



Mar Vista Community Council



MAR VISTA COMMUNITY COUNCIL
Regular Meeting of the Board of Directors
Tuesday, August 12, 2014, at 7:00 PM
Mar Vista Recreation Center Auditorium
11430 Woodbine Street, Mar Vista, CA 90066

AGENDA

140812-BOD-AGENDA

1. **Call to Order and Welcome** – Chair (1 min.)
2. **Presentation of the Flag and Pledge of Allegiance** (1 min)
3. **Approval of June 2014 Minutes** (public comment permitted) (1 min)
4. **Public Comment & Announcements**--for items not on the agenda (max 1 min each unless waived by the Chair)
5. **Elected Officials and City Department Reports** (max 1 min. each unless waived by the Chair)
 - a. CD 11 – CM Mike Bonin, rep. by Field Deputy Len Nguyen
Len.Nguyen@lacity.org
 - b. Mar Vista Recreation Center – Jason Kitahara, Director
 - c. CD 5 – Paul Koretz, rep by Field Deputy Jeffrey Ebenstein,
jeffrey.ebenstein@lacity.org
 - d. US 36 – Janice Hahn
 - e. CA Assembly 54-Sebastian Ridley-Thomas, rep by Scott Malsin
scott.malsin@assembly.ca.gov
 - f. CA Senate 28 – Ted Lieu, rep. by Robert Pullen-Miles Robert.Pullen-Miles@sen.ca.gov
 - g. CA Assembly 47
 - h. CA Assembly 62
 - i. 2nd Dist. L. A. County Board Supervisor Mark Ridley Thomas, rep. by Karly Katona, Karly.Katona@bos.lacounty.gov
 - j. Mayor of Los Angeles – Eric Garcetti, rep. by Daniel Tamm
Daniel.tamm@lacity.org
6. **Officers and Liaison Reports** (Action items included with public comment permitted, 1 min per speaker)
 - a. Chair-Bill Koontz
 - i. Update on Ethics Training and compliance on by-laws
 - ii. Appoint representative for the annual budget day
 - iii. Special presentation
 - b. First Vice Chair-Mitchell Rische
 - c. Second Vice Chair-John Kuchta
 - d. Secretary-Bill Duckett
 - i. Update on Empower training and Board Retreat
 - e. Treasurer-William Scheduling: NOTE: All funding motions must conform to all Empower funding guidelines and must be funded and paid in fiscal year 2013-14 or they will expire. All NPG and CIG grants approved by the Mar Vista Community Council are restricted funds according to Department of Neighborhood Empowerment regulations and must be used for the exact purpose approved by the MVCC. All Neighborhood Council Funding reports are available online at <http://done.lacity.org/onlinefunding/ncfunding.aspx>
 - i. **APPROVAL** of July 2014 US Bank statement
 - ii. **APPROVAL** of July Funding Spreadsheet Form

