

May

3246 Barrington Small Lot Subdivision

Whereas a small lot subdivision is proposed for 3246 Barrington Ave; and

Whereas the proposed subdivision has 5 units and the Mar Vista Community Council has supported four units per lot along the same corridor; and

Whereas the current proposal has only one parking space for guests and two per unit, for eleven spaces total;

The Mar Vista Community Council opposes the small lot subdivision as it is currently proposed because we believe the project has too many units and that there is not sufficient parking for guests.

Alley in 3200 block of Barrington Ave.

Whereas there are multiple small lot subdivisions proposed for the 3200 block of Barrington avenue on the east side; and

Whereas access to these units will be from the alley that runs behind the properties; and

Whereas currently the alley is unevenly paved with several large potholes; and

Whereas the developers for these projects are committing to improving portions of the alley but there is no plan to fix the entire length; and

Whereas the entrance to the alley on the south end is regularly used by students and families walking to and from Mar Vista Elementary; and

Whereas there is no plan to calm traffic through design or signage for the alley;

The Mar Vista Community Council asks the City of Los Angeles to prepare a comprehensive plan for the alley to improve the experience for people using the alley to get to/from their residences and creates a safe environment for people crossing the alley entrance on foot, bike, or car.

Motion carried on consent.

Planning Bulletins

The Mar Vista Community Council requests that City Council Districts 5 and 11 prepare regular email planning bulletins that compile current land use issues, including citywide policy issues, current hearing dates, and details about Westside developments being considered by the City

Cell Towers

Whereas T-Mobile proposing to install 1) above ground facility at each of the following two locations: 1) West of S. Grand View Blvd, North of Dewey Street and 2) 1220 Palms Blvd. (South of Palms West of Grand View Blvd.), and

Whereas the proposed above ground facilities will consist of (1) 48" tall x 12" wide x 9.5" deep power meter pedestal to be located in the public right of way, not on private property, and

Whereas T-Mobile has statewide franchise rights under California Public Utilities Code Sections 7901 and 7901.1, which allow placement of equipment in the public right-of-way by a utility company,

Therefore, the MVCC supports the installation of the above mentioned above ground facilities provided it fits the character of the adjacent neighborhoods.

Preservation of the LAX-Union Station Rail Right of Way for Passenger Rail

WHEREAS, the MVCC supports a countywide approach to rail, bicycle, and pedestrian transportation networks, and

WHEREAS, the MVCC supports preservation and optimized land use of rail right of ways for long-term rail projects (such as that which allowed the Expo, Green, and Crenshaw/LAX light rail lines to expand Metro Rail to the Westside, Mid-City, and South Bay regions of Los Angeles County), and

WHEREAS, the Harbor Subdivision Rail Right of Way connects LAX to the Crenshaw/LAX Light Rail Line, the Blue Line, the Gold Line, and Union Station, and

WHEREAS, the regions of South Los Angeles, Southeast Downtown Los Angeles (including the Arts District), and the Eastside have insufficient to no direct rail connectivity with each other and both Union Station and LAX, and

WHEREAS, a rail line connecting LAX directly to Union Station with a one-seat trip has fundamental and vital importance to the economic well-being of Los Angeles, and could serve as a Second Downtown Light Rail Connector with relevant benefits to the entirety of Los Angeles County, and

WHEREAS, the Expo Line has already shown that a rail right of way could both establish a light rail line and an adjacent bikeway to serve multimodal commuting needs,

THEREFORE, the MVCC strongly opposes ANY Rail to River Corridor Project that precludes a light rail line, and

THEREFORE, the MVCC strongly supports the "Expo Line Model" of BOTH a light rail line and accompanying Bikeway to connect Inglewood to the Los Angeles River, and

THEREFORE, the MVCC strongly supports any purchase of land by Metro to allow for a widened right of way to enable such a combined light rail and bikeway project, and

THEREFORE, the MVCC strongly supports a Major Investment Study by Metro to create a direct LAX to Union Station light rail project that is not prevented by the current Rail to River walk/bikeway project.

