



## Mar Vista Community Council



### MAR VISTA COMMUNITY COUNCIL

Regular Meeting of the Board of Directors

Tuesday, July 14th, 2015, at 7:00 P.M.

Mar Vista Recreation Center Auditorium

11430 Woodbine Street, Mar Vista, CA

90066

### AGENDA

1. **Call to order and Welcome** – Chair (1 min)
2. **Presentation of flag and Pledge of Allegiance** (1 min)
3. **Approval of June 9, 2015 Board of Directors Meeting Minutes** (public comment permitted; 1 min per speaker)
4. **Approval of June 17, 2015 Board of Directors Meeting Minutes** (public comment permitted; 1 min per speaker)
5. **Public Comment & Announcements** - for items not on the agenda (max 1 min each unless waived by the Chair)
6. **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](mailto:Len.Nguyen@lacity.org)
  - b. Mar Vista Recreation Center – Lizka Mendoza, Director
  - c. CD 5 – Paul Koretz, rep by Joseph Galloway [joejdg92@gmail.com](mailto:joejdg92@gmail.com)
  - d. US 36 – Janice Hahn
  - e. CA Assembly 54-Sebastian Ridley-Thomas, rep by Scott Malsin [scott.malsin@assembly.ca.gov](mailto:scott.malsin@assembly.ca.gov)
  - f. Congressman – Ted Lieu, rep. by Robert Pullen-Miles [Robert.Pullen-Miles@sen.ca.gov](mailto: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](mailto:Karly.Katona@bos.lacounty.gov)
  - j. Mayor of Los Angeles – Eric Garcetti, rep. by Daniel Tamm [Daniel.tamm@lacity.org](mailto:Daniel.tamm@lacity.org)
7. **Officers and Liaison Reports** (Action items included with public comment permitted; 1 min per speaker)
  - a. Chair-Bill Koontz
    - i. Committee assignments (possible motions to follow)
    - ii. Board retreat
  - b. First Vice Chair – Mitchell Rishe
  - c. Second Vice Chair – John Kuchta
  - d. Secretary –Melissa Stoller
  - e. Treasurer-William Scheduling: NOTE: All funding motions must conform to all Empower funding guidelines and must be funded and paid in fiscal year 2014-15 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 June Monthly Expense Report (MER)
    - ii. **FUNDING MOTION:** MVCC approves a Neighborhood Purpose Grant of \$4000 to the Fall Festival.

- iii. **FUNDING MOTION:** MVCC approves the expenditure of up to \$300 per month, payable to StorQuest, for storage of MVCC property.
  - iv. **FUNDING MOTION:** MVCC approves the expenditure of up to \$100 per month, payable to RIMU, for web hosting.
  - v. **FUNDING MOTION:** MVCC approves the expenditure of up to \$4000 per newsletter, payable to Pacific Rim Printers, for newsletter printing.
  - vi. **FUNDING MOTION:** MVCC approves the expenditure of up to \$2000 per newsletter, payable to CBS Advertising, for newsletter distribution.
  - vii. **FUNDING MOTION:** MVCC approves the expenditure of \$1000, payable to the Mar Vista Farmers' Market, for tent rental.
  - viii. **FUNDING MOTION:** MVCC approves the establishment of an account at Copy Land, with billing not to exceed \$500 per month and all print orders to be placed via email by the MVCC chair.
  - f. Mar Vista Bi Monthly LADOT/CD11/LAPD Traffic Committee Liaison: Linda Guagliano
  - g. DWP MOU Liaison: Myra Boime
  - h. LANCC Liaison: Open (Bill Koontz reporting)
  - i. DWP Recycled Water Liaison: Christopher McKinnon [www.ladwp.com/recycledwater](http://www.ladwp.com/recycledwater)
  - j. Fall Festival Liaison: Albert Olson
  - k. City Budget: John Kuchta
  - l. Recode LA: Sharon Commins
  - m. Mar Vista Chamber of Commerce: Sarah Auerswald
  - n. Neighborhood Council Sustainability Alliance: Sherri Akers
8. **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.
- a. **ADMINISTRATIVE MOTION: Standing Rules Amendment** (submitted by Chair)  
All board members, both elected and non-elected co-chairs and anyone that may hold a position in which they represent the MVCC on another board, panel, committee or to the general public at large must sign the Code of Conduct set forth by the DONE and/or the BONC.
  - b. **POLICY MOTION: Watershed Approach** (submitted by Green Committee)  
Currently, LADWP's turf replacement rebate encourages the use of "California Friendly" plants, mulch, and permeable pathways. While this popular program is a good step in the right direction, it misses opportunities to realize the Department of Sanitation's comprehensive "Capture, Conserve, Reuse" motto through a more integrative, multi-benefit approach.  
The Mar Vista Community Council supports the Watershed Approach Motion (CF 15-0768 - see Attachment A) introduced by Councilmember Paul Koretz which directs the Department of Water and Power and the Bureau of Sanitation, in consultation with stakeholders, to evaluate and present to the City Council within 60 days options to incentivize applicants to meet a multi-benefit "watershed approach".
  - c. **POLICY MOTION: Aging in Place Logo** (submitted by Aging in Place Committee)  
The Mar Vista Community Council approves the Aging in Place logo (see Attachment B) and its use to identify the Aging in Place Committee.
  - d. **POLICY MOTION: Santa Monica Airport Path Impacts Resolution** (submitted by Santa Monica Airport Committee)  
The Mar Vista Community Council supports the Santa Monica Airport Path Impacts Resolution (see Attachment C) introduced by Councilmembers Mike Bonin and Paul Koretz.
  - e. **POLICY MOTION: Santa Monica Airport Proposed Ordinance** (submitted by Santa Monica Airport Committee)  
The Mar Vista Community Council supports the draft Proposed Ordinance Concerning the Proprietary Management of the Santa Monica Airport.
  - f. **POLICY MOTION: Status Kuo (3809-3811 Grand View Blvd.)** (submitted by PLUM Committee)  
The Mar Vista Community Council approves a new conditional use permit (Case No. ZA-2015-1646-CUB-ZV) for on-site sale and dispensing of alcoholic beverages; expand seating to sidewalk; expand hours of operation from 8:00 A.M. to 2:00 A.M. daily; permit

