive Zone, a Special Grading Area and 4.23 km from the Newport-Inglewood Fault Zone.

The proposed project includes the demolition of the two (2) existing structures and the construction, use and maintenance of a five-story, 56-foot tall, 21-unit multi-family dwelling. The building will be constructed with four (4) residential levels over one (1) at-grade parking level and one (1) subterranean parking level. The project will provide a total of 41 automobile parking spaces.

Pedestrian access to the building will be via the lobby entrance along McLaughlin Avenue. Vehicular access to the at-grade parking level will be via a driveway along McLaughlin Avenue, and to the subterranean level will be via a driveway along Victoria Avenue.

Surrounding properties are generally developed with single-family and multi-family residential uses. The properties to the north, across Victoria Avenue, are zoned R3 and are developed with two-story, multi-family residential dwellings. The properties to the east, across McLaughlin Avenue, are zoned R1V2 and are developed with one- and two-story, single-family dwellings. The property to the south are zoned R3 and are developed with two-story, multi-family residential dwellings. The properties to the west are zoned R3 and R1V2 and are developed with a two-story, multi-family residential dwelling and one- and two-story, single-family dwellings.

### **Streets and Circulation**

McLaughlin Avenue, abutting the property to the east, is designated as a Collector, dedicated with a varying width between 83.5 to 85 feet and is improved with asphalt roadway, curb, gutter and concrete sidewalk.

Victoria Avenue, abutting the property to the north, is Local Street, dedicated with a width of 60 and improved with asphalt roadway, curb, gutter and concrete sidewalk.

### **Housing Replacement**

With Assembly Bill 2222, applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households. Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated March 27, 2019, the property has been improved with an existing single-family dwelling and a four-unit multi-family structure and is required to provide two (2) replacement units, one (1) for Low Income Households and one (1) for Very Low Income Households. Refer to the Density Bonus Legislation Background section of this determination for additional information.

## DENSITY BONUS/AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS

1. Pursuant to Section 12.22-A,25(c) of the LAMC, the Director shall approve a density bonus and requested incentive(s) unless the director finds that:

- a. *The incentives are not required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.*

The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The list of on-menu incentives in 12.22-A,25 were pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the density bonus on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

**Yard/Setback.** The subject site is zoned R3-1 which has a minimum 15-foot front yard setback. The yard/setback incentive permits a 20% decrease in the minimum required yard/setback provided that the landscaping for the Housing Development Project is sufficient to qualify for the number of landscape points equivalent to 10% more than otherwise required by Section 12.40 of this Code and Landscape Ordinance Guidelines "O". In this case, the front yard setback may be decreased to a minimum of 12 feet. The requested incentive allows the developer to decrease the required front yard setback so that the two (2) restricted affordable units can be constructed and the overall space dedicated to residential uses is increased. This incentive supports the applicant's decision to set aside two (2) dwelling units for Very Low Income Households for 55 years.

**Height.** The subject site is zoned R3-1 which has a maximum height limit of 45 feet. The height incentive permits a percentage increase in the height requirement in feet equal to the percentage of Density Bonus for which the Housing Development Project is eligible, but not to exceed 11 feet. In this case, the building height may be increased to a maximum of 56 feet. The requested incentive allows the developer to increase the maximum permitted height so that the two (2) restricted affordable units can be constructed and the overall space dedicated to residential uses is increased. This incentive supports the applicant's decision to set aside two (2) dwelling unit for Very Low Income Households for 55 years.

- b. *The Incentive will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning*



*ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.*

Analysis of the proposed project determined that it qualifies for a Categorical Exemption from environmental review pursuant to Article 19, Class 32 of the CEQA Guidelines. There is no evidence that the proposed incentive will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22-A,25(b)). The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. According to ZIMAS, the project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. Therefore, there is no substantial evidence that the proposed project, and thus the requested incentive, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource.

#### **ADDITIONAL MANDATORY FINDINGS**

2. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone X, areas determined to be outside the 0.2% annual chance floodplain.

#### **DENSITY BONUS LEGISLATION BACKGROUND**

The California State Legislature has declared that "[t]he availability of housing is of vital statewide importance," and has determined that state and local governments have a responsibility to "make adequate provision for the housing needs of all economic segments of the community." Section §65580, subds. (a), (d). Section 65915 further provides that an applicant must agree to, and the municipality must ensure, the "continued affordability of all low and very low income units that qualified the applicant" for the density bonus.