- iii. **FUNDING MOTION: EXEC-FIN:** Motion to approve up to \$300 for MVCC ad in the Nwana newsletter.
 - iv. **FUNDING MOTION: EXEC-FIN:** Motion to approve funding for September 12, 2014 Nwana Talent Show.
 - f. Mar Vista Bi Monthly LADOT/CD11/LAPD Traffic Committee Liaison - Linda Guagliano
 - g. DWP MOU/LANCC Liaison-Open
 - h. DWP Recycled Water Liaison-Christopher McKinnon
www.ladwp.com/recycledwater
 - i. Fall Festival Liaison-Albert Olson/Yvette Molinaro
 - i. **MOTION-Director's request, Yvette Molinaro:**
"The Mar Vista Community Council would like to continue its support and sponsorship of the Mar Vista Community Fall Festival & Silent Auction by approving the allocation of up to and including the amount of \$4,000 to assist in funding the 2014 Mar Vista Community Fall Festival & Silent Auction. These funds will be used in their entirety to pay the City of Los Angeles Department of Recreation & Parks for permit fees that the City charges to use the Park on the day of the Festival, October 18, 2014, and printing costs for outreach materials."
 - j. City Budget: John Kuchta
- 7. **Zone Director Reports**--may include motions to refer action items to the appropriate MVCC committee where desirable; Public comment permitted)
- 8. **Committee Reports & Consent Calendar** - Action items included, 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
 - a. **Executive & Finance Committee**-Bill Koontz, Chair
 - i. Appointment of Sharon Commins as the ReCode LA Liaison
 - b. **GGs 2015 AD HOC COMMITTEE**- Shelley Wiseman & Christy Wilhelmi, Co-Chairs
 - c. **Recreation Open Space Enhancement Committee** – Jerry Hornof & Tom Ponton, Co-Chairs
 - d. **Green Committee** – Melissa Stoller, & Jeanne Kuntz, Co-Chairs
 - i. **MOTION-Greenhouse Gas Emissions:** The Mar Vista Community Council supports Councilmember Paul Koretz' climate crisis motion 14-0906 (*see Addendum 1*) to the LA City Council requesting that the City should pursue a Citywide greenhouse gas emissions reduction target of 80% below 1990 levels by 2050 and a Department of Water & Power greenhouse gas emissions reduction target of 80% below 1990 levels by 2030.
 - ii. **MOTION- Wildlife Corridor:** The Mar Vista Community Council supports CF 14-0518 (*see Addendum 2*), which instructs the Planning Department to prepare and present an ordinance to create a Wildlife Corridor in the eastern area of the Santa Monica Mountains (Hillside Ordinance zone).
 - e. **Transportation & Infrastructure Committee** – Ken Alpern & Mitchell Rishe, Co-Chairs
 - i. **MOTION—Overnight Parking Enforcement:** The MVCC strongly favors the following actions to be taken by the City of Los Angeles:
 - 1) Changing the wording of L.A. Municipal Code 85.2 to the following:
"...No person shall use a vehicle parked or standing upon any City street, or on any parking lot, owned by the City of Los Angeles and under the control of the City of Los Angeles or under the control of a Los Angeles County Department of Beaches and Harbors...as living quarters...either ~~overnight~~, day to day or otherwise...<add: to remain in a single location, or

within 500 yards of that same location, for a period greater than 36 hours.>>"

ii. **MOTION—Support of Century/Aviation and 96th/Aviation Station Alternative**

The MVCC supports the Metro Board-approved plan to have two airport-adjacent rail stations at both Century/Aviation and 96th/Aviation Street:

- 1) To fulfill the transportation, mobility and economic needs of the Century Blvd. corridor, and
- 2) To provide optimal future access via a LA World Airports People Mover rail line to both the Consolidated Rental Car Facility and the Central Airport Terminals

iii. **MOTION—Support of a Comprehensive Transit/Transportation Link to LAX:**

The MVCC supports a remote access plan to best connect LAX to the greater county and Southern California region which:

- 1) Relocates an upgraded LAX City Bus Center to either the future Intermodal Transit Facility at 96th/Airport or the future Metro Rail station at 96th/Aviation to best accommodate Westside and San Fernando Valley commuters
- 2) Explores, prioritizes and funds a South Bay Green Line Extension
- 3) Funds two Major Investment Studies for Green Line Extensions to both the Westside and the Norwalk Metrolink Station

iv. **MOTION—Support of a Pedestrian-Friendly People Mover/Central Airport Terminal Link**

The MVCC supports any comprehensive, pedestrian-friendly LAX plan that includes People Mover station location and design, as well as moving walkways, to best encourage convenient and rapid access from the future People Mover rail line for both pedestrians and the disabled

v. **MOTION—Venice Blvd. Refurbishment**

Whereas, Venice Boulevard was recently repaved by the California Department of Transportation (CalTrans) from Lincoln Boulevard to the 1-405 Freeway; AND

Whereas, other portions of Venice Boulevard in the Venice, Mar Vista, Palms, and SoRo communities is in a terrible state of disrepair, exacerbated by the Expo Line construction; AND

Whereas, the plants on the median have died due to a broken irrigation system;

Therefore, the MVCC strongly demands that the Los Angeles City Council and California Department of Transportation should take action to see that East-Bound and West-Bound Venice Boulevard be repaved from Lincoln Boulevard to Pacific Avenue and from the I-405 Freeway to Fairfax Avenue, and that the median be planted with California native plants and supported by an initial watering schedule or an installed low-flow irrigation system.

vi. **MOTION—Expo Line Parking and Connections:**

Whereas, the MVCC recognizes a need to provide parking at light rail and subway stations to maximize ridership; AND

