



MAR VISTA COMMUNITY COUNCIL



Marvista.org

Meeting Agenda

[Transportation, Infrastructure, and Sustainability \(TI&S\) with the Board of Directors](#)

Tuesday, September 1, 2026 From 7:00 to 8:00pm

In Person at the Windward School, 11350 Palms Blvd., Room 410.

Public Welcome

1. CALL TO ORDER 7:03 PM

2. **ROLL CALL AND EX PARTE COMMUNICATIONS/CONFLICTS-OF-INTEREST** - *roll call shall include each attending board member declaring any ex parte communications outside of their duties and conflicts of interest pertaining to items on or related to this agenda.*

Jakob Meuser no/no

Derl Clausen no/no

April Peterson no/no

Fred Kuhns no/no

Spencer Reisner no/no

3. WELCOME AND ANNOUNCEMENTS

4. **APPROVAL OF THE MINUTES** – Viewable under supporting documents

4.1. Approval of the August 4, 2026 Minutes

[April/Fred move to approve, no objections](#)

5. REPRESENTATIVE, GOVERNMENT AGENCY, AND CITY DEPARTMENT REPORTS

6. CHAIR REPORTS

- a) CHAIR – Jakob Meuser: [I take commuter express 431 and it is great.](#)
- b) VICE-CHAIR – April Peterson: [I take the Eline.](#)
- c) MEMBER – Derl Clausen: [I have been using the metro bike lockers a lot and they are great. Unfortunately we had two cyclists hit in zone 7 and LADOT is going to do a second study because the first study after the original accident did not result in anything. We know the intersections where people are not safe and it is frustrating that we don't have more say about smaller intersections like this.](#)
- d) MEMBER – Spencer Reisner
- e) MEMBER – Fred Kuhns: [NCSA updates – NCSA is a cosponsor of the mayoral environmental forum on Thursday at LA trade tech at 6PM. There was a heat awareness and safety workshop this week. We voted on supporting the shutdown of the Murphy Drill site in West Adams. We also discussed balcony solar. Timothy Oconnor was in the meeting and said he would bring it up internally to LADWP. SB868 passed and is up for Newsom's signature.](#)

7. SPECIAL ORDERS – NONE

8. STANDARD ORDER OF BUSINESS - NEW

- 8.1. **[POLICY] Height Restriction for Vehicles on Sawtelle:** Discussion and possible action regarding a recommendation for height restrictions for vehicles parked on Sawtelle Blvd.

April: On Sawtelle it is very busy at different times and you have people trying to turn out of the side streets. It is hard to see them around the campers that are parked in different places. If there was a height restriction to prevent campers from parking there it might make things safer. It would be a letter to LADOT and Traci Park requesting the following: Standard height restriction signs should be posted along Sawtelle between National and Venice similar to those on Centinela, to improve safety for pedestrians, cyclists, and motorists coming from the side streets.

Spencer: Would width restrictions make more sense than height restrictions? A: I'm not sure if there are width restriction signs.

Jakob/April move to approve the following language to Traci Park and LADOT: Standard height restriction signs should be posted along Sawtelle between National and Venice similar to those on Centinela, to improve safety for pedestrians, cyclists, and motorists coming from the side streets.

Public/Board Comment

Derl: Sawtelle doesn't have a bike lane so it seems the problem is visibility onto Sawtelle, which is a larger problem than just RVs.

April: Friendly amendment to extend the red zone on Sawtelle near these intersections. "The red curb should be extended near side street entrances on Sawtelle and Centinela between National and Venice by at least 15 feet further than currently constituted, to improve safety for pedestrians, cyclists, and motorists coming from the side streets."

Spencer: Perhaps we could say that the red curb should be at least 15 feet past the legal parking limit. New friendly amendment: "The red curb should be extended near side street entrances on Sawtelle and Centinela between National and Venice by at least 15 feet past the legal parking limit, to improve safety for pedestrians, cyclists, and motorists coming from the side streets."

Name	Yes	No	Abstain
Jakob Meuser	x		
Derl Clausen	x		
April Peterson	x		
Fred Kuhns	x		
Spencer Reisner	x		
Jessica	x		
Frankie	x		
Steve	X		
Simon	x		

Sarah	x		
Maude	X		
Robert	X		
Martha	x		

Passes 13-0-0

- 8.2. **[NPG] Mar Vista Arbor Group:** Discussion and possible action regarding an NPG or community improvement project funding tree plantings by the Mar Vista Arbor Group.

