



# Mar Vista Community Council



## Regular Meeting of the Board of Directors

Tuesday July 11<sup>th</sup>, at 7:00 P.M.

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

### MINUTES

**1. Call to order and Welcome** – Chair (1 min)

Meeting called to order at 7:01. P.M.

Quorum present: Rob Kadota, Susan Klos, Robin Doyno, Sarah Auerswald, Holly Tilson, Greg Tedesco, Sherri Akers, Melissa Stoller, Michelle Krupkin, Ken Alpern

Late arrival: , Ken Alpern 7:30

**2. Presentation of flag and Pledge of Allegiance** (1 min)

**3. Approval of June 13<sup>th</sup>, 2017 Board of Directors Meeting Minutes** (public comment permitted; 1min per speaker).

(Melissa Stoller), 1 absent (Ken Alpern)

**4. Public Comment & Announcements** - for items not on the agenda (max 1 min each unless waived by the Chair)

Kalani Whittington: Logged ticket with 311 regarding Venice median brush. Lines haven't been painted on Venice, Washington & Culver – don't know what lane are driving in.

Noam Karl: Should have zoning changes allowing higher density in some areas. Allow a few strategically chosen blocks.

Brent: Lives at Sawtelle and Tabor; now parking not allowed for anyone not living on Tabor.

Terry: Lives on Inglewood Blvd; wants to know what's being done about all the people living on the sidewalk in his neighborhood.

**5. Community Memorial Observations**

Remembrance by Sherri Akers

Paul Herzog passed away this week after a brief illness. Paul was a tremendous influence for our Green Committee, the Mar Vista Green Garden Showcase and our overall focus on sustainability. He was a frequent presence on the tour and at the Green Tent and a much treasured resource on questions related to best practices for an ocean friendly garden.

**6. Venice Boulevard Great Street**

a. ~~Vision Zero~~ Department of Transportation (DOT) presentation (15 minutes) – Matt Gale

Venice was identified as a Great Street in June, 2014. Mayor Garcetti and CD11 Councilmember Mike Bonin did door-to-door neighborhood canvas in Mar Vista to over 400 homes. There were workshops at the Farmers' Market to identify what Great Street could look like; visioning ideas were brought up. Took outreach on the road to six different locations, different dates; some posters were up for weeks at a time. Results: 8 priorities, including protected bike lanes and community gathering place.

Vision Zero: everybody should be able to move through our streets safely. Speed kills – at 40 MPH, 10% survival rate for collisions. Half of people killed in collisions are people walking or biking. 6% of city streets account for 65% of severe and fatal traffic collisions involving people who are walking; Venice Blvd. is one of these streets. This plus community input led to design principle of improving safety for all: Bulk of funding went to crosswalks.

Design based on data. Brought design concepts to community in April 2015. Demonstrated what design could physically look like at Make It Mar Vista 2015. Collected data, benchmarking of before statistics. Has data to demonstrate safety improvement,

DOT is committed to 1, 3 & 6 month data gathering and analysis. Holding open house July 22 at Windward School. Coordinating closely with Fire Dept. and Dept. on Disability. Considering adjustments on daily/hourly basis. Design doesn't have any negative effect on evacuation.

b. Mike Bonin presentation (10 minutes)

Thank you to those who came, the board, a special thank you to Damien for his plea for civility. Before Great Streets, heard from parents who didn't feel safe for children crossing the street, seniors don't feel safe. Began several months of extensive outreach; it gave us a roadmap. Installed series of murals, upgraded bus shelters, smoothed some of sidewalks. #1 request: Wanted to be safe and feel safe so could be vital center for their neighborhood. There was clear intent to slow speeds going through neighborhood.

Evaluating pilot program using data as well as the way people experience the boulevard, getting feedback, and listening. Has heard conflicting things. Has heard all the voices. Uses the street – walking, biking driving – multiple times every week. People he encounters on the street – walking, in restaurants – say they love it. Need to think of what is in the interest of Mar Vista tomorrow, five years from now, 10 years from now. Are many more young families. Must ask, “What investments and choices do we need to make for next generations?”

c. **Policy Motions** Public comment permitted, 1 min per speaker unless waived by the Chair).

Public Comment

Bill Pope: In favor of having downtown but not at expense of commuters. Real problem is giving our streets away to developers.

Kurt Gary: MV resident. Pro reconfiguration: too many cars.

Greg Beytin: Bike commuter, hit twice. Thank you DOT. Need to reduce number of cars, future is going to be different.

Patricia Byvoet: Bikes 6 time week from Metro station to Beethoven. Encourages sticking to pilot for a year. Is an urban planner from Amsterdam.

Gina Sommo: Venice Blvd Stakeholder. Purpose of Board is to be advocate for community. There's broad community agreement that lanes must be restored immediately.

Nick Burns: Advocates for more housing in Mar Vista. Excited about Great Streets project – it's about creating spaces that facilitate community interaction.

Laura Minzenberg: Increased commute times are not trivial. There's impact on air quality, particulate matter.

Glen: Whitney: Every trip that you decide to bike instead of drive is one less car trip. Everything that increases bike safety increases biking. Bikers have a right to use the roads in a safe environment.

Audrey Stimson: Uses Venice Blvd to commute. Sees pilot as future. This is progress. Slowdown is good thing.

Rachael Horn. Biker. Thank you for considering bikers and pedestrians as well as motorized vehicles. Will continue the conversation July 29 at Bikerowave.

Madelaine Kolisnyk: With the changes, bikers getting hit more, business hurting, people can't get to work on time.

Sheri Odere: Lane reduction has infuriated drivers, not calmed traffic. People using cut through neighborhood streets not meant for this traffic.

Glen Berkovitz: Likes protected bike lane, but not lane reduction. Don't need to eliminate lane for Mar Vista to blossom

Dennis Mogermah: Would be in favor if bike lane went somewhere – would be nice if it went to beach. It's a dozen short blocks of inconvenience. Not in favor.