Whereas, parking at the Culver City Station already exceeds capacity on most weekdays; AND

Whereas the impending opening of phase two of the Expo Line offers a unique opportunity to increase the use of public transportation;

Therefore, the MVCC strongly demands that the City of Los Angeles and Metro should work together to provide or create incentives leading to the provision of parking at or adjacent to all light rail stations.

vii. **MOTION—Park-and-Ride Options and Public Transportation:**

Whereas, MVCC recognizes that Park-and-Ride options with

convenient public transportation connection to light rail will only increase ridership and its benefits to the urban environment; Therefore, the MVCC strongly demands that the City of L.A. and Metro work together to provide or create incentives leading to the provision of off-site Park-and-Ride lots in the communities of Venice, Mar Vista, Palms, and SoRo, designed to geographically expand ridership reach for light rail and subway lines.

viii. **MOTION—LAFD Hiring – WRAC:**

The Mar Vista Community Council urges the City of Los Angeles to continue to adequately fund the recruitment, hiring, and training of new firefighters to bring the Los Angeles Fire Department back to full strength by FY 2019.

Supportive Facts and Findings: The strength of the LAFD is reduced by over 100 firefighters per year due to retirement, injury, or death. The Los Angeles Fire Department has not hired new firefighters since 2008, and the current force is stretched to a point that places both the health and the safety of Angelenos at risk. Furthermore, the reduced strength of the force contributes substantially to the LAFD's overtime budget to adequately staff each shift, especially on "red flag" days. The current evaluation and reconfiguration of LAFD recruitment and hiring practices should be completed without delay. The structural deficit in personnel cannot be easily overcome without a substantial effort placed on accelerated hiring to address the foreseeable and increasing shortfall in staffing. Hiring must occur at a faster rate than attrition to overcome the force's structural personnel deficit.

ix. **MOTION—Truck Activities – WRAC:**

Resolved: The Mar Vista Community Council supports the establishment of emergency measures to control excessive truck activities in the hillsides and surrounding areas, including the enforcement and monitoring of permits, haul routes, and truck staging areas on the Westside.

f. **Planning and Land Use Management Committee**-Steve Wallace & Michael Millman, Co-Chairs

i. **MOTION-SB1818 / RENT STABILIZATION ORDINANCE**

HOUSING INVENTORY - WRAC: MVCC requests the City Controller, The Department Of Housing, and the City Council to inventory all income restricted units built under SB 1818 and all Rent Stabilization Ordinance units and buildings that replace pre 1978 buildings and that said list of such income restricted and rent stabilization ordinance units be sorted by City Council District and by Neighborhood Council with separate reports provided for Rent Stabilization / SB1818 units.

ii. **MOTION- REQUIRE EARTHQUAKE FAULT ANALYSIS BY**

APPLICANT: WRAC: Whereas the 1972 Alquist-Priolo Earthquake Fault Zoning Act [California Public Resources Code §§2622 et. seq.] mandated faults to be mapped and state legislators banned construction across active earthquake faults after the Sylmar Quake

Whereas said State mapping has not been completed due to budget cuts and some 2,000 of California's 7,000 miles of faults have not yet been zoned

Whereas the building ban has not been enforced in unmapped areas

Whereas the failure to finish said fault mapping and enforce the ban constitutes a significant public health and safety hazard

Now therefore the WRAC calls upon the City to require a fault study by the project applicant/developer as a condition of submission of an entitlement application when the proposed project is within 1000 feet of a known fault line as mapped by the California Geological Survey's existing map of all 7,000 miles of faults, published in 2010, and to fully enforce the ban on construction in active earthquake zones.

- iii. **MOTION- MASTER PLANNED DEVELOPMENT ZONE 'MPD', CPC-2010-3315-CA:** Whereas the Master Planned Development Zone 'MPD', CPC-2010-3315-CA CEQA and ENV-2014-0361-CE, would permit various combinations of intense development, including 500 dwelling units and/or 500,000 sq ft of nonresidential floor area upon a 3 acre or greater area of properties assembled under one ownership, anywhere in the city,

whereas MPD SEC.12.04.10 E.1. Residential Uses and Density Bonus states the MPD would override underlying zoning densities in the A, R, and C zones by allowing density bonuses greater than 35%,

whereas the public hearing for the MPD zone was held at 1 PM downtown on Wednesday May 7, 2014,
whereas only four members of the public were in attendance to give testimony.

