



# *Mar Vista Community Council*



## **Supplemental Meeting Materials**

Special Meeting of the Board of Directors

<http://www.marvista.org/minutes-and-agendas.php>

Monday, November 25, 2019, at 7:00pm

The Coffee Connection, Station Room  
3838 S. Centinela Ave., Mar Vista, CA 90066

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9. **Unfinished Business and General Orders**

- 9.1 **[POLICY][T&I] Rose Ave. Sidewalk Installation in Zone 6** – Discussion and possible amendment to a previously-passed motion regarding the installation of a sidewalk on the South side of Rose Ave. between S. Centinela Ave. and Colonial Ave. in Zone 6. **Amendment:** *The MVCC also supports CD11 using WLA TIMP funds for this project.*

**Amended Rose Ave. Sidewalk Installation Motion**

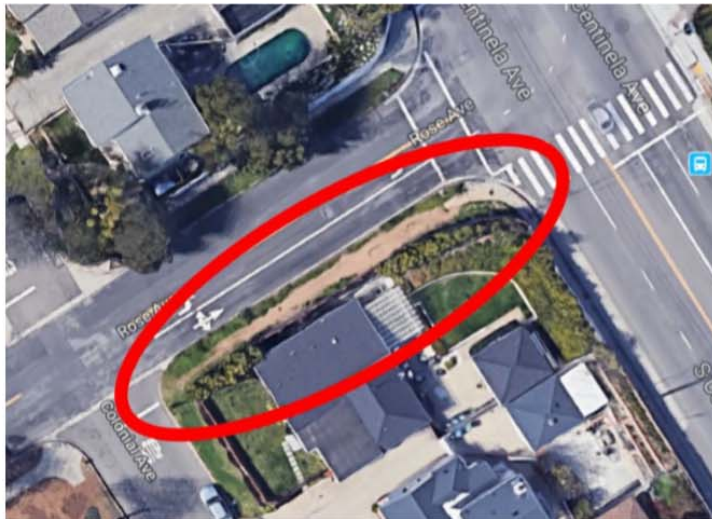
**Passed Transportation and Infrastructure Committee August 7, 2019**

**Original Motion passed Board of Directors August 13, 2019**

**Amended by Transportation and Infrastructure Committee October 2, 2019**

**Background:** This issue was discussed at the July 17, 2019 Mar Vista Bi-Monthly LADOT/CD11/LAPD Traffic Committee Meeting. Per the meeting minutes:

*Request for installation of a sidewalk on Rose Ave. between South Centinela Ave. and Colonial Ave. At this time there doesn't seem to be any regular path through City channels to create an additional sidewalk on Rose Ave. The street in question does have a sidewalk on one side, and the City seems to think that if there is at least a sidewalk on one side, then there is not a priority to justify construction of a sidewalk on the other side as well. Many streets in the City have this situation. Including one street a couple blocks over from Rose, also between Colonial and Centinela. Mr. Guevera discussed the possibility of adding crosswalk markings at the intersection, but that is not feasible if there are no curb ramps cutouts, and if there is not a stop sign to support the crosswalk. And installing a stop sign so close to the intersection of Rose and Centinela seems problematic. If the stakeholders who made the request want to continue the pursuit of a sidewalk it would probably be best to do so through the advocacy approach of a Neighborhood Council resolution, etc.*



**On October 2, 2019** the committee discussed with CD 11 Mobility Deputy Alek Bartosauf about how the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP) could fund this new sidewalk project and amended the motion to make this request.

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**Amended Motion:** The Board of the MVCC supports the installation of a sidewalk on the South side of Rose Ave. between S. Centinela Ave and Colonial Ave in Zone 6 and also supports CD 11 using West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP) funds for this project.

**9.2 [FUNDING][OUTREACH] – Outreach Door Hangers** – Discussion and possible action regarding an expenditure - not to exceed \$1,000 - for the designing, printing, and distributing of Outreach Door Hangers.

**CATEGORY:** Funding

**COMMITTEE:** Outreach

**PURPOSE:** Outreach to stakeholders increasing the awareness of and participation in MVCC functions, duties, and decisions.

**BACKGROUND:**

During the October Board of Directors' meeting, design concerns were raised, and it was sent back to the Outreach Committee for redesign. Besides the comments during the BoD meeting, additional emailed suggestions were read and considered for the redesign at the October Committee meeting. The eight attendees approved the design without objection.