Garrett O'Neal: There was existing bike lane. Idea that this doesn't impact tsunami evacuation is preposterous.

Ken Marek: Encourages board to vote for lane restoration. If lanes not quickly restored, will lead to recall election.

Ingrid Boon: Lane reductionas really impacts local traffic. Ironic that project name is Vision Zero.

Azad Autrgh?: Need to start somewhere, think about future.

Lauren Teplin: Bike commuter. Was hit by car on Venice. Finally feel it's safe enough to return to street. It's necessary to take action when people are getting hurt.

Tia Tuenge: Likes the change. Her kids feel safer. Likes hanging out at the coffee shop more now -- quieter. Have had cut-thru traffic forever.

Aaron Elster: Doesn't understand why project took place -- there was a bike lane before. Rides bike all the time, this seems more dangerous.

Marilyn Zweifach. As senior citizen is excited to see community gathering place in her neighborhood as she ages in place. Traffic is toxic, need to make change. Auto culture is unsustainable.

Andrew Parks. Is senior citizen and a bike rider. Against the lane closure. Problem is public transportation. At the 450, things even out.

Laura Smith: 82% of business on Venice are opposed to lane reduction., 9% neutral, 9% in favor. Please restore traffic lanes.

Robi Abonoor: Venice was such an uninviting place before the protected bike lanes.

Chantal de Renesse: Mixed feelings. It's much less safe for bicyclists when turn right from Wade. Loves the crosswalks.

Anastasia Bacigalupo: Works at Venice and Beethoven. Feels safer now riding bike to work, Work is with/for people with disabilities; everyone feels more comfortable walking around Mar Vista. Great step forward for community.

Tatjana Luethi: In favor of protected lanes. Advocate for seniors, important to make safer for walkers.

Miquel Femmings: Cyclist -- has had close calls on this stretch of Venice. Strongly encourages allowing pilot program to do its job.

Eames Demetrios: In favor of improvement. It's a fantasy that going back to Venice as was is the solution. Need to engage in process of making city better. Need new solutions.

Jean Knotts: Need compromise. Get rid of medians and give back lane. 3<sup>rd</sup> lane is evacuation route, lane reduction creating safety hazard on surrounding streets.

Vincent Hartung: Works closely with Public Safety (police & fire). Huge bottleneck -- can't get thru. Has seen police use bike lane.

Gila Standring. Avoids Venice now, no longer goes to businesses. Doesn't understand the logic behind this.

Scott Sing: On my bike I am traffic too, one less car taking up streets. Works in bike shop -- people say they're afraid to ride on streets.

Christine Nichols: Has gallery on Venice, foot traffic has dropped. Come up with more workable solution for businesses.

MJ Grogan: Not feasible for everyone to bike to work.

Lyndsay Nolan: sStrongly supports project. Allow DOT to complete full evaluation.

Gary Kavanagh: 20<sup>th</sup> century Auto Action pPan, is failure. Hopes this project is start of things to come.

Anna Martin. Owns bike shop on Venice. Business has gone down but is in favor of project. Safer. Let project stay course for at least a year.

Ray Ramos: In old days politician would talk about relieving traffic. Now we need to figure out how to avoid area. It's a weird parking configuration.

Don Ward: This project is a safety project; reduces traffic deaths, but makes commutes take longer. Supports.

?: Thankful for project. Will take time to adjust.

Carrie Creighton: Commutes to Mar Vista from Manhattan Beach. DOT data points don't take into consideration that schools are closed now. Auto culture won't change unless we have alternatives.

Eric Bruins: Need to give chance to work, get the data.

Madeline Brozen: Was too scary to travel on Venice before this project. Street is safer, quieter.

Damian Kevitt: Lost right leg while cycling. Would still have it if there was protected bike lane. Give it time to get data and evaluate.

Dave Sumpton: Doesn't trust DOT's data.

Chris Cerbo: Not against Great Streets or Vision Zero: against solutions that don't take into account all users. Against this project, not safe.

Tamara Kaiser: Very little ability to give feedback to our elected people. How are people with kids supposed to get around on bikes? Against project.

Amanda Meza: Excellent project. These types of projects are necessary for every to enjoy our great city. Let pilot continue.

Dorie Leo: Against project. Many bikers don't stop at stop lights/signs.

Jennifer Rafeedre: Places where did samples aren't places those against the project would go. Bad data

Selena Inouye: 2305 stakeholders have gone to Change.com and given a big thumbs down.

Jordanna Thigpen: Opposed – not safe. Was once hit by car and in comma but still opposed.

Katie Lemmon: Supports changes.

Terrence Houston: Had no idea Mar Vista had downtown before this project.

?: Reduce speed limit on Venice Blvd.

Kent Strumpell: Only asking for minority part of boulevard to improve mobility for everybody.

Rett Bryson: Bonin is twisting facts, this is overreach. Need to restore lanes.

Steve Cohen: Can't use bike to commute. This plan is unsafe – only safe if look at all of Venice Blvd. – idea is good, execution is wrong.

Sheila Ginsberg: Has ruined her neighborhood. Feels unsafe to drive car.

Kim Cheselka: Feels safer. Just need to give time to get used to.

Emilia Crotty: Evaluation is important - critical component of any project.

Erik Sharlow: Great idea. Feels so much safer when on Venice. People are in much better mood at Art Walk.

Gerhard Mayer: Best looking boulevard in all of Venice. This has worked out everywhere, will work out here.

Robin Olson: Soaptopia will not renew lease, business down.

Alexander Hirsch: EMT, has seen first hand injuries that happen.

Amy Schoenbaum: Rides bike, hates new configuration.

Lenore French: Happy all agree that safety is most important thing.

Karam Whittington: In 2015, people weren't paying attention to wider bike lane.

Spencer Sims: Thank you for doing this.

Monique Lopez: At least 5 families would like their loved ones back. Can potentially save 16 people from being injured each year.

