

Small Lot Subdivision For The Barrington Corridor North Of The Intersection Of Federal And Indianapolis Avenues

The MVCC values the unique history, character and residential scale of the Westdale neighborhood. The existing two story apartment buildings and single-family homes along Barrington Avenue were designed to blend with the surrounding neighborhood. We support the desires of the owners in the fourteen houses that are zoned R-3 to be able to live along-side developments that are appropriate in scale. Our first preference is that these fourteen properties remain single-family homes. However if any of these properties are to be developed for other uses, the MVCC supports the small lot subdivision model over the larger apartment building model. The reasons included reduced density, better conforming to neighborhood character, and ownership model. We support in concept the plan proposed for 3277 Barrington Avenue with the following conforming stipulations as agreed to by the developer:

- That the design and materials conform to the character of the existing neighborhood structures.
- That the existing setback (green space) along Barrington Avenue be preserved.
- That the first structure facing Barrington Avenue has a lower profile ($\leq 34' 6''$ railing height) than the structures set further back on the lot resulting in less massing as viewed from the street. (NOTE: the railing is 42" in height by code).
- That the height the remaining structures from ground to the railing height to be $\leq 36' 6''$.
- That the development adheres to a 9'1", 10'1", 9'1" ceiling height model.
- That the roof decks be stepped back from the outside perimeter to retain privacy for the neighbors and utilize the frosted glass laminate to ensure privacy and a light and pleasing roofline.
- That landscaping is designed to enhance the appearance and includes trees and hedges along the structures facing the alley to mitigate the view of the building from the single-family homes adjacent to the alley.
- That every effort be made to reduce the height (massing) of the structure. Possible considerations would include eliminating the rooftop stairwell enclosures resulting in the screened upper level stairs and handrails being the highest building element on the project. This request is an effort to find common ground with the developer and neighborhood on the project's overall height and is based on the understanding this will allow the developer to continue to provide each of their buyer's a roof deck with no change in the deck's finish floor railing height elevation, currently shown as $< 34' 6''$ and its' code required 42" tall frosted glass laminate guard rail.

The MVCC appreciates the time spent and willingness of the developer to adjust plans in a manner that helps to mitigate the concerns of the community and we support this model as the only acceptable approach to the other properties on the street.

Traffic Study to Address Impending Densification of the Barrington Corridor North of the Intersection of Federal and Indianapolis Avenues

A recent trend is underway whereby many as 14 historically single family homes on Barrington, just north of the intersection of Federal and Indianapolis Avenues, are likely to be redeveloped as multifamily homes or apartments due to their underlying R3 zoning designation. The City of Los Angeles is also embarking on the Mobility Plan 2035 to address transportation challenges in Los Angeles. Given that the resulting densification will significantly increase cumulative trips generated in the corridor, the MVCC hereby requests that the 11th District Council Office (Councilmember Mike Bonin) coordinate with the City of Los Angeles Department of Transportation to conduct an expedited comprehensive traffic circulation study of the Barrington Corridor area to address impacts and develop potential mitigations, including but not limited to:

- Assess the potential for a signal crossing at Navy Avenue across Barrington Avenue to facilitate pedestrian crossings and vehicular turning movements onto Barrington Avenue;

- Assess the impact at ingress and egress of the alleys on Federal and Indianapolis Avenues, just east and west of Barrington, that are likely to provide access for all the additional off-street parking required to serve the developments. Safety issues that need to be addressed include conflicts in turning movements at the alleys so close to the intersection of Barrington Avenue, and the blind curve on Federal Avenue approaching the alley access;
- Assess the impact and effectiveness of the timing of lights and turn signals at the intersections of Barrington & National, Barrington & Federal, and McLaughlin & Palms;
- Assess the impact and effectiveness of a 4-way stop at the intersection of Federal & Barry/Colbert.
- Installation of a continental crosswalk on the East side of the Barrington & Federal intersection;
- Assess the impact of potential cut-through traffic, speeding and safety on the parallel streets, Stoner, Stanwood, Barry, Clover, Colbert and Federal Avenues, and develop proposed mitigations; and
- Assess the potential impacts on the path of travel of students walking or biking to Mar Vista Elementary School and on drop-off and pick-up at Mar Vista Elementary.
- *All existing & new signals be adapted as head-start signals.*

Bay Delta Conservation Plan

Whereas the analysis done by the LADWP Ratepayer Advocate per the MVCC Motion of October 8th, 2013 (see Attachment A) evaluated this project at a significantly lower cost, it does not accurately reflect the cost to Mar Vista Stakeholders. At the current projected cost of \$67 billion, this will impose an estimated average cost of \$5,000-\$10,000 to each Mar Vista household over the life of the project.

Whereas the tunnels won't deliver any new water to Los Angeles, are estimated to cost between \$25 and \$67 billion (approximately \$1.6 to 10 billion Los Angeles share), and would actually undermine Los Angeles' water security, the creation of thousands of local jobs, and would benefit special interests at the expense of Los Angeles ratepayers. Already MWD has taken from LA taxpayers upwards of 300 million intended for tunnels construction, and Mayor Garcetti appointees have voted in support of these motions.