With Senate Bill 1818 (2004), state law created a requirement that local jurisdictions approve a density bonus and up to three "concessions or incentives" for projects that include defined levels of affordable housing in their projects. In response to this requirement, the City created an ordinance that includes a menu of incentives (referred to as "on-menu" incentives) comprised of eight zoning adjustments that meet the definition of concessions or incentives in state law (California Government Code Section 65915). The eight on-menu incentives allow for: 1) reducing setbacks; 2) reducing lot coverage; 3) reducing lot width, 4) increasing floor area ratio (FAR); 5) increasing height; 6) reducing required open space; 7) allowing for an alternative density calculation that includes streets/alley dedications; and 8) allowing for "averaging" of FAR, density, parking or open space. In order to grant approval of an on-menu incentive, the City utilizes the same findings contained in state law for the approval of incentives or concessions.

Under Government Code Section § 65915(a), § 65915(d)(2)(C) and § 65915(d)(3) the City of Los Angeles complies with the State Density Bonus law by adopting density bonus regulations and procedures as codified in Section 12.22-A,25 of the Los Angeles Municipal Code. Section 12.22 A.25 creates a procedure to waive or modify zoning code standards which may prevent, preclude or interfere with the effect of the density bonus by which the incentive or concession is granted,

including legislative body review. The Ordinance must apply equally to all new residential development.

In exchange for setting aside a defined number of affordable dwelling units within a development, applicants may request up to three incentives in addition to the density bonus and parking relief which are permitted by right. The incentives are deviations from the City's development standards, thus providing greater relief from regulatory constraints. Utilization of the Density Bonus/Affordable Housing Incentives Program supersedes requirements of the Los Angeles Municipal Code and underlying ordinances relative to density, number of units, parking, and other requirements relative to incentives, if requested.

For the purpose of clarifying the Covenant Subordination Agreement between the City of Los Angeles and the United States Department of Housing and Urban Development (HUD) note that the covenant required in the Conditions of Approval herein shall prevail unless pre-empted by State or Federal law.

#### **FINANCIAL ANALYSIS/PRO-FORMA**

On September 26, 2016 Governor Brown Signed AB 2501, AB 2556, AB 2442, and AB 1934 which amended the State Density Bonus Law (Government Code Section 65915). The amendments took place on January 1, 2017. In particular, AB 2501 restricted the ability of local jurisdictions to require special studies unless they meet the provisions of state law. Financial pro-formas and third-party reviews are no longer required for any density bonus case filing.

In addition, the 2016 changes to State Density Bonus law also modified the finding required to deny an incentive. Now a requested concession or incentive shall be granted unless the City makes a written finding, based on substantial evidence, of any of the following: a) the concession or incentive "does not result in identifiable and actual cost reductions," to provide for affordable housing costs or rents for the targeted units; b) the concession or incentive has a specific adverse impact on public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable; or c) if the concession or incentive is contrary to state or federal law. Prior law allowed a concession or incentive to be denied if the City had substantial evidence that the concession or incentive was "not required in order to provide for" affordable housing costs or rents for the targeted units, or substantial evidence in support of findings "b)" or "c)" above.

#### **TIME LIMIT – OBSERVANCE OF CONDITIONS**

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. Pursuant to LAMC Section 12.25-A,2, the instant authorization is further conditional upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code, or the approval may be revoked.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles, the Marvin Braude Constituent Service Center in the Valley, or the West Los Angeles Development Services Center. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077, (818) 374-5050, (310) 231-2598 or through the Department of City Planning website at <http://cityplanning.lacity.org>. The applicant is further advised to notify any consultant representing you of this requirement as well.

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

#### **TRANSFERABILITY**

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

#### **APPEAL PERIOD - EFFECTIVE DATE**

**The Determination in this matter will become effective after DECEMBER 23, 2018** unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at [www.cityplanning.lacity.org](http://www.cityplanning.lacity.org).