Therefore the Mar Vista Community Council wishes to express deep concern that the suggested MPD zone has not received adequate public input, scrutiny and discussion for a proposal which will have significant impacts upon the City's infrastructure and public services.

- iv. **MOTION- SIDEWALK VENDING-WRAC:** MVCC wishes to express deep concerns regarding the Chief Legislative Analyst report 14-05-0361, dated May 13, 2014, relative to various recommendations relating to the City's Street Vending Policy. MVCC believes the following issues must be resolved before any ordinance moves forward:

- Overlapping regulatory responsibility and possible gaps in enforcement requirements,
- Liability
- Trash Locations and /or zones where permitted
- Resources for permit compliance given the mobility aspects of these carts
- Allocation of scarce sidewalk space-other uses must be permitted to use the public right of way
- ADA compliance/obstruction of the public right of way
- noise
- odors
- hours of operation
- Sanitary conditions for food vendors-restrooms; hot water, etc.
- Impacts upon brick and mortar stores and JOBS—Business Improvement Districts s have to pay for services, and sidewalk vendors pay nothing. Sales Taxes are not necessarily collected

The MVCC further requests that neighborhoods be allowed to opt in to any proposed sidewalk vending ordinance as in the precedent set by the murals ordinance.

- v. **MOTION- STARBUCKS COFFEE AT 12404 VENICE BLVD. CASE # ZA-2014-1977-CU** – MVCC supports the Starbucks at Venice/Centinela application for extended opening hours 5am until midnight.

- vi. **MOTION- MOTION FOR LETTER OF SUPPORT FOR EXTENDED HOURS (UNTIL 2AM) FOR LOUIE'S OF MAR VISTA:** Whereas Louie's of Mar Vista has been in operation for over 1 year in the heart of Mar Vista without complaint of noise violation. Whereas the management has self-imposed the closing of the back exterior patio in the evenings as it abuts apartment buildings. Whereas the only noise emanating from the building in the evenings is from the front sidewalk seating area. Whereas the only neighbors in the neighboring blocks are businesses closed in the evenings.

Whereas Louie's has gone above and beyond in their efforts to be a good neighbor in the Mar Vista community.

Therefore be it resolved that the MVCC fully supports the efforts of Louie's of Mar Vista to have their hours of operation extended until 2am every night of the week.

- g. **Education, Arts and Culture Committee** – Brad Wilhite, chair Amy Lawrence and Sara Roos, Vice- Chairs
 - h. **Santa Monica Airport Committee** – Bill Duckett, chair Martin Rubin, Vice-Chair
 - i. **Safety and Security Committee** – Rob Kadota, Chair
 - j. **Historic FS 62 Ad Hoc Committee** – Rachel Swanger & Roy Persinko, Co-Chairs
 - k. **Community Outreach Committee** – Bill Duckett, Chair John Kuchta, Vice-Chair
 - l. **Elections and By-laws-** Bill Scheduling, chair
9. **Discussion Calendar**
10. **Unfinished Business** - Action items held over from previous meeting (Public comment permitted)
11. **New Business** -(Public comment permitted)
12. **Grievances**, if any, received
13. **Future agenda items**
14. **Adjournment**

**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 <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, please contact secretary@marvista.org.*

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Addendum 1

MOTION

Severe weather events, including drought, likely caused by a heating global climate, have afflicted people and cities around the world – costing hundreds of thousands of human lives and hundreds of billions of dollars annually. The Obama administration recently released the Third National Climate Assessment, which states that the warming of the planet, with human consumption of fossil fuels, will have severe consequences for every region of the United States.

“Risky Business,” a report on the climate change threats to the U.S. economy released by former U.S. Treasury Secretary Henry Paulson, ex-New York Mayor Michael Bloomberg and hedge-fund billionaire Tom Steyer, states that climate impacts could cost businesses billions of dollars.