Mark Mallore: Commuter. Need solution for 8-10, 4-7. Supports project.

Roy Persinko: When did Venice & Centinela ever move well?

Sima Sherman: Not enough preliminary research was done. Need to have reliable alternative transit in place before take away lanes.

Raymond Massa: Bike commutes 20 miles. Gave up car in 2010. This has improved his daily life.

Melody Wu: Lowering speed limit will not improve safety. Against restoring lanes.

?: Concern is all the other streets. Bad data in, bad data out.

Marcia Hanscom: Supports pilot project.

Gayle Woods: Saw ambulance blocked. Took 7 minutes to go one block.

Terry Rango: LA lives on 4 tires.

Lee Sugich: Not safe.

Samantha West: Optimistic to see what will happen when data come in.

Joe Connolly: Has stopped 5 people from getting hit since pilot put in.

Margot Griswold: Wasn't aware of outreach. Thinks project is great.

Megan Viro: Not a driver. The city is changing, you all need to figure it out.

Lily Brown: Walk, drives, bikes – lane reduction is only adding a minute or two Supports letting pilot run through.

Andrew Pasillas: Strong support. Must be time for thorough evaluation.

Michael Brodsky: Grandfather was hit and killed in crosswalk. Supports anything that will stop people from speeding.

?: Encouraging density while taking away lanes. Against lane reduction.

Justin Levine. If banned all cars, pedestrian deaths would go to zero. Against lane reduction.

Gina Peterman: Less safe.

Brooke Eaton: Concerned about 1<sup>st</sup> responders. Doesn't believe DOT is considering this.

Nate Wine: Never felt safe for self and for kids to bike. Feels safer now.

Cary Gordon: Supports program with reservations. If want to get to Vision Zero need traffic enforcement.

Yolanda Martinez: Bicyclists should be taking test like drivers. Against lane reduction..

?: Doesn't trust data. Takes 30-40 minutes longer. Messed up parking situation.

Joni Yung: All for anything that can make streets safer.

Dave Peterson: Proper process not followed.

Eva Green: Venice being impacted. Should all be good neighbors, don't just consider Mar Vista.

Jeff Mee: Stick to pilot, project has been great for him and child.

April Peterson: Did the survey. Didn't think would take lane away.

Pat Smith: Has hurt True Value Hardware, business, down 4%.

John Russo: Experiment gone wrong -- need to stop and reconsider.

Jeanne Kuntz: In any city that doesn't plan for real future, streets will become parking lot.

Jordan Fraade: Pro Vision Zero. Urge vote against turning Venice back into speedway. It's a pilot project, let's try something different for a little while.

Sara Guzman: We all want safety but this is mistake.

Demetrios M: Businesses are struggling. Must be better way to get to solution that works for everybody.

Tristan Graves: Traffic needs to be slowed down. Practice mindfulness and you'll be good.

Natalie Farnham: Supports. This has worked in other communities.

Gabriel Hill :Supports project. What side of history do you want to be on? Keep project.

Anna : Great Streets is bringing community together. Takes time to get it right, don't take away.

?: Cars shouldn't have to go into neighborhoods. Parking system is insane.

John Green: Wife has been hit twice by car while biking. Please see this thru.

Martin Rubin: would like to know how response time of emergency vehicles could be improved

Nancy Brown: Venice has always been busy, now diverts traffic to everywhere else.

Wayne: Venice Blvd. has always been this way.

#### Board Discussion

Greg Tedesco: Would like to see project go forward and get data. Begs our patience, let's go forward for year and see if can make work.

Damien Newton: Supports director motion. Need to address emergency vehicles. Explore if can use Metro fund to help local businesses

Ken Alpern: See Addendum B.

Michelle Krupkin: Most concerned about emergency vehicle and ADA access. Won't be Great Street with empty businesses.

Melissa Stoller: I've heard safety concerns from those who support restoring lanes immediately and those who support letting project run course. Can't have Great Street and 6-lane high-speed highway. I support letting pilot continue – need data. Our community – and others -- need a place gather.

Rob Kadota: Has great hope for Great Street. Has enormous potential.

Holly Tilson: Zone 6 has been severely impacted. Idea is great but creating a bottleneck isn't going to fix anything.

Robin Doyno: Don't stop in middle, wait and see.

Sherri Akers: Not voting on whether lanes should be restored, but whether should be restored now. Need data.

Susan Klos: Project needs more time.

Paola Cervantes: We need to collect more data. Look at possibly of narrowing median, reducing speed limit. Stopping pilot now now is not solution,

i. **Restoration of 3<sup>rd</sup> Lane on Venice Boulevard** (submitted by stakeholder petition)

WHEREAS, the Venice Boulevard "Great Street" program has recently been implemented, including several changes to the roadway between Beethoven Avenue and Inglewood Boulevard, and

WHEREAS, the changes include removing one traffic lane in each direction to accommodate a buffer zone for on-street passenger loading of parked vehicles (rather than from the sidewalk) and widening of the bicycle lane, and

WHEREAS, Council District 11 circulated surveys to a very small minority of the community (approximately 450 total surveys, many to students who don't drive) and extrapolated "community-driven" support for many elements of the "Great Street", yet the surveys did not specifically ask the community about the lane reduction element of the program or obtain feedback from the vast majority of those who use Venice Boulevard on a daily basis, and

WHEREAS, the lane reductions have caused significant daily traffic jams, increased cut-through traffic on surrounding residential streets, increased traffic jams on alternate streets throughout the greater Mar Vista area, and increased pollution from idling vehicles, and

WHEREAS, the increased traffic on Mar Vista roadways has had an adverse impact on emergency response times of Fire and Police Department, and

WHEREAS, a grassroots movement of community members has emerged in recent weeks, and have obtained over 1900 electronic signatures asking for the return of the old three traffic lane in each direction configuration, and

WHEREAS, Council District 11 has communicated that the roadway changes consist of a pilot program, using inexpensive temporary materials, and that the City would keep what the community loves and remove what the community does not want,

THEREFORE, Mar Vista Community Council moves to advise Council District 11 to: 1) immediately reverse the lane reduction and return Venice Boulevard to the long established six lane configuration, and 2) further urges the City of Los Angeles Department of Transportation and Council District 11 to provide online access to any and all traffic studies done in advance of the commencement of the lane closures, as well as online access to any and all traffic studies performed after implementation of the Great Street program.