Planning Department public offices are located at:

**Downtown**  
Figueroa Plaza  
201 North Figueroa Street, 4th Floor  
Los Angeles, CA 90012  
(213) 482-7077

**San Fernando Valley**  
Marvin Braude San Fernando  
Valley Constituent Service Center  
6262 Van Nuys Boulevard, Room 251  
Van Nuys, CA 91401  
(818) 374-5050

**West Los Angeles**  
West Los Angeles Development  
Services Center  
1828 Sawtelle Boulevard, 2nd Floor  
Los Angeles, CA 90025  
(310) 231-2598

**Only abutting property owners and residents can appeal the Density Bonus Compliance Review portion of this Determination.** Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Section 12.22-A,25 of

the LAMC, appeals of Density Bonus Compliance Review cases are heard by the City Planning Commission.

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

Vincent P. Bertoni, AICP  
Director of Planning

Approved by:

  
\_\_\_\_\_  
Nicholas Hendricks, Senior City Planner

Prepared by:

  
\_\_\_\_\_  
Oliver Netburn, City Planner

Attachments:  
Exhibit A: Site Plan and Elevations

**15.5 [POLICY][T&I] Longer Form MVCC Transportation Survey** - Discussion and possible motion regarding an optional longer form MVCC Transportation survey to be linked to the Board approved short MVCC Transportation survey for input to the Palms - Mar Vista - Del Rey Community Plan Update.

#### ITEM 15.5 LONGER FORM MVCC TRANSPORTATION SURVEY

**15.10 [POLICY][T&I] Longer Form MVCC Transportation Survey** - Discussion and possible motion regarding an optional longer form MVCC Transportation survey to be linked to the Board approved short MVCC Transportation survey for input to the Palms - Mar Vista - Del Rey Community Plan Update.

The committee passed an additional motion requesting that an invitation and a link to take a longer survey be part of the short form Transportation survey approved by the Board on December 10, 2019. The longer survey was a suggestion from Bill Pope, who brought the proposed survey to the committee meeting. Please find attached the longer form transportation survey. If approved, it will be entered as a separate online survey, with the invitation and link to the survey to appear in the thank you page at the end of the shorter survey.

# Mar Vista Community Council (MVCC) Transportation Survey

These all the questions we have for you in this short transportation survey. Thank you for your participation!

If you have the time, we invite you to participate in a longer version of this survey. Click this link <insert link here> to be taken to this optional survey.

If you have any questions about this survey, feel free to contact the MVCC Transportation and Infrastructure Committee at [transportation@marvista.org](mailto:transportation@marvista.org)

DID YOU KNOW? The next United States Census is in Spring 2020. Let's ensure all Californians are counted so we can put those resources to good use here at home! Learn more at <https://californiacensus.org/>

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Google Forms

### Survey Questions related to Transportation

The MVCC seeks your input on problems and possible solutions that you want the City to consider.

1. What mode of transportation do you currently use most of the time to commute to work?  
My Car  Carpool  TeleCommute  Walk  My Bike  Rent Bike/Scooter  Bus/Train  LANow
3. How many miles do you commute to work? \_\_\_\_\_
4. How much time does it take you to commute to work? \_\_:\_\_\_ (Hours:Minutes)
5. If you currently walk to work, are there any sidewalks that need to be built or repaired?  
\_\_\_\_\_.
6. Most Bike Lanes are next to Vehicle Lanes. If you could bike to work but do not for safety concerns, would you do so if there were Rumble Strips between the lanes to warn motorists if they wonder into the Bike Lane? Yes  No  I cannot Bike to work.
7. If you bike on Venice Boulevard, do you feel safer when:  
 Bike Lanes are next to motor vehicle lanes so motorists can see you are all time? Or when  
 Bike Lanes are hidden behind parked vehicles where motorists cannot always see you when they make Right turns?
8. If you drive on Venice Boulevard to work or shop, is it easier for you to see and avoid hitting cyclist when:  
 Bike Lanes are next to Motor vehicle lanes so I can see cyclists at all times? Or when  
 Bike Lanes are hidden behind parked vehicles and you cannot always see them approaching when you are making Right turns?
9. If you rent an apartment or house and drive to work, please indicate which of the following you would do:  
 I would rent an apartment closes enough to work to walk or bike to work if I could find one affordable on my current income even if it were somewhat smaller than my current apartment.  
 I would not move for the following reasons: \_\_\_\_\_
10. If you are a homeowner and drive to work, please indicate which of the following you would do:  
 I would buy a house or condo close enough to work to walk or bike to work if I did not incur the massive property tax increase triggered by selling my current Prop 13-protected house and buying another.  
 I would not move for the following reasons: \_\_\_\_\_
11. I you would not move close enough to work to walk or bike, which of the following is true for you?  
 I would carpool to work if there was a service that linked-up carpoolers near me who go near my work.  
 I would bus to work if bus-commuting took no more than \_\_\_% longer than car commuting.  
 I would bus to work if I didn't have to walk the first mile to the bus and the last mile to work.  
 I would use On-demand 1<sup>st</sup> & Last-Mile Transit service (LANow or DASH) to get to bus or rail transit if the following changes were made: \_\_\_\_\_  
 I am physically unable to walk, bike or take a transit to work.  
 I will not walk, bike or take a transit as long as I have a car.
12. If you are an Information Worker (do most of your work on a computer), which do you believe is true?  
 My company would allow me to work at home if asked by the Mayor.  
 My company would allows me to work at a satellite office near my home if there was one.  
 My company is considering/implementing a TeleCommuting program.  
 My company will not allow Information Workers to work at remotely because \_\_\_\_\_  
My Company is \_\_\_\_\_.