Maude: Simon approached Aaron on the council asking for trees on National between Barrington and Sawtelle to be replaced. Our group wants to plant native trees throughout Los Angeles. We found a nonprofit to receive funding for this potential project. They are cutting down trees that are healthy and leaving ones that are half dead. On national, the city replaced the trees 15 years ago and you can see what happened with those.

April: What about the roots? A: The city will not let us plant anything unless the roots will not affect the street.

Maude: The next page shows National Blvd. It is a 4 lane busy corridor with apartment buildings and single family homes. We hope to plant trees that will provide shade, beauty, and habitat for birds.

Sarah: Our organization, Mar Vista Arbor Group, does a lot of projects and community events. All volunteer.

Maude: In April of 2026 we took on the project to plant coastal live oaks on Warren. If you walk on Warren you will see those gorgeous trees now. We also just finished a project in MacCarthur park. We have a receiver that is a 501c3 and we applied through them. They would purchase the trees and stakes and then they would plant them.

Sarah: The Mar Vista green tent is present every Sunday at the market.

Derl: Is the plan to put a tree near the bus stop? A: Yes. There was a tree there until a couple years ago.

Maude: The first thing that we did is we identified the places where urban forestry would permit trees. The next step would be having your approval. Then we would knock on doors and get nearby people to commit to watering the trees. Then we would swing into action getting neighbors and groups we have relationships with and master gardeners, everyone could help us plant.

Derl: When we look at the property lines, the grass in front of the sidewalk is owned by whom? A: The city owns it, but the homeowner is responsible for watering.

Maude: Our budget is a range. We have lower budget options for cheaper trees, or we could get fewer trees.

April: What is the total ask? A: We put on the application for \$4,296. The minimum would be \$3,296. Going lower would just reduce the number of trees.

Derl: Does the owner have to sign off? A: No it just has to be a resident. The owner is responsible for the sidewalk in front of it.

Frankie: When it is in front of a business, how does the tree get watered? A: One of the businesses might have a hose to clean down the sidewalk and can use that hose.

April: What if the renter signs off but then they move? A: It can happen with a homeowner too. We have identified people who want to activate the community. The watering is needed for the first year.

Steve: If Venice Community Housing's designation is for supportive housing, can they legally accept a donation for trees? If you are defined as a housing corporation, then you can accept donations for that but to accept a donation for trees in a different neighborhood might create problems. A: Yes, we checked with their board. The application is written so that they are applying on behalf of a volunteered group.

Jakob: It is very hard to have the city approve these NPGs.

Steve: There is another group on this side of national that does similar things. They might be a better bet for being the donor. They might still have money from a project that the MVCC did a long time ago.

Jakob/Derl move to approve the application

Public/Board comment

Derl: I think what you are doing is one of the most important things to cover in this neighborhood. In my personal opinion, this is what the city should be trying to do every day.

Maude: If we run into a problem with Venice Housing Coalition receiving the money, we have another potential group to ask.

April: I love the project but am uncomfortable with how it is being funded.

Fred: This sounds like a great idea, I walk that stretch every week and it could use trees.

Name	Yes	No	Abstain
Jakob Meuser	x		
Derl Clausen	x		
April Peterson			x

Fred Kuhns	x		
Spencer Reisner	x		
Jessica	x		
Frankie	x		
Steve	X		
Simon	x		
Sarah	x		
Maude	X		
Robert	X		
Martha	x		

Passes 12-0-1

8.3. **[POLICY] Westside Bus Connection:** Discussion regarding the Westside Bus Connection Project.

April: They are looking at adding bus lanes and dedicated lanes on certain corridors. The Sepulveda Corridor would impact us. Sepulveda from UCLA to Jefferson would add a dedicated bus lane in some form for the Olympics and maybe long term. They are looking at different options which may remove parking or driving lanes, or narrow them. They are looking at possible bike infrastructure as well. As a user of those corridors, I have been on Venice with a bus lane but it is empty most of the time. I am in favor of peak hour bus lanes but then parking can come back over night when the buses are not stuck in traffic. That would allow people to have overnight parking. I have noticed that on Venice with the dedicated bus lane, there is a narrowing of car lanes but some cars are too wide. You have a lot of people violating the bus lane too. That stretch of sepulveda has a lot of driveways and intersections, so with that many right turns you will be in the bus lane anyway. I am in favor of the bus lane where they take it away during peak hours.