Motion presentation by Ken Merek: Bringing same motion as passed by large margin at Great Streets Ad Hoc Committee meeting; was some question as to whether committee could vote on the motion,

Motion not carried: 3 ayes, 8 nays, 0 abstentions.

ii. **Continuation of Venice Boulevard Pilot Project** (directors motion submitted by Ken Alpern and Sherri Akers)

WHEREAS, the Venice Boulevard "Great Street" pilot project has recently been implemented, including several changes to the roadway between Beethoven Avenue and Inglewood Boulevard, and including the removal of one traffic lane in each direction to accommodate a buffer zone for on-street passenger loading of parked vehicles (rather than from the sidewalk) and the creation of a buffered bicycle lane

WHEREAS, Members of the community have expressed concern about traffic jams, increased cut-through traffic on surrounding residential streets, increased traffic jams on alternate streets throughout the greater Mar Vista area, and increased pollution from idling vehicles, and

WHEREAS, community members have expressed concern about adverse impact on emergency response times of Fire and Police Department,

WHEREAS, community members have expressed concern that the new on-street loading area does not provide convenient sidewalk access for disabled persons and may expose the City to the risk of litigation based upon the American's With Disabilities (ADA) Act,

WHEREAS, MVCC has previously passed this motion in support of Vision Zero and is committed to making any needed changes to support this commitment -

WHEREAS, Vision Zero is an international movement to eliminate traffic deaths, based on the philosophy that each death is both unacceptable and preventable. Originating in Sweden, Vision Zero has since been adopted in many cities throughout the United States;

WHEREAS, every year, more than 200 people are killed while trying to move throughout the City of Los Angeles. Nearly half the people killed on City streets are those who were walking or bicycling, and an alarming number of them are children and older adults;

WHEREAS, Vision Zero Los Angeles is the City's commitment to eliminate all traffic deaths by 2025. As directed by Mayor Garcetti, this citywide effort brings together transportation engineers, police officers, advocates, and policymakers to work together towards creating safer streets. Its focus will be protecting our most vulnerable road users, including children, older adults, and people walking and bicycling; and WHEREAS, in January 2017, the City released its Vision Zero Action Plan (<https://www.joomag.com/magazine/vision-zero-action-plan-2017/0893807001485436685?short>), to identify actions and strategies to implement Vision Zero Los Angeles.

NOW, THEREFORE, the Mar Vista Community Council supports the City's Vision Zero initiative, and the implementation of an action plan.

WHEREAS, a grassroots movement of community members has obtained over 1450 electronic signatures asking for the return of the old three traffic lane in each direction configuration, the Mar Vista Community Council hereby additionally requests the following -

- The MVCC requests that the LAPD and LAFD submit data on response times and incident rates for before and after the changes and track same by month. MVCC also requests the same data on streets in LA where this same configuration was implemented.
- The MVCC requests an evaluation be done by an ADA consultant
- The MVCC requests that the buffered bike lane be evaluated for safety by established bicycle safety advocacy groups like League of American Bicyclists ([www.bikeleague.org](http://www.bikeleague.org)), American Bicycling Education Association (<https://abea.bike>) or other organizations similar in focus and expertise.
- That the City of Los Angeles posts all related survey results, traffic studies, and community impact reports online for this pilot project and others previously implemented
- That the city of Los Angeles provide data available on cut through traffic on neighborhood streets that is available through the agreement with Waze.
- That MVCC be provided with a breakdown of all petitions showing a breakdown of signatures indicating the number of signatures by zip code or community of residence.

- That MVCC be provided with the data to date on the survey created by CD11 and updated on a regular basis.
- That MVCC be provided with the LADOT data collected on the Los Angeles City streets where this configuration has been previously implemented.

NOW, THEREFORE, BE IT RESOLVED that by the adoption of this Resolution, the Mar Vista Community Council hereby urges the City of Los Angeles and grass roots community organizations to provide the needed information promptly with a planned reassessment six months from this date.

**Motion presentation**

Ken Alpern: Need to focus on Vision Zero. Recommending take stakeholder concerns and assess situation rather than take immediate action without information.

Sherri Akers: This is not a vote to retain the lane reduction, but a vote to gather and analyze data.

Motion to approve by Sherri Akers, 2<sup>nd</sup> by Ken Alpern. Motion carried: 10 ayes, 1 nay, 0 abstentions.