**Transit Issues**

13. I could commute by bus or train but do not do so because you do not feel safe, what would make you feel safe?  Security Guards on buses and trains.  Security Guards at train Stations.  Nothing.

**Safety Issues**

14. Vehicle accidents and pedestrian injuries increase in number and severity with vehicle speed. Which method of reducing speeding on arterial streets do you prefer?  Road Diets.  Lowering Speed Limit.

**Street Improvement Required**

15. Please list addresses where Potholes need to be fixed. \_\_\_\_\_

16. Please list corners where trees are obscuring STOP signs. \_\_\_\_\_

17. Please list addresses where street lighting is needed. \_\_\_\_\_

**Cut-Thru Traffic Problems.**

18. If you have a constant string of 500 vehicles an hour on your street, please enter your street's name.  
\_\_\_\_\_

19. Which of the following cut-thru traffic control measures would you support?

- Prohibit traffic exiting one residential neighborhood from crossing the arterial into the next residential neighborhood. (You would still be able to turn Left or Right onto the arterial.)
- Force a serpentine traffic flows inside residential neighborhoods so it is not possible to cut straight through the neighborhood. This is the method used by "Planned Communities". (This method might add from zero up to 2 minutes to the time it takes you to reach you home.)

**Parking Issues.**

20. Please list the store, address, or Street Block No or Cross streets where additional parking is needed in Commercial/Business Districts on Sepulveda, Venice or Centinela? \_\_\_\_\_.

21. Which of the following parking solutions do you prefer?

- Parking Structures even if I have to wait 10 to 20 years for enough to be built to make difference.
- Back-In Diagonal Parking that could be implemented a few months by restriping parking and bike lanes.

**Priorities**

*T&I Question 6 may have merit as a means of prioritizing funding but it may be better to either prioritize the Problems or the specific viable Solutions rather than all of the generic strategies currently listed in Question 6. If you agree, I will draft a sample for your consideration.*

**Valley - LAX Subway.** (T&I Question 7.) *Although this is not a Community Plan topic, it's good input to Metro.*

22. Metro is currently exploring options to build a subway or monorail from the San Fernando Valley to LAX.

Along which of the following streets would you prefer the proposed transit line to travel?

- Sepulveda Boulevard.
- Bundy Drive - Centinela Avenue.
- Overland Avenue.



**15.6 [ADMINISTRATIVE][INOUYE] Committee access to web postings and e-mails** - Discussion and possible action regarding MVCC Standing Rules, Section 2 Communications, item 2.2.1 regarding committee access to web postings and emails to the full MVCC stakeholder list for items related to committee agendas, minutes and other calendar items.

Excerpt from the **MVCC Standing Rules**  
(approved August 13, 2019)

**2. Communications**

2.1. All MVCC communications and web postings to the general public, or to the full MVCC Stakeholder list, shall be compliant with applicable MVCC media policies.

2.2. All MVCC communications and web postings to the general public, or to the full MVCC Stakeholder list, shall originate from the Chair of the MVCC Board of Directors, **except for:**

**2.2.1. The posting of committee agendas, minutes, and other calendar items by that committee's representative(s).**

2.2.2 Communications sent by the Chair, Secretary, or their designee, to inform MVCC stakeholders about news items, council meetings, or other community activities of general interest.