The United Nations’ Intergovernmental Panel on Climate Change (IPCC) released its Fifth Assessment Report (2014) which addressed worldwide impacts of and vulnerabilities to climate change. According to *The New York Times*, the IPCC found that “decades of foot-dragging by political leaders had propelled humanity into a critical situation, with greenhouse emissions rising faster than ever,” and that, “Though it remains technically possible to keep planetary warming to a tolerable level, only an intensive push over the next 15 years to bring those emissions under control can achieve the goal.”

The U.S. Environmental Protection Agency states that “in low income communities, [climate] impacts have already been distressing, including heat-related illness and death; respiratory ailments; increases in the proliferation of infectious diseases; unaffordable rises in energy costs; loss of farm land, and crushing natural disasters.” Disproportionately, the burden of dirty energy is born by low-income communities and communities of color. Yet, an equitable expansion of clean energy presents the potential for an unprecedented investment in these same communities.

UCLA and the City’s climate change report series, “Mid-Century Warming” and “Mid- and End-of-Century Snowfall in the Los Angeles Region,” shows a tripling and quadrupling of extreme heat days in the City and that the region’s mountains may see a reduction in snowfall of up to 42% below annual averages, if greenhouse gas emissions continue to increase. If immediate efforts are made to substantially reduce emissions, mid-century loss of snow will be limited to 31%. If emissions are not curbed, the mountains will lose 66% of their snowfall by the end of the century, compared with present day. In response, UCLA has enacted a university-wide Grand Challenge target of 100% renewable energy in the Los Angeles region by 2050.

A target for reducing all greenhouse gases 80% below a 1990 baseline by the year 2050 is the scientifically-accepted minimum necessary to avoid the most dangerous climate change scenarios. Unfortunately, most countries are off track from meeting the intermediate 2020 goals, which stresses a need for immediate and decisive action. A number of States, including California and New York, and Cities, including New York, Boston, Chicago, San Francisco, Portland and Minneapolis, have pledged to cut their emissions 80% below 1990 levels by 2050.

In 2007, the City established an outline for initial reductions of greenhouse gas emissions 35% below 1990 levels by 2030. City departments have taken steps accordingly, including concerted efforts by two proprietary departments whose operations make up the largest shares of emissions.

In 2010, the City's Department of Water & Power (DWP) met its Renewable Portfolio Standard (RPS) goal of 20% and is on its way to reaching 33% by 2020. With its announced exit from coal power, DWP is well on track to reduce its emissions by at least 58% below 1990 levels by 2030.

The Port of Los Angeles adopted a Clean Air Action Plan which cut its diesel and smog forming pollution by half. A commensurate effort on greenhouse gases is desirable and appropriate.

The City is a worldwide leader, with a network of 25 Sister Cities and 3 friendship cities on 6 continents, and its policies can substantially influence policy-making elsewhere. Adoption of an aggressive policy addressing climate change could significantly and positively shift the world's current status on climate policy and deliver tangible improvements to the lives of Angelenos.

Reductions in fossil fuel burning will have a measurable impact on the nearly 47,000 asthma-induced emergency room visits across Los Angeles County every year, while the transition to clean energy across California has already spurred 47,000 jobs in the solar industry. DWP's 150 MW feed-in-tariff is on track to create 4,500 green jobs and generate \$500 million in economic development, while its energy efficiency programs are expected to create 11,000 jobs by 2020. Additionally, due to its large numbers of at-risk climate communities, the City could be eligible to receive elevated levels of support from the State's Greenhouse Gas Reduction Fund, Proposition 39, and other state and federal funding sources. Climate adaptation and resiliency can stimulate new technologies and industries, attract capital, produce jobs, and generally forge a cleaner, more sustainable future for our children.

Many organizations throughout the region are already engaged in climate mitigation activities which the City has or could adopt, including, energy efficiency retrofits and educational campaigns; deployment of rooftop solar PV and solar water heating; transportation fuel conservation and switching to cleaner renewable fuels; reduction of wastes, especially organic materials, to landfills;

waste conversion technologies; “cool roof” technologies; increasing plant and tree coverage; conversion of hardscapes that create “heat island” effects to permeable materials or plant-based surfaces; and, as the import of water uses great amounts of energy, water conservation, capture and reuse.

Given the above, the City should pursue a Citywide greenhouse gas emissions reduction target of 80% below 1990 levels by 2050 and a Department of Water & Power greenhouse gas emissions reduction target of 80% below 1990 levels by 2030.