7. **Elected Officials and City Department Reports** (max 1 min. each unless waived by the Chair)
  - a. Mar Vista Recreation Center – Director [Caroline.Lammers@lacity.org](mailto:Caroline.Lammers@lacity.org)
  - b. [CD 5](#) – Councilmember Paul Koretz, rep by [joseph.galloway@lacity.org](mailto:joseph.galloway@lacity.org)
  - c. [CD 11](#) – Councilmember Mike Bonin, rep. by Field Deputy [Len.Nguyen@lacity.org](mailto:Len.Nguyen@lacity.org)
  - d. [LA City Board of Public Works](#) - Liaison to CD 2, 5, 11, Commissioner [joel.jacinto@lacity.org](mailto:joel.jacinto@lacity.org)
  - e. [Mayor of Los Angeles](#) – Eric Garcetti, rep. by [Daniel.tamm@lacity.org](mailto:Daniel.tamm@lacity.org)
  - f. [2<sup>nd</sup> Dist. L. A. County Board of Supervisors](#) - Supervisor Mark Ridley Thomas, rep. by [Karly.Katona@bos.lacounty.gov](mailto:Karly.Katona@bos.lacounty.gov)
  - g. [CA Assembly 54](#) - Assembly Member Sebastian Ridley-Thomas, rep by Brian Ross Adams [Brian.adams@asm.ca.gov](mailto:Brian.adams@asm.ca.gov)
  - h. [CA Assembly 62](#) - Assembly Member Autumn Burke, rep by District Director [Robert.Pullen-Miles@asm.ca.gov](mailto:Robert.Pullen-Miles@asm.ca.gov)
  - i. [US 33](#)– Ted Lieu, rep. by [joey.apodaca@mail.house.gov](mailto:joey.apodaca@mail.house.gov)
  - j. [US 37](#) - Karen Bass, rep by District Director Maral V. Karaccusian [maral@mail.house.gov](mailto:maral@mail.house.gov)
  - k. Department of Neighborhood Empowerment (DONE), rep by [jasmine.elbarbary@lacity.org](mailto:jasmine.elbarbary@lacity.org)
8. **Liaison Reports** (Public comment permitted; 1min per speaker)
  - a. [Mar Vista Bi Monthly LADOT/CD11/LAPD Traffic Committee](#): Linda Guagliano [lindaguag@netzero.net](mailto:lindaguag@netzero.net)
  - b. [DWP MOU](#): Chuck Ray
  - c. [LANCC](#): open
  - d. [One Water LA](#): Christopher McKinnon
  - e. [WRAC](#): Rob Kadota
  - f. WRAC LUPC: Sharon Commins
  - g. [City Budget Advocates](#): Holly Tilson
  - h. [Recode LA](#): Sharon Commins
  - i. [Animal Services](#): Tom Ponton
  - j. [Fall Festival](#): Albert Olson
  - k. [Friends of Historic FS 62](#): Albert Olson
  - l. Mar Vista Celebrates 90: Open
  - m. [Mar Vista Chamber of Commerce](#): Sarah Auerswald
9. **Officer Reports** (Action items included with public comment permitted; 1min per speaker)
  - a. Chair - Sarah Auerswald
  - b. First Vice Chair – Rob Kadota
  - c. Second Vice Chair – Sherri Akers



- d. Secretary – Melissa Stoller
  - e. Treasurer – Holly Tilson
    - i. Report on current financial status
      - June bank statement
      - Fiscal Year 2016-17 close-out

City books are closed. Must approve a budget in order to use our bank account.
    - ii. **APPROVAL** of June Monthly Expense Report (MER)
 

Motion to approve by Holly Tilson, 2<sup>nd</sup> by Sherri. Akers Motion carried unanimously.
10. **Committee Reports:** (may include motions to refer committee where desirable; public comment permitted)
- a. **Green Committee** – Melissa Stoller, Jeanne Kuntz & Sherri Akers, Co-chairs
  - b. **Elections and By-laws Committee** - Rob Kadota, Chair; Holly Tilson, Vice-chair
  - c. **Community Outreach Committee** – Sarah Auerswald, Chair
  - d. **Committee on Public Safety** – Bill Koontz, Chair; Elliot Hanna, Vice-chair
  - e. **Great Streets Ad Hoc Committee** – Michelle Krupkin & Greg Tedesco, Co-chairs
  - f. **Aging in Place** - Sherri Akers, Tatjana Luethi & Birgitta Kastenbaum, Co-chairs
  - g. **Homeless Solutions Ad Hoc Committee** – Robin Doyno & Susan Klos, Co-chairs, Joe Cuanan, Vice-chair
  - h. **Website Ad Hoc Committee** – Sarah Auerswald, Chair
  - i. **Planning and Land Use Management Committee** – Damien Newton, Chair; Michael Millman & Latrice Williams, Vice-chairs
  - j. **Transportation & Infrastructure Committee** – Ken Alpern, Chair; Michelle Krupkin, Vice-chair
  - k. **Bike Mar Vista** - Mitchell Rishe, Chair
  - l. **Education, Arts and Culture Committee** –Robin Doyno & Paola Cervantes, Co- chairs; Lenore French, Vice-chairs
  - m. **Airport Committee** – Holly Tilson & Martin Rubin, Co-chairs
  - n. **Recreation Open Space Enhancement Committee** – Jerry Hornof & Tom Ponton, Co-chairs
  - o. **Historic FS 62 Ad Hoc Committee** – Rachel Swanger & Roy Persinko, Co-chairs
11. **Zone Director Reports** – (may include motions to refer action items to the appropriate MVCC committee where desirable; public comment permitted)
- a. Zone 1 – Ken Alpern
  - b. Zone 2 – Damien Newton
  - c. Zone 3 – Melissa Stoller
  - d. Zone 4 – Greg Tedesco
  - e. Zone 5 – Michelle Krupkin
  - f. Zone 6 – Holly Tilson
12. **New Business** - Action items, which may include motions to refer items to the appropriate MVCC committee where desirable; Public comment permitted, 1 min per speaker unless waived by the Chair). Items may be received and filed by consent if no discussion or public comment.

**CONSENT CALENDAR:** Directors may request removal of any item from the consent calendar. MVCC approves Items 12.a-n on consent.

Removal of items from consent calendar:

12.j-l by Ken Alpern

12.i by Holly Tilson

12.n by Damien Newton

Motion to approve-12..a-I, 12.m on consent by Sarah Auerswald, 2<sup>nd</sup> by Michelle Krupkin. Motion carried unanimously.

