



Mar Vista Community Council



Supplemental Meeting Materials

Regular Meeting of the Board of Directors

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

Friday, March 6, 2020

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9.1 [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.*

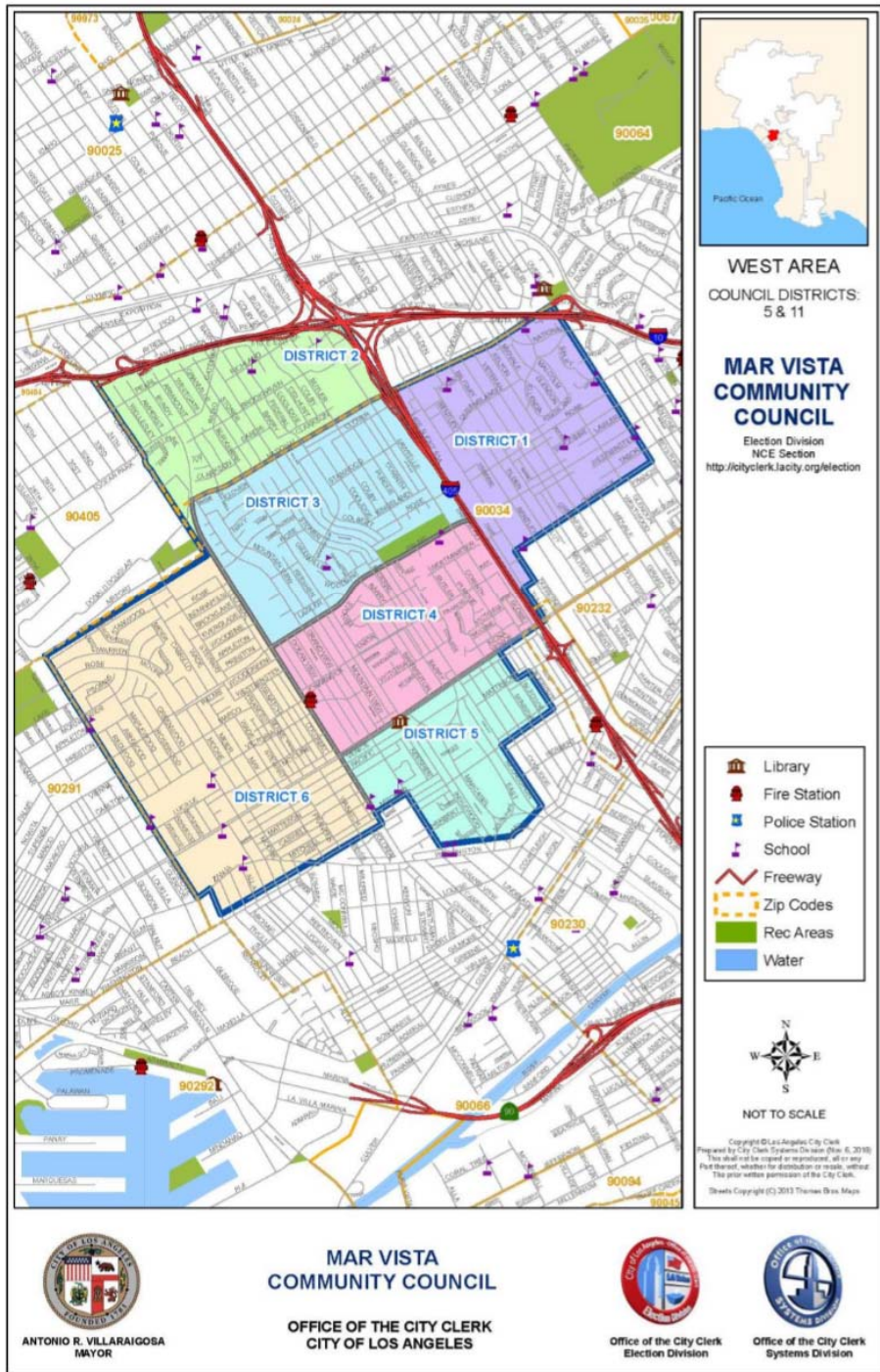
BE IT FURTHER RESOLVED THAT the MVCC submit this change to the Department Of Neighborhood Empowerment (DONE) for approval within the appropriate time-frame.

(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



ANTONIO R. VILLARAIGOSA
MAYOR

MAR VISTA
COMMUNITY COUNCIL

OFFICE OF THE CITY CLERK
CITY OF LOS ANGELES

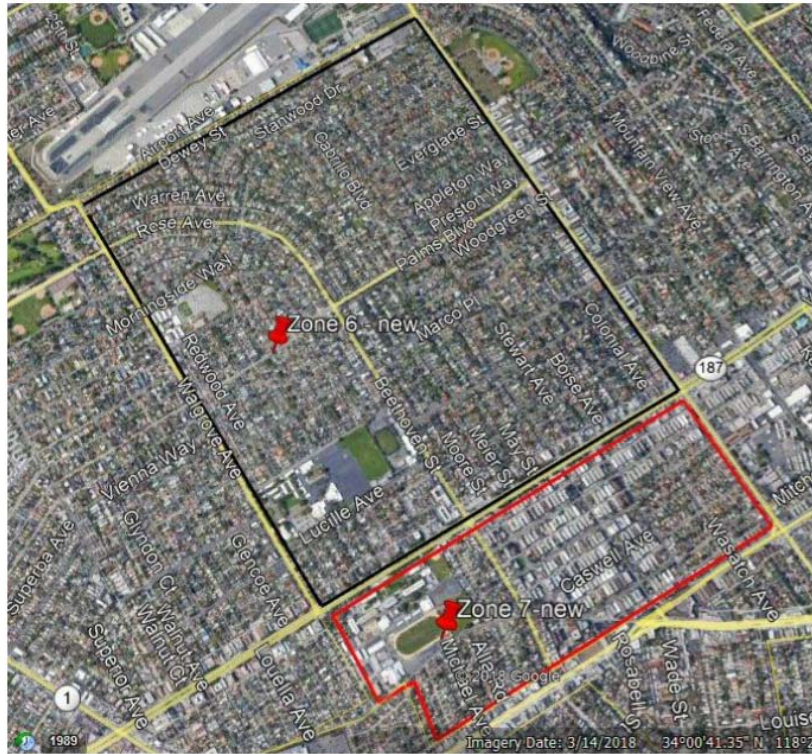


Office of the City Clerk
Election Division



Office of the City Clerk
Systems Division

Proposed Zones 6 & 7



9.2 [POLICY][ELECTIONS & BYLAWS] Parliamentary Authority – Discussion and possible action regarding establishing Robert’s Rules of Order, Newly Revised, 11th 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>

9.3 [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.



9.4 [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.).

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).

9.5 [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.

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.

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.

9.6 [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.

PAVEMENT MURAL PROJECT

[REDACTED] [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.

9.9 [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.

LONGER FORM MVCC TRANSPORTATION SURVEY

[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

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. If 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 1st & 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 were 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 were 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.

9.10 [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.