take-out restaurant food; and approve the 12 mandated parking spaces at an off-site location.

- g. **POLICY MOTION: 3658 and 3660 S. Beethoven St.** (submitted by PLUM Committee)  
The Mar Vista Community Council approves a small lot subdivision and construction of two adjacent townhouses (three stories, not to exceed approximately 33 feet) at 3658/3660 S. Beethoven Street, Los Angeles, CA 90066 (Case No. AA-2015-642-PMLA) subject to suggested modifications and mitigations as follows:
  - A. Ceiling heights not to exceed 9 feet;
  - B. Installation of neighbor-friendly landscaping to enhance privacy;
  - C. Removal of small decorative/cosmetic balconies;
  - D. Reconfigure windows so as to enhance privacy;
  - E. Work with school officials and others to develop a mitigation plan during construction so as to protect and preserve the safety of the children.
- h. **POLICY MOTION: Starbucks Coffee (3006 S. Sepulveda Blvd.).**  
The Mar Vista Community Council approves Case No. ZA 2015-1370-CU, extended hours of operation for Starbucks Coffee on-site at Sepulveda/National shopping center, next to CVS Pharmacy.

- 9. **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 – Brad Wilhite
    - c. Zone 3 – Bill Scheduling
    - d. Zone 4 - Michael Millman
    - e. Zone 5 – Michelle Krupkin
    - f. Zone 6 – Valerie Davidson
  - 10. **Committee Reports** - (may include motions to refer action items to the appropriate MVCC committee where desirable; public comment permitted)
    - a. **Executive & Finance Committee** - Bill Koontz, Chair
    - b. **Recreation Open Space Enhancement Committee** – Jerry Hornof & Tom Ponton, Co-Chairs
    - c. **Green Committee** – Melissa Stoller, Jeanne Kuntz & Sherri Akers, Co-Chairs
    - d. **Transportation & Infrastructure Committee** – Ken Alpern & Michelle Krupkin, Co-Chairs
    - e. **Planning and Land Use Management Committee** - Steve Wallace & Mitchell Rishe, Co-Chairs; Michael Millman, Vice-Chair
    - d
    - f. **Education, Arts and Culture Committee** – Brad Wilhite & Sara Roos, Co-Chairs
    - g. **Santa Monica Airport Committee** – Valerie Davidson & Martin Rubin, Co-Chairs
    - h. **Safety and Security Committee** – Rob Kadota, Chair
    - i. **Historic FS 62 Ad Hoc Committee** – Rachel Swanger & Roy Persinko, Co-Chairs
    - j. **Community Outreach Committee** – Sarah Auerswald & John Kuchta, Co-Chairs
    - k. **Elections and By-laws**- Bill Scheduling, chair
    - l. **Great Streets Ad Hoc Committee** – Michelle Krupkin, chair
    - m. **Ageing in Place Ad Hoc**- Sherri Akers & Robin Doyno, Co-Chairs
  - 11. **Discussion Calendar**
  - 12. **Unfinished Business** - Action items held over from previous meeting (Public comment permitted)
  - 13. **Grievances**, if any, received
  - 14. **Future agenda items**
  - 15. **Public Comment**
  - 16. **Adjournment**
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- \* *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](mailto:secretary@marvista.org).*
- \*\* *As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, assistive listening devices, or any auxiliary aids and/or services may be provided upon request. To ensure availability of services, please make your request at least 3 business days prior to the meeting you wish to attend by contacting [chair@marvista.org](mailto:chair@marvista.org).*