- a. **ADMINISTRATIVE MOTION:** LANCC Liaison  
MVCC approves the appointment of Chuck Ray as LANCC Liaison.  
Approved on consent.
- b. **FUNDING MOTION:** 2017-18 Budget (submitted by Executive & Finance Committee)  
MVCC approves the Fiscal Year 2017-18 budget (Addendum A).  
Approved on consent.
- c. **FUNDING MOTION:** Melissa Stoller reimbursement (submitted by Executive & Finance Committee)  
MVCC approves the reimbursement of Director Melissa Stoller for Mailchimp fees not to exceed \$100.  
Approved on consent.
- d. **FUNDING MOTION:** Windward School Meeting Space (submitted by Executive & Finance Committee)  
MVCC authorizes the payment of \$5 for annual use of Windward school facilities for meeting space.  
Approved on consent.
- e. **FUNDING MOTION:** T&I Meeting Materials Printing (submitted by Executive & Finance Committee)  
MVCC approves the payment to Copyland for printing of extra copies of agendas and minutes for the June Transportation & Infrastructure Committee meeting, up to \$100.  
Approved on consent.
- f. **FUNDING MOTION:** Board Retreat (submitted by Executive & Finance Committee)  
MVCC authorizes the expenditure of up to \$150 for the July 15<sup>th</sup> Board Retreat: \$75 to St. Bede's for room rental and up to \$75 for refreshments.  
Approved on consent.
- g. **FUNDING MOTION:** MailChimp (submitted by Executive & Finance Committee)  
MVCC authorizes MailChimp to charge the MVCC credit card for monthly charges for email service (up to \$50/month for 2017-18) and set up the credit card on the account.  
Approved on consent.
- h, **FUNDING MOTION:** Venice Alley Paving (submitted by Transportation and Infrastructure Committee)  
Whereas, the MVCC Supports a vibrant and safe commercial corridor for the businesses and customers of Venice Blvd., and  
Whereas, the MVCC supports a Matching Budgetary Motion of up to \$5000 in the 2017-8 MVCC budget for repairing the alleys on the northern side of Venice Blvd. to best serve that commercial corridor, and \$2500 for repairing alleys on the southern side of Venice Blvd.  
Therefore MVCC requests that the CD11 allot any available funding towards a contractor to replace and/or repair any significant portions of the alleys immediately paralleling the northern side of Venice Blvd.  
Approved on consent.
- i. **FUNDING MOTION:** Green Garden Showcase (submitted by Green Committee)  
MVCC approves the expenditure of up to \$4000 for 2018 Mar Vista Green Garden Showcase supplies, marketing and education.  
Motion to approve by Sherri, 2<sup>nd</sup> by Melissa. Unanimously.  
Approved on consent.
- j. **POLICY MOTION:** Installation of Modern Bus Shelters at Venice/Centinela and National/Sepulveda (submitted by Transportation & Infrastructure Committee)

WHEREAS, the MVCC has always been in favor of enhancing commuter mobility and quality of life for commuters utilizing all modes of transportation, and

WHEREAS, the MVCC has always supported the rights of bus and other transit commuters to access mass/rapid transit in shelters providing shelter, comfort, and--ideally--LED signage and other amenities to serve the needs of commuters to know when upcoming buses are arriving utilizing the best of modern technologies,

Therefore, the MVCC supports installation of a modern bus shelter at the northwest corner of Venice/Centinela, with protection from the elements and all installable modern amenities, such as LED signage of future bus arrivals powered by solar paneling, to be included if at all possible, and to be supported logistically and financially the Outfront/JCDecaux Street Furniture, the Los Angeles CD11 office, and the MVCC, and

Therefore, the MVCC supports installation of a modern bus shelter at the southwest and southeast corners of National/Sepulveda, with protection from the elements and all installable modern amenities, such as LED signage of future bus arrivals powered by solar paneling, to be included if at all possible, and to be supported logistically and financially the Outfront/JCDecaux Street Furniture, the Los Angeles CD11 office, and the MVCC.

Motion to approve by Ken Alpern, 2<sup>nd</sup> by Michelle Krupkin.

Discussion:

Ken Alpern: No budgetary impact, paid for by advertising. Outfront/JCDecaux are ready to go forward.

Motion carried unanimously.

- k. **POLICY MOTION:** Update on Stormwater Treatment System at Mar Vista Park (submitted by Transportation & Infrastructure Committee)

Whereas, the Mar Vista Community Council (MVCC) has always supported infrastructure and environmental efforts to promote clean and reclaimed storm and other water runoff both locally and regionally, and

Whereas, the MVCC was, and still is, strongly in support of the water reclamation project adjacent to Mar Vista Park to be used to disinfect stormwater for park landscape irrigation, and which was paid for by \$4.5 million in City and State funds

Whereas, the MVCC has learned that some significant questions remain unanswered as to the functionality of the water reclamation system for Mar Vista Park,

Therefore, the MVCC expresses strong concerns as to the functionality of the water reclamation system, as well as to the appropriate use of City and State funds and other resources, and when any necessary repairs or improvements will occur, and

Therefore, the MVCC calls for immediate updates and presentations by the L.A. Department of Water and Power, L.A. City Bureau of Sanitation and the L.A. Department of Public Works to the address these questions and concerns, as well as the functional status of the water reclamation project/system, to the MVCC Board of Directors, and to the greater stakeholder constituency of the Mar Vista Community Council.

Motion to approve by Ken Alpern, 2<sup>nd</sup> by Michelle Krupkin. Unanimously.

Discussion:

Ken Alpern: A lot of the water reclamation project is not working. State trying to grab 4-5 million back from city

Motion carried unanimously.