Whereas the twin tunnels would siphon billions we need to support Mayor Garcetti's goals for a more self-sufficient and reliable water system in LA. Mayor Garcetti's Emergency Drought Directive calls for reducing our dependence on imported water, and increasing local water supply sources such as storm water, replenishing groundwater aquifers, and recycled water. As Garcetti's directive states, imported water is not only exponentially more expensive than local water sources, but is at immediate and long term risk because of impacts from climate change and the drought. As these necessary investments are estimated to be over \$2 billion, ratepayer money should not be wasted on constructing new tunnels that would primarily benefit special interests.

Be it resolved, that the Mar Vista Community Council opposes the Bay-Delta Conservation Plan (BDCCP), "Twin Tunnels," or "California Water Fix" and any effort to divert the Sacramento River.

Be it further resolved that we urge Mayor Eric Garcetti to take action to ensure that ratepayers aren't harmed, specifically by directing his appointees at the Metropolitan Water District (MWD) to vote no on any measure that would spend ratepayer or taxpayer money on the tunnels.

BACKGROUND INFORMATION

Attachment A: October, 2013, MVCC Policy Motion

Attachment B: Los Angeles Los Angeles Groups Opposed to the Bay Delta Tunnels & California Water Fix

Separate documents:

- DWP Ratepayer Advocate Analysis (separate document)
- Food and Water Watch Analysis of Ratepayer Impact of Bay Delta Conservation Plan (separate document)

- Mayor Eric Garcetti Executive Directive No. 5: Emergency Drought Response- Creating a Water Wise City

POLICY MOTION: Special NPG Rule Resolution

WHEREAS neighborhoods are composed inherently of stakeholders with interleaved allegiances and agendas; and

WHEREAS managing conflicts of interest is very much the business of any neighborhood council board member; and

WHEREAS all board members sign a code of conduct and attend ethics training; and

WHEREAS Neighborhood Councils are mandated to reflect the diverse interests within their area (Charter Sec. 906(a)(3); Plan Art. II Sec.1); and

WHEREAS MVCC is currently conducting outreach to encourage diverse Stakeholders, *including parents*, to run for seats on their Council; and

WHEREAS parents of school-age children are a significant and important segment of MVCC's district; and

WHEREAS knowing that their membership on the MVCC Board would block any Neighborhood Purpose Grants to their children's schools is a disincentive to run; and

WHEREAS invoking guidance disqualifying NPGs for an individual local school if any Neighborhood Council Board Member has a child at the school is discriminatory and antithetical to the NC charter;

BE IT RESOLVED that the Mar Vista Community Council Board requires an opinion from the City Attorney confirming that this guidance is valid.

POLICY MOTION: Resolution supporting animal rights

The Mar Vista Community Council supports [Council File 15- 0843](#) (see Attachment C) by Councilmember Paul Koretz and Mitch O'Farrell and urges the City to -

1. INSTRUCT the Department of Animal Services (DAS) and the Housing and Community investment Department (HCID) to solicit input from stakeholders in the Los Angeles rental housing market in regard to approaches that could facilitate the expansion of animal adoptions by tenants in residential rental properties to include.
 - a. Programs to better inform tenants of their rights in regard to animal ownership while taking into consideration the welfare of the animals.
 - b. Concerns, in regard to both financial issues and physical property, that landlords and other tenants may have
2. INSTRUCT the DAS and HCID to review programs and concepts in other cities to determine if their provisions should be considered as a basis for developing approaches applicable in the City of Los Angeles.

98 percent of Denver properties accept cats and 93 percent accept small dogs. Yet 62 percent of Los Angeles rental properties refuse animals completely. This is considered to be a major obstacle to achieving no kill shelters. With a critical shortage of housing in Los Angeles, having to find housing that accepts pets makes it even more challenging. The MVCC applauds and thanks the Councilmembers for taking action on this issue.

POLICY MOTION: Utility Box Painting

WHEREAS Mar Vista benefits from beautification projects, and

WHEREAS The Utility Box Painting Projects in other areas of our fair city have enriched, enlivened and civilized the public area, and

WHEREAS the Senior, Artist, and Youth Communities can all share in the creation of The Mar Vista Utility Box Project, and

WHEREAS the Venice Boulevard and Grandview pilot utility box painting enriched the inaugural Mar Vista Art Walk and currently stands as an aesthetic plus to our de facto town square, and

WHEREAS the Los Angeles District Council Office 11 has supported and continues to support the previous iteration as well as the current effort to advance our cultural profile, and

WHEREAS Mar Vista will benefit from the inclusion of the visual history of our community in the Utility Box Painting Project, and

WHEREAS the community will benefit from a juried decision to select 15 to 20 artists to render their submissions on utility boxes by a jury composed of 2 MVCC EACC members, 2 city council staff members and 2 at large community members, and

WHEREAS MVCC EACC shall produce, distribute and post a call for submissions and time line, conduct a selecting jury, post results and execute a letter of understanding, therefore

BE IT RESOLVED that the Mar Vista Community Council shall ask Los Angeles District Council Office 11 to embrace and sponsor the above listed project.