# Attachment A

ENERGY & ENVIRONMENT

## MOTION

An historic and worsening drought has prompted a shift away from thirsty lawns to climate appropriate landscapes in the City of Los Angeles. This process of landscape transformation offers residents opportunities to help meet state and City mandates for conserving water (Governor's and Mayor's directives), preventing polluted runoff (MS4 Permit), mitigating climate change (AB 32) and reducing "heat island" impacts, recharging groundwater basins for local supply, supporting biodiversity (Sustainability City pLAn), reducing green waste going to landfill (AB 1826, AB 1594), and increasing healthy soil as a tool for groundwater restoration, drought resistance and carbon sequestration (Healthy Soil Initiative, SB 367).

According to the Bureau of Sanitation, one-half-inch of rain generates 3.8 billion gallons of polluted runoff in the City. According to the USDA, healthy soil sequesters carbon, holds 20 times its weight in water, reduces landscape irrigation needs, and promotes groundwater recharge. According to the Department of Water and Power (LADWP), an accelerated effort to recharge our groundwater basins and expand water reuse could increase our local water supply yield from 11% to 50% over the next two decades.

As the studies and models developed through these Departments' *Stormwater Capture Master Plan* and *Enhanced Watershed Management Plans* show, managing and harvesting rainwater on a property-by-property basis can significantly reduce stormwater pollution, mitigate local flooding, recharge local groundwater supplies, and offset the use of potable water for landscape irrigation. Simple retrofits designed to accomplish these complementary goals can save property owners money on their water bills and help the City implement more cost-effective green infrastructure projects.

Currently, LADWP's \$3.75/square-foot turf replacement rebate encourages the use of "California Friendly® plants, mulch, and permeable pathways." While this popular program is a good step in the right direction, it misses opportunities to realize the Department's comprehensive "Capture, Conserve, Reuse" motto through a more integrative, multi-benefit approach.

Removing lawn provides ideal opportunities to build healthy soils, expand habitat for pollinators, and to re-contour sites through grading techniques such as berms, swales, and basins that detain, cleanse, and infiltrate stormwater. These simple measures, utilized in concert with strategies such as rain tanks, reduced hardscapes, infiltration trenches and greywater systems, can simultaneously help residential property owners maximize available water resources, support the ongoing health of our urban forest, and assist the city in meeting its water supply, water quality, biodiversity, climate resilience and sustainability goals.

There is growing consensus around the value of parcel-based stormwater management, a "watershed approach" that synergistically treats each site as a mini-watershed where water is Captured, Conserved, and Reused, as follows:

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- Capturing at least the first 1" of rainwater with rain tanks, permeable surfaces, and grading strategies like bioswales, berms and basins to help manage stormwater onsite, improve water quality, reduce local flooding, and recharge local groundwater.
- Conserving outdoor water use by installing landscaping with at least 60% SoCal native, climate-appropriate plants and trees that support wildlife habitat and preserve our region's biodiversity, and with the use of mulch and organic ground covers that mitigate heat island impacts, build healthy soils, and help sequester carbon.
- Minimize use of water and utilize more water reuse to help maintain our urban forest and support landscape and ecosystem needs without additional potable supplies.

I THEREFORE MOVE that the Department of Water and Power and the Bureau of Sanitation, and consultation with stakeholders, be requested/directed to evaluate and present the City Council within 60 days options to incentivize applicants to meet this multi-benefit "watershed approach." Such options should include tiered rebate levels, on-bill financing, and measures to ensure fair geographic and economic distribution of rebate funds. Additionally, the options should describe their potential to accelerate or diminish expected water savings from turf removals and encourage direct groundwater recharge and infiltration where applicable.

I FURTHER MOVE that the Department of Water and Power and the Bureau of Sanitation be directed to report back in 60 days on potential funding sources to help incentivize residents to adopt the "watershed approach."