The October Outreach minutes reflect the agreement that the door hangers should remain one-sided to leave room for an Avery Label (or similar sticker) that could easily be printed to contain the pertinent and changeable information (e.g., address, date). Also, no instructions would be needed to direct people to look at the reverse side (people naturally look at both sides). It was also agreed upon to keep the writing to a minimum to increase "white space" thereby encourage reading.

A part of true and effective outreach is to inform stakeholders of the activities of the MVCC and encourage stakeholder participation. It is the job of the Outreach Committee to think of new and out-of-the box ways from the usual and customary MVCC Outreach in reaching stakeholders.


As new construction effects everyone in the neighborhood, the Door Hangers inform stakeholders that MVCC is part of the building process and their participation is needed. These Door Hangers would be distributed to the homes around proposed construction sites.

The Door Hangers are written to be "generic" so they may be used without needing to reprint for each new proposed construction. The single-sided cards cost between \$300-\$450 for 5,000 Door Hangers. Final price depends on the chosen printer, design, and quantity.

Distribution would be provided by an outside vendor. The vendor who distributed the 2019 Election Newsletter has provided a price of \$195 for up to 250 Door Hangers. This price point is perfect because there are about 240 homes within a 500-750 ft. radius of properties in Mar Vista. Obviously, the exact number would change due to the configuration of the neighborhood. He added that he would make special efforts to reach apartment managers to ensure that renters' receive this important information similar to what they provide for the DWP and other public services that use Door Hangers.

**THE MOTION:**

The MVCC approves an expenditure of up to \$1,000 for the designing, printing, and distributing of Outreach Door Hangers. These Outreach Door Hangers would provide needed outreach to stakeholders increasing the awareness of and participation in MVCC functions, duties, and decisions.



Construction  
Proposed  
Near You



Mar Vista Community Council

The MVCC is inviting you to attend the *Planning & Land Use Management Committee (PLUM)* meetings to learn more about this construction and provide your input.

*See Calendar for date(s)*

*Visit:*

**MarVista.org**

**9.4 [POLICY][PLUM][COMMUNITY PLAN] – Co-Living Arrangements** – Discussion and possible action regarding suggested requirements for co-living projects in Mar Vista.  
Co-Living Projects Motion

Motion[POLICY][Community Plan Sub-Committee]:

**Background:**

As a result of the national demographic shift called urban revival which began in the 1990s, millions of people began to migrate to urban areas throughout the United States, including Los Angeles. This trend includes mostly young professionals, but is augmented by baby-boomers wishing to downsize and middle-class persons who are locked out of the home ownership market. The real estate market responded to this increased demand with a surge in urban construction. This construction provides enormous potential for windfall profits, and, as such, an outsized share of it is in the high-end market. These high-end units are out of reach for most city residents and drive up housing prices across the board.

This has had devastating consequences for the poor, and has spurred several initiatives for preserving RSO (Rent Stabilized Units) and SROs (Single Room Occupancy) Hotels, but it has also impacted the middle class who wish to live in an urban environment, cannot afford high-end units but do not fall into the Very Low, Extremely Low or Low HUD income categories.

In order to meet this demand, a unique type of housing has emerged: the so-called Co-Living Project. These projects usually comprise the rental of a private bedroom and bathroom, combined with the communal use of kitchens, living rooms, WiFi, and laundry facilities.

This concept incorporates features both old and new.

**The old features:**

- They are a form of Residential Hotel, similar to the early SROs, which housed the workforce that migrated to Cities in the US in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries
- They are designed for singles and or couples, but not families
- They are semi-permanent

**The new features:**

- the rents fall in-between those for new market rate apartments in Los Angeles and those for Income Restricted Affordable Units
- they offer more amenities than the old SRO units

These units are new to both the City of Los Angeles and to Mar Vista, a long-standing family-oriented neighborhood, and, as such, the community feels that these new projects need to be specifically addressed by the Dept of City Planning in the current update of the Palms-Mar Vista-Del Rey Community Plan.

Current State Legislation describes these units variously as Residential Hotels or Efficiency Dwelling Units. The City of Los Angeles Municipal Code defines them as Boarding or Rooming Houses and as Efficiency Units.

They are currently permitted in R2 to R5 zones.