Support for Landside Access Modernization (LAMP) Program

WHEREAS, Los Angeles International Airport (LAX) is the second busiest airport in the United States and the largest in California; and

WHEREAS, our community depends on LAX for the trade, travel and tourism that it brings to our area and the larger Southern California region; and

WHEREAS, since the start of the economic recovery in 2009, air service demand at LAX has increased from 56 million annual passengers to 80 million annual passengers in 2016, and Los Angeles is seeking to host the 2024 Olympics; and

WHEREAS due to the increase in air services, LAX is experiencing heavy traffic congestion in and around the airport; and

WHEREAS, on regular days up to 95,000 vehicles enter Los Angeles International Airport's Central Terminal Area increasing to 120,000 during the peak Thanksgiving Holiday period; and

WHEREAS, almost half of the vehicles are buses, shuttles and vans from rental car companies, hotels and shared-ride companies along with taxis who are also competing for the limited space on the streets and curbs in the CTA; and

WHEREAS, 23 different rental car lots scattered around the airport area add to this problem; and

WHEREAS, to resolve this problem Los Angeles is proposing to spend \$5.5 billion on the Landside Access Modernization Program, or "LAMP," and

WHEREAS, LAMP will consist of 6-million square foot Consolidated Rental Car Facility (CONRAC), two 3-million square foot Intermodal Transportation Facilities (ITFs) or transit hubs, a 2 . mile Automated People Mover (APM) connecting the CONRAC, ITFS and a new light rail station to the airport, and related roadway improvements and property development; and

WHEREAS, LAMP will relieve traffic congestion within the Central Terminal Area (CTA) and the surrounding street network, improve the LAX passenger experience and keep LAX as the international gateway for the West Coast;

NOW THEREFORE BE IT RESOLVED, that the MVCC Airport Committee and the MVCC Planning and Land Use Management Committee jointly recommend that the MVCC send a letter of support for the Landside Access Modernization Program at Los Angeles International Airport as presented to us be sent to the operator of the airport, Los Angeles World Airports with the addition of the four following recommendations:

1. Improve automated people mover service convenience to drop people closer to check in and gates;
2. Implement traffic mitigations promptly, including improved flyaway service and employee bus services for the LAX 50,000 employees;
3. Support regional network of airport solutions to make travel at other airports desirable for those living and working far from LAX in other parts of the Southern CA region
4. Arrange for increased police and fire support for the area as more people are concentrated in and around LAX.

Santa Monica Airport Runway Shortening Options

WHEREAS, the Mar Vista Community Council (MVCC) is an official neighborhood organization of the City of Los Angeles;

WHEREAS, as immediate neighbors of the Santa Monica Airport, Mar Vista residents are impacted daily by the nuisances and serious health hazards created by the airport: air pollution; noise pollution; safety risks, among others. For this reason, years ago the Mar Vista Community Council ('MVCC") formed a committee to address the concerns of its residents and to monitor activities at and about the airport;

WHEREAS, Los Angeles City Council District 11 borders Santa Monica Airport (SMO) to the south and to the east, including an almost sixteen acre portion of the east end of SMO within the City of Los Angeles CD 11;and

WHEREAS, the CD 11 neighborhoods of Mar Vista, Venice, and other West Los Angeles neighborhoods, as well as Council District 5 (CD 5) neighborhoods of Rancho Park, Cheviot Hills, and other West Los Angeles neighborhoods within CD5 are all uniquely impacted by nuisances, and serious safety/public health concerns created by SMO operations;

WHEREAS, the City of Santa Monica is now considering various design concepts to shorten the runway to 3,500 feet of operational length from the current 4,937 feet.

WHEREAS, several peer reviewed scientific monitoring air quality studies ([*Aircraft Emission Impacts in a Neighborhood Adjacent to a General Aviation Airport in Southern California*](#) September, 2009; [*Neighborhood-scale air quality impacts of emissions from motor vehicles and aircraft*](#), July, 2013; [*Supplemental Monitoring Campaign at the Santa Monica Airport*](#), April, 2011) have all measured highly elevated air pollutant levels in MVCC's Zone 2 created by Santa Monica Airport's aircraft operations;

WHEREAS, the studies all give cause for concern for the public health of the downwind of SMO residents;

BE IT RESOLVED THAT the MVCC requests and supports efforts by the Los Angeles City Council to require SMO's eastern end of the runway be shortened by at least 1,000 feet to help offset years of exposure to toxic air emissions from aircraft idle and blast.

BE IT FURTHER RESOLVED THAT the MVCC requests the Los Angeles City Council to request that the FAA alter SMO's and LAX's conflicted flight paths to eliminate unnecessary idle/hold times by aircraft at both SMO and LAX.

BE IT FURTHER RESOLVED THAT the MVCC notify Councilmember Mike Bonin and Councilmember Paul Koretz of the urgency and timeliness to lead a strong effort along with the City of Los Angeles Mayor and the Los Angeles City Attorney on behalf of Los Angeles District 11 and District 5 constituents in order to assure that SMO impacts are *not* unjustly burdensome to the City of Los Angeles.