Jakob/Derl move to extend to 8:05 passes

9. STANDARD ORDER OF BUSINESS - OLD -

10. PUBLIC COMMENTS FOR ITEMS NOT ON THIS AGENDA - *The Brown Act provides for a “part of the meeting where the public can comment on any item of interest that is within the subject matter jurisdiction of the local agency.” The MVCC is an advisory board to the Los Angeles City Council and, as such, its jurisdiction is restricted within Los Angeles and most importantly, the Mar Vista Community. Therefore, please keep public comments within the MVCC jurisdiction. Thank you.*

Frankie: Do we send comments about the westside bus connection somewhere? A: There is a city website. This extends through multiple cities of LA county. <https://westsidecities.org/transportation>

Steve: I sent an email two weeks ago related to scooters and ebikes which I am a fan of. I am not a fan of them lying all over the place. In other cities, you cannot switch off a bike unless you take it to a designated area, it keeps charging you.

I'm not sure why we are not being smart about this whole thing. There are several bike racks but there are scooters everywhere. We should have more designated areas.

Martha: We are here to try and get some information. We live on Washington Place between Inglewood and Grandview and there is an alleyway. We are organizing the whole block that relates to that alley, to try and have it repaved. It is horrible. This has become a safety issue at this point for people to drive through that alley. We organized a meeting a few weeks ago and had a good turnout. A: If you email us about the information with the block, we can take the 311 case number and write a motion about it and send it to the right agencies. Traci has a specific Mar Vista deputy.

Jakob/Derl move to extend to 8:30 PM, passes

Maude: Could we mention the ADA? That might sometimes trigger action.

April: If everyone has looked under the Venice Blvd underpass, there will be a mural painted in the fall and then the fence will be taken down. We may want to look at proposing a 41.18 designation in that area to make it a noncamping environment. Second, the whole foods on Sepulveda is getting ready to open, and right now there is an exit that goes onto Palms directly right there, with no barricades preventing someone from turning left out of the whole foods exit onto Palms.

Jessica: I relate to Martha and Robert. I am optimistic but concerned recent Mar Vista citizen. Three ideas to make Mar Vista safer: (1) for cycling, we have a lot of potential to become a bike friendly neighborhood, but a lot of bicycles ride on the sidewalk because they don't feel safe riding next to traffic, we should actually provide infrastructure on the street. On Centinela for example, any barrier would be nice because it is very dangerous. Protected bike lanes increases safety, bus and bike ridership. (2) Bicycle signals at busy intersections would give cyclists a head start, reducing conflicts with turning cars. (3) Low traffic residential streets discouraging through traffic would give people a comfortable way to travel across mar vista without competing with vehicles. (4) Walking should be the easiest and safest way to get through your neighborhood but that is not the case in Mar Vista because of where sidewalks are located. I would encourage the city to establish stronger sidewalk standards. There should be greater separation from vehicle traffic when possible. (5) I live right by a green space owned by LADWP and it is currently owned and operated by the Venice little league and community garden. Every time I visit it there is nobody there because there is only one entrance that no one is able to access. I would like to add pedestrian connections to the land that would allow people to walk through it. Creating these connections could help us establish a network of parks and walking routes. The little league and garden should stay, but when fields and open spaces are not in use, what is the point? It is not a friendly space to the community. I could see it becoming a citrus fruit garden looking out over the ocean, there could be so many things added to this unused space. There are many potential paths forward but nothing is happening there right now. Bikes, sidewalks, and public space need to be focused on.

April: Pedestrian walk signs let people go first in many places.

Fred: The sidewalks is a city wide problem that we are having trouble funding.

April: Because the city has made the sidewalks the responsibility of the homeowners, owners need to pay to add sidewalk.

Jessica: How would they ensure an up to code network of sidewalks that works.

Frankie: Every time someone parks across the sidewalk people on wheels are in big trouble. It is a bad situation.

April: For the connectivity of the bikes, there is a project being worked on right now, called the Westside mobility plan.

Spencer: What immediately came to mind, it sounds more like an electoral platform for a city council candidate.

Jessica: I moved here from Portland and am surprised.

Jakob: Welcome to LA.

11. ADJOURNMENT Jakob/Derl move to adjourn at 8:26 no objection

Si requiere servicios de traducción, favor de avisar al Concejo Vecinal 3 días de trabajo (72 horas) antes del evento. Por favor contacte Jennifer Rafeedie, Secretaria, al (424) 256-3633 o por correo electrónico jennifer.rafeedie@marvista.org para avisar al Concejo Vecinal.

Public Input at Neighborhood Council Meetings – 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 Public Comments for Items NOT on This Agenda period. Please note that under the Brown Act, the Board is prevented from acting on a matter that you bring to its attention during this 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 3 minutes per speaker, unless adjusted by the presiding officer of the Board. Use the Zoom Link and phone numbers listed at the top of this agenda.

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