- l. **POLICY MOTION:** Traffic/Transit Studies to Improve Venice Great Streets Project (submitted by Transportation & Infrastructure Committee)

Whereas, the Mar Vista Community Council (MVCC) has always supported efforts to enhance mobility and smooth traffic flow for all modes of transportation in and adjacent to its boundaries, and

Whereas, the MVCC understands that a Great Streets Project on Venice Blvd. seeks to serve the needs of all of its constituents, and

Whereas, the MVCC strongly supports accurate and guiding data, independently-verified, to best serve the needs of commuters on or adjacent to Venice Blvd,

Therefore, the MVCC calls upon the LA Department of Transportation and Metro, working in conjunction with the CD11 office, to supply all appropriate data and/or traffic studies on both Venice Blvd. and adjacent/connecting major thoroughfares like Palms, Centinela, Washington Place, and Washington Blvd for both the morning and the afternoon/evening portions of the day, including rush hour and weekends, particularly before and after implementation of, and in prior years before, the CD 11 Pilot Program on Great Street Venice Blvd., and

Therefore, the MVCC calls upon Metro to work with CD11 to provide bus ridership numbers for Metro regular and Rapid Bus lines on Venice Blvd, particularly before and after the implementation of the CD 11 Pilot Program on Great Street Venice Blvd., and in prior years before, the Great Street Venice Blvd. Project, and

Therefore, the MVCC calls upon the CD11 Office, the L.A. Department of Transportation, and all appropriate City and Metro entities to establish MVCC Board of Directors-approved metrics and quarterly data updates on an ongoing basis.

Motion to approve by Michelle Krupkin, 2<sup>nd</sup> by Ken Alpern.

Motion carried unanimously.

- m. **POLICY MOTION:** Art Walk Support (Director motion submitted by Sarah Auerswald)

Whereas the Mar Vista Community Council has supported the Mar Vista Art Walk since March of 2016, and

Whereas Green Communications Initiative, Inc. is the organizer of the Mar Vista Art Walk, and Whereas the Mar Vista Art Walk and Green Communications Initiative, Inc. continue to provide beneficial events and services around local Arts, Artists and Environmentally-friendly pedestrian inducements to the community, and

Whereas the Mar Vista Art Walk continues to provide additional benefits to the local economy and small businesses, and

Whereas the Mar Vista Art Walk and Green Communications Initiative, Inc. seek to procure funds through appropriate arts grants and other sources of financial support to sustain them in perpetuity as an ongoing benefit to the community,

Therefore, the Mar Vista Community Council agrees to support the Mar Vista Art Walk and Green Communications Initiative, Inc. in their efforts to procure these funds.

Approved on consent.

- n. **POLICY MOTION:** City Sponsored Parking Study (Director motion submitted by Holly Tilson & Ken Alpern)

Whereas-AB744 offers any City the opportunity to use an arbitrary 0.5 parking spaces per bedroom for building projects, it also allows the use of an area-wide or jurisdiction-wide parking study to impose a higher vehicular parking ratio, and

Whereas, the City is using the arbitrary 0.5 parking space per bedroom requirement without any analysis of its impact on parking in the area, and

Whereas-Mar Vista is expecting future density and volume of multifamily housing,

Therefore, be it resolved-The Mar Vista Community Council strongly encourages and requests CD11 and the LA Mayor to authorize and perform a parking study, in cooperation with the MVCC and Mar Vista residents' organizations, as allowed under AB744 and exercise the city's due right to impose an objective standard for vehicular parking in any new development in Mar Vista.

#### Background Information

While researching various land use codes for an appeal of the 12444 Venice Blvd. project, we discovered that the City was using an arbitrary standard of 0.5 parking space per bedroom, citing a state law. Research showed that the same law allowed the city to do parking studies of an area to provide a more objective, locally-driven assessment of area parking before using the arbitrary 0.5 parking space per bedroom standard.

As this issue is of great interest due to potential land development in the area, we recommend the MVCC be proactive on the broad issue rather than reactive on a project by project basis.

Under Government Code, Section 65915(p)(7), chaptering AB 744:

(7) Notwithstanding paragraphs (2) and (3), if a city, county, city and county, or an independent consultant has conducted an area-wide or jurisdiction-wide parking study in the last seven years, then the city, county, or city and county may impose a higher vehicular parking ratio not to exceed the ratio described in paragraph (1), based upon substantial evidence found in the parking study, that includes, but is not limited to, an analysis of parking availability, differing levels of transit access, walkability access to transit services, the potential for shared parking, the effect of parking requirements on the cost of market-rate and subsidized developments, and the lower rates of car ownership for low- and very low income individuals, including seniors and special needs individuals. The city, county, or city and county shall pay the costs of any new study. The city, county, or city and county shall make findings, based on a parking study completed in conformity with this paragraph, supporting the need for the higher parking ratio.

Clearly, the intent of the state law is to permit local, independent parking studies to drive parking requirements and to impose an arbitrary standard (0.5 spaces per bedroom) when jurisdictions did not have such a study.

Dr. Howard Weisberg, PhD, conducted a limited but scientific study of parking near the 12444 Venice Blvd. project which projected that the 0.5 parking space per bedroom requirement would result in a spillover of 44 on-street parking spaces. That would exacerbate the already intolerable parking gridlock in the area (in this study on-street parking was already at 99.6%). The small sample study can provide a prototype for a larger, city-sponsored survey that could implement the locally driven requirements of AB 744, rather than the arbitrary standard.

The Planning Department has stated that we can expect more projects like 12444 Venice Blvd.. Therefore, a study of the facts, as permitted by the cited law, should be done and applied to other proposed and future development projects as it would help provide an opportunity for more amicable and reasoned discourse and decisions.

Motion to approve by Holly Tilson, 2<sup>nd</sup> by Ken Alpern.

Public Comment:

Howard Weisberg: State provides for this type of study. City planning shouldn't be done by people yelling at each other without facts.

Board discussion:

Ken Alpern: Parking is very expensive for developers. People want to build up. There is money that's supposed to go to more parking every year and it's sucked into general fund.

Holly Tilson: LA City lobbied against this. All cities have option of doing parking study, Los Angeles opted not to.

Motion carried unanimously.

13. **Grievances**, if any received

14. **Future agenda items**

15. **Public Comment**

16. **Adjournment**

Meeting adjourned at 9:58 P.M.