The Motion:

At its 10/22/2019 meeting the MVCC Community Plan Sub-Committee drafted the following requirements for Co-Living Projects in Mar Vista, to be incorporated into the MVCC's Second Input Document to the Dept of City Planning:

- 1) Parking: each efficiency unit shall have 1 parking space [per L.A.M.C. Sec 12.21.A.(4)(b)]
- 2) Density: either of the following:
  - a) Co-Living Projects shall only be permitted on parcels Zoned C1 or above
  - or
  - b) There shall be no more than 4 bedrooms per kitchen in each project
- 3) An on-site manager shall be provided 24/7
- 4) Units shall be no smaller than 144 square feet and have full bathrooms
- 5) Open space requirements shall be, at a minimum, the same as specified for 6 or more residential units in L.A.M.C. Sec 12.21.G(2), which mandates 100 square feet for each unit having less than 3 habitable rooms
- 6) Co-Living Projects may not incorporate Hostels as a Use
- 7) Such projects are exempt from any density bonuses whether 12.22.A.25 or 12.22.A.31

The Mar Vista Community Council requests that these provisions be incorporated into newly formulated zoning regulations for Co-Living projects located within the Mar Vista Community Council Boundaries as part of the update to the Palms-Mar Vista-Community Plan.

Distribution List:

Jonathan Hershey, Senior Planner : [jonathan.hershey@lacity.org](mailto:jonathan.hershey@lacity.org)

Kinikia Gardner, Planner : [kinikia.gardner@lacity.org](mailto:kinikia.gardner@lacity.org)

Diego Janacua, Planning Associate : [diego.janacua@lacity.org](mailto:diego.janacua@lacity.org)

Cc:

Len Nguyen, CD11 Senior Planning Deputy : [len.nguyen@lacity.org](mailto:len.nguyen@lacity.org)

Jason Douglas, Senior Planning Deputy : [Jason.douglas@lacity.org](mailto:Jason.douglas@lacity.org)

Co-Living Projects Motion  
Community Plan Sub-Committee

Background and References

**California Health & Safety Code, Division 13 HOUSING[117000-19997]**  
**Chapter 4 Application and Scope Section 17958.1 :**

Notwithstanding Sections 17922, 17958, and 17958.5, a city or county may, by ordinance, permit efficiency units for occupancy by no more than two persons which have a minimum floor area of 150 square feet and which may also have partial kitchen or bathroom facilities, as specified by the ordinance. In all other respects, these efficiency units shall conform to minimum standards for those occupancies otherwise made applicable pursuant to this part.

Efficiency unit, as used in this section, has the same meaning specified in the Uniform Building Code of the International Conference of Building Officials, as incorporated by reference in Chapter 2-12 of Part 2 of Title 24 of the California Code of Regulations.

*(Amended by Stats. 1997, Ch. 645, Sec. 10. Effective January 1, 1998.)*

**California Building Code Chapter 2:**

**EFFICIENCY DWELLING UNIT. [HCD 1]** A [dwelling unit](#) containing only one habitable room and includes an efficiency unit as defined by Health and Safety Code Section 17958.1. See [Section 1208.4](#).

**California Building Code Section 1208.4:**

**1208.4 Efficiency dwelling units**

[HCD 1] Unless modified by local ordinance pursuant to Health and Safety Code Section 17958.1, efficiency [dwelling units](#) shall comply with the following:

1. The unit shall have a living room of not less than 220 square feet (20.4 m<sup>2</sup>) of floor area. An additional 100 square feet (9.3 m<sup>2</sup>) of floor area shall be provided for each occupant of such unit in excess of two.
2. The unit shall be provided with a separate closet.
3. The unit shall be provided with a kitchen [sink](#), cooking appliance and refrigeration [facilities](#), each having a [clear](#) working [space](#) of not less than 30 inches (762 mm) in front. Light and [ventilation](#) conforming to this code shall be provided.
4. The unit shall be provided with a separate [bathroom](#) containing a water closet, [lavatory](#) and bathtub or shower



**California Health & Safety Code Division 31, Part 2 Chapter 3.3 Section 50519 (b)(1):**

(1)“Residential hotel” means any building containing six or more guestrooms or efficiency units, as defined by Section 17958.1, intended or designed to be used, or which are used, rented, or hired out, to be occupied, or which are occupied, for sleeping purposes by guests, which is also the primary residence of those guests, but does not mean any building containing six or more guestrooms or efficiency units, as defined by Section 17958.1, which is primarily used by transient guests who do not occupy that building as their primary residence.

(2)“Sponsor” means a local government or nonprofit housing sponsor.