I THEREFORE MOVE that the Council direct the Los Angeles World Airports, L.A. Sanitation, Port of Los Angeles, Bureau of Street Services, Department of Transportation and General Services Department to report back to the Council in 90 days on actions they can take to reduce the City’s carbon dioxide and other greenhouse gas emissions, both stationary and mobile, to at least 80% below 1990 levels by 2050; including the implementation of a greenhouse gas emissions reduction target of 80% below 1990 levels by 2050 as a Citywide objective and ways to incentivize City departments to meet and exceed these targets.

I FURTHER MOVE that the Council direct the Department of Water and Power to report back to the Council in 90 days on actions they can take to reduce their carbon dioxide and other greenhouse gas emissions to at least 80% below 1990 levels by 2030.

I FURTHER MOVE that the Council direct DWP, L.A. Sanitation and the Department of Transportation to work with all City departments as well as coordinating with UCLA’s Grand Challenge, its Institute of the Environment and Sustainability, its Luskin Center for Innovation, and other relevant business, environmental and environmental justice organizations, to do a carbon risk assessment of currently-anticipated climate change, a greenhouse gas inventory of the City, and produce a Climate Action Plan for the City as a whole in order to identify affordable pathways and highest priority near-term and long-term actions needed to actively reduce the City’s carbon dioxide and other greenhouse gas emissions, by the end of 2014.

I FURTHER MOVE that, in the spirit of worldwide cooperation, the Council request that the Sister Cities of Los Angeles ask its member cities who have not already done so to adopt equally-aggressive or stronger greenhouse gas emission reduction policies and targets.

I FURTHER MOVE that the Council direct the Department of Neighborhood Empowerment to engage the 96 neighborhood councils of Los Angeles to assist in outreach for this effort.

I FURTHER MOVE that the Council direct the City Administrative Officer to report back to Council in 90 days on potential financial impacts to the City from possible worst case climate change scenarios: including, continued business-as-usual scenarios where global average temperature rises to 3 degrees C, 4.5 degrees C and 6 degrees C; and mitigated climate change scenarios where global emissions are held at 1990 levels, or reduced 80% below 1990 levels.

PRESENTED BY:

PAUL KORETZ
Councilmember, 5th District

SECONDED BY:

Addendum 2
City Council Motion 14-0518

There are various communities throughout the city that are the location of natural lands and low density residential neighborhoods where wildlife exist under the jurisdiction of the hillside ordinance. Unfortunately in these and other communities in the city, development activities often involve actions that detrimentally impact wildlife movements. Without doubt private property interests and environmental considerations benefit by definite and consistent guidance on the environmental regulatory controls needed in any proposed land use development project.

The Santa Monica Mountains Conservancy have begun looking into wildlife corridors within its territories, which will prevent further injuries and deaths to wildlife, and protect the open spaces and wildlife linkages that exist. Incursions into the habitat of wildlife in the city is counter to the intent and protections offered under the California Environmental Quality Act (CEQA).

The city needs to preserve the wildlife corridors in the eastern area of the Santa Monica Mountains (Hillside Ordinance zone), and to designate this area as a Regional Wildlife Habitat Linkage Zone, and to develop the necessary land use guidelines and measurable metrics to protect this region and dwindling habitat areas citywide.

I THEREFORE MOVE that the Council instruct the Planning Department, with the assistance of the City Attorney, and in consultation with the Santa Monica Mountains Conservancy, and citizen advocates such as, but not limited to Citizens for Los Angeles Wildlife (CLAW) and the Mulholland Design Review Board (MDRB), to prepare and present an ordinance to create a Wildlife Corridor in the eastern area of the Santa Monica Mountains (Hillside Ordinance zone) that requires the following:

1. Do not issue any building or grading permits until project applicants ensure that they will permanently accommodate wildlife habitat connectivity as part of their development projects.

2. Require easements and deed restrictions in perpetuity to protect wildlife habitat connectivity.
3. Formally designate the area as a Regional Wildlife Habitat Linkage Zone in the Municipal Code, in as much as just one single family residential project can cause adverse impacts to the existing and threatened wildlife populations.
4. Require a Biological Constraints Checklist as part of every new building project will undergo a 'habitat connectivity and wildlife permeability review' within areas of concern .