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\* **PUBLIC INPUT AT NEIGHBORHOOD COUNCIL MEETINGS** – The public is requested to fill out a "Speaker Card" to address the Board on any agenda item before the Board takes an action on an item. Comments from the public on agenda items will be heard only when the respective item is being considered. Comments from the public on other matters not appearing on the agenda that are within the Board's jurisdiction will be heard during the General Public Comment period. Please note that under the Brown Act, the Board is prevented from acting on a matter that you bring to its attention during the General Public Comment period; however, the issue raised by a member of the public may become the subject of a future Board meeting. Public comment is limited to 2 minutes per speaker, unless adjusted by the presiding officer of the Board.

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- \* **PUBLIC ACCESS OF RECORDS** – *In compliance with Government Code section 54957.5, non-exempt writings that are distributed to a majority or all of the board in advance of a meeting may be viewed at our website, <http://www.marvista.org>, or at the scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda, contact [secretary@marvista.org](mailto:secretary@marvista.org).*
- \* **RECONSIDERATION AND GRIEVANCE PROCESS** - *For information on MVCC's process for board action reconsideration, stakeholder grievance policy, or any other procedural matters related to this Council, please consult the MVCC Bylaws. The Bylaws are available at our Board meetings and our website, <http://www.marvista.org>.*

**ADDENDUM A: 2017-18 MVCC Budget**

Budget Category	Amount	Detail	TOTALS
<b>100 Operations</b>			
<b>Facilities and Space Rental</b>			
Farmers Market Space	1,200.00		
Storage	2,280.00	190 X 12	
PO Box	132.00		
Meeting space rental			
(Coffee Connection)	600.00	\$25 X 2 X 12	
(Windward)	5.00		
(St. Andrew's)	300.00	\$25 X 12	
<b>Equipment and Supplies</b>			
Meeting equipment	500.00	misc	
<b>Meeting supplies and printing</b>			
Printing	1,000.00	\$83 X 12	
<b>Board training and support</b>			
Business cards/name badges	250.00		
Board retreat	300.00		
<b>Website Hosting</b>	1,900.00	\$150 X 12 + \$33 x 3	
Extra Data Entry (as needed)	500.00		
<b>Mailchimp Email Service</b>	500.00	\$40 X 12	
		<b>OPERATIONS TOTAL</b>	<b>9,467</b>
<b>200 Outreach</b>			
<b>Advertising</b>			
Banners, signs, MVCC/event promotion	500.00		
Facebook ads	250.00		
<b>Newsletter</b>			
(Fall Festival)	4,000.00		
<b>MVCC Event expense</b>			
Block, parties (\$300 x 7)	1,500.00	\$300 X 5	
<b>Community Events</b>			
Fall Festival	10,000.00		
Winter Wonderland	1,000.00		
Art Walk	1,200.00	\$300 x 4	

Budget Category	Amount	Detail	TOTALS
Green Garden Showcase	4,000.00		
		<b>OUTREACH TOTAL</b>	<b>22,450</b>
<b>300 Community Improvement</b>			
Alley Repair seed money	5,000.00		
		<b>COMMUNITY IMPROVEMENT TOTAL</b>	<b>5,000</b>
<b>400 Neighborhood Purpose Grants</b>			
<b>500 Election</b>	5,000.00		
		<b>ELECTION TOTAL</b>	<b>5,000</b>
		<b>TOTAL TOTAL</b>	<b>41,917</b>



## **ADDENDUM B: Ken Alpern Comments**

### **We Need To Do Our Jobs**

(by Ken Alpern, MVCC Transportation/infrastructure Committee Co-Chair)

The Venice Blvd. issue will not go away, and neither will other related issues, such as infrastructure, mobility the environment, traffic, and planning. The MVCC, its committees, and its Board of Directors has fought for the Expo Line and for traffic impacts from overdevelopment for many years. We've had a history of doing our jobs rather well, and we need to continue them:

- 1) If we don't realize that Venice Blvd. has always been a secondary highway, akin to a freeway, then we're not doing our jobs.
- 2) If we don't realize that Venice Blvd. is very different from National Blvd. in its traffic capacity and purposing for car/bike/bus flow, then we're not doing our jobs.
- 3) If we don't adhere to the original "Downtown Mar Vista" concept of the MVCC, with Mar Vista being a place to go to and not just go through, then we're not doing our jobs.
- 4) If we don't protect the safety of bicyclists, then we're not doing our jobs.
- 5) If we don't value the mobility of car motorists, and their safety as well, on this major highway, then we're not doing our jobs.
- 6) If we don't create sufficient parking to access Mar Vista, then we're not doing our jobs.
- 7) If we don't propose already-dedicated City funds (currently being diverted to the General Fund) for parking structures to serve our commercial corridor, then we're not doing our jobs.
- 8) If we don't partner with a developer to create a development with a large parking structure to potentially eliminate the need for a parking lane, and enhance access to Downtown Mar Vista, then we're not doing our jobs.
- 9) If we don't recognize that traffic flow during the morning and evening rush hours, versus mid-day and late evening portions of the day, creates two entirely different mobility scenarios on Venice Blvd., then we're not doing our jobs.
- 10) If we're not considering alternative (and safe) routes for bicyclists during rush hour, and to further the intent of a Backbone Bikeway Network, then we're not doing our jobs.
- 11) If we're not distinguishing and recognizing the value and necessity of Type I and II Bikeways, then we're not doing our jobs.
- 12) If we ignore the financial and/or environmental and/or quality of life impacts of the greater Westside by significantly impacting car mobility on a major highway, then we're not doing our jobs.
- 13) If we don't encourage Rapid Bus access to and through Mar Vista for an "Expo Line to the Beach" bus route, then we're not doing our jobs.
- 14) If we don't establish a safe pedestrian/bicycle access to local restaurants, and search for new ways to encourage both short-term and long-term bicycle routes, then we're not doing our jobs.
- 15) If we let ANYONE, including ourselves, forget that Venice Blvd. is wide enough for restriping and median narrowing to create three car lanes AND a separated bicycle lane, then we're not doing our jobs.

**Let's Just Do Our Jobs!**