PRESENTED BY:

  
 PAUL KORETZ  
 Councilmember, 5<sup>th</sup> District

  
 PAUL KREKORIAN  
 Councilmember, 2<sup>nd</sup> District

SECONDED BY:



**Attachment B**



# Attachment C

RULES, ELECTIONS & INTERGOVERNMENTAL RELATIONS

## RESOLUTION

### *Santa Monica Airport Flight Path Impacts*

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal government body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, Santa Monica Airport's so-called "Fly Neighborly Program" currently directs departing aircraft to avoid Santa Monica neighborhoods by overflying Venice, shifting the burden of noise impacts from Santa Monica's airport on to Venice residents; and

WHEREAS, the primary departure flight tracks from Los Angeles International Airport (LAX) and Santa Monica Airport (SMO) (Runway 21 at heading 210) therefore converge and conflict just west of the airports, making necessary the sequencing of LAX and SMO takeoffs, thereby causing delays at both LAX and SMO, and causing jets to hold and idle on the SMO runway; and

WHEREAS, ultra fine particles and black carbon from jet fuel, particularly from idling jets, are thus spewing toxic jet fumes on a daily basis into West Los Angeles residential homes 250 feet from the east end of the runway at Santa Monica Airport (SMO); and

WHEREAS, a 1989 inter-departmental memo between the U.S. Department of Transportation (DOT) and the Federal Aviation Administration (FAA) regarding SMO warned that sensitive equipment and personnel should not be within 300 feet of jet fumes due to deleterious and dangerous health effects, and yet homes exist 250 feet from where jets blast fumes and Los Angeles residents experience these deleterious health effects on a daily basis; and

WHEREAS, the Federal Aviation Administration (FAA) is in the process of implementing the Next Generation Air Transportation System, or NextGen, with the goal of transforming the country's air traffic control system from a ground-based system to a satellite-based system in order to increase efficiency and capacity, while saving time and fuel, and improving aviation safety; and

WHEREAS, as part of NextGen the FAA has developed a Metroplex program with proposals to optimize the crowded airspace for the Southern California region, which is made up of airports from Los Angeles to San Diego, LAX and SMO; and

WHEREAS, the FAA has prepared a Draft Environmental Assessment (EA) to document the potential environmental effects associated with the optimization of aircraft routes and the supporting airspace management structure while departing from or arriving to the Southern California Metroplex area; and

WHEREAS, in June 2008, the FAA Flight Standards Division changed the criteria used for evaluating obstructions and terrain, and in March 2009 the FAA clarified rules pertaining to Minimum Vectoring Altitudes (MVA) to provide for safer terrain and obstruction clearance for aircraft operations; and

WHEREAS, these two FAA actions changed the initial departure procedures for SMO Instrument Flight Rule (IFR) departures, thus increasing the contingent nature of departure operations at LAX and SMO and requiring that SMO departures at heading 210 must be sequenced with LAX departures, which produce significant departure delays and cause aircraft to emit tons of pollutants and emissions; and

WHEREAS, the FAA devised a test procedure for SMO departures to reduce the length of delays at SMO and LAX resulting from sequencing the traffic from both airports that required propeller driven IRF departures from SMO to turn to heading 250 immediately after takeoff, thereby providing the appropriate degrees of lateral separation from LAX jet departures and eliminating the need to sequence departures and the resulting delays impacting jets at LAX and IFR propeller aircraft at SMO; and

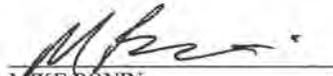
WHEREAS, the FAA issued an "Interim Review of Santa Monica IFR Departure Heading Test" on March 18, 2010 that reported departure delays had been drastically reduced; prior to the test the average number of delay minutes per month was 594; and

WHEREAS, the Santa Monica IFR Departure Heading Test reduced the 594 delay minutes per month to 87 minutes - an 85% decrease, and the runway idling and wait time was significantly reduced at both SMO and LAX, resulting in a positive contribution to air quality by reducing emissions; and

WHEREAS, the Metroplex project should design routes that increase efficiency and capacity, while saving time and fuel, and improving aviation safety;

NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by adoption of this resolution, the City of Los Angeles hereby includes in its 2015-16 Federal Legislative Program SUPPORT for the FAA to adopt Metroplex procedures that seek to eliminate takeoff convergence and conflicts of primary departures flight tracks at LAX and SMO, thereby reducing or making unnecessary the sequencing of LAX and SMO takeoffs, and eliminating the cause for delays at both LAX and SMO; and that if noise and air pollution impacts are to be taken into consideration in the design of air traffic corridors and flight path operations, that such impacts be fairly allocated so as not to shift the full or disproportionate burden of the impacts from Santa Monica's airport on to the residents of City of Los Angeles.

PRESENTED BY:

  
MIKE BONIN  
Councilmember, 11<sup>th</sup> District

SECONDED BY:



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