**L.A.M.C Section 12.03:**

**BOARDING OR ROOMING HOUSE.** A dwelling containing a single dwelling unit and not more than five guest rooms or suites of rooms, where lodging is provided with or without meals, for compensation. **(Amended by Ord. No. 107,884, Eff. 9/23/56.)**

**EFFICIENCY DWELLING UNIT.** A room located within an apartment house or apartment hotel used or intended to be used for residential purposes which has a kitchen and living and sleeping quarters combined therein, and which complies with the requirements of Section 91.4930.2 of this Code. **(Added by Ord. No. 138,456. Eff. 5/30/69.)**

**L.A.M.C. Section 91.4930.2:**

**DIVISION 4  
SPECIAL USE AND OCCUPANCY**

Section  
[91.400](#) Basic Provisions.

**SEC. 91.400. BASIC PROVISIONS.**  
**(Amended by Ord. No. 182,850, Eff. 1/3/14.)**

Chapter 4 of the California Building Code is hereby adopted by reference.

- 9.5 **[POLICY][PLUM][COMMUNITY PLAN] – Venice Blvd. Survey** – Discussion and possible action regarding a survey to be distributed regarding Venice Blvd. as part of the Community update process.



*Mar Vista Community Council*



Community Plan Sub-Committee  
Venice Blvd/Airport Survey

1) What do think an “Arts District” is?

- a) A district in which artist live /work parcels are zoned for
- b) A district in which art gallery and museum parcels are zoned for
- c) A district in which 99-seat theaters are zoned for
- d) a & b only
- e) a,b &c
- f) Other: please specify

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2) What Planning/Zoning Standards do you think are essential to an Arts District?

- a) Rent control
- b) Height/FAR (floor/area ratio) limitations
- c) Use limitations
- d) a, b and c
- e) Other: please specify

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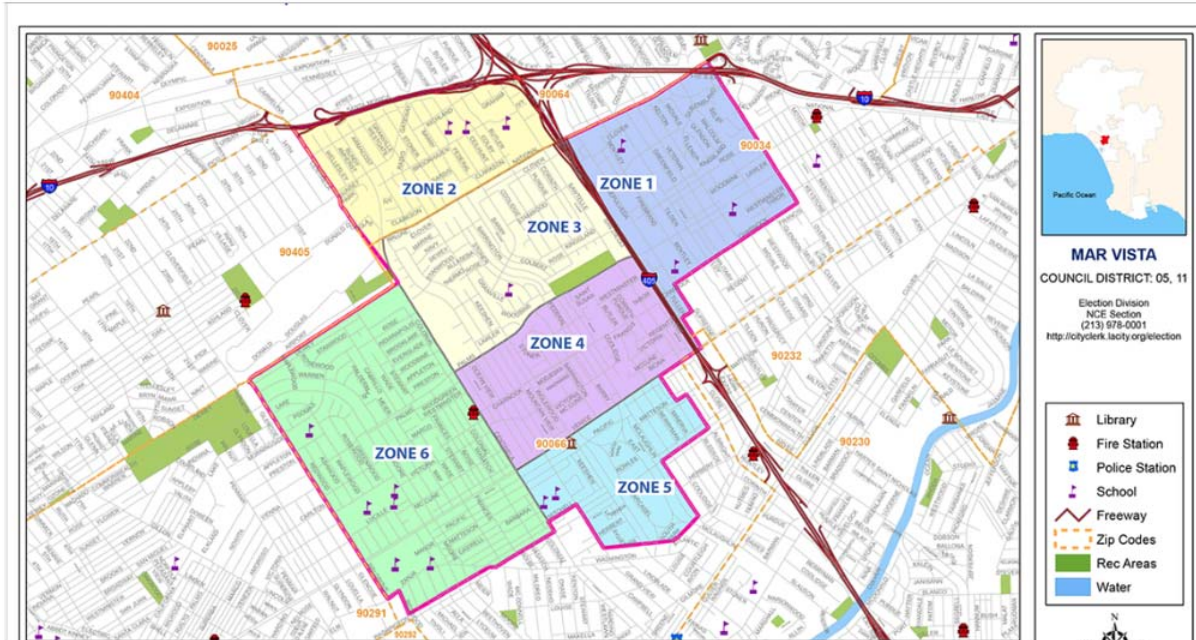
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# MVCC Venice Boulevard Survey

1) What Mar Vista Community Council Zone do you live/work/own property in?



- \_\_\_\_\_ Zone 1
- \_\_\_\_\_ Zone 2
- \_\_\_\_\_ Zone 3
- \_\_\_\_\_ Zone 4
- \_\_\_\_\_ Zone 5
- \_\_\_\_\_ Zone 6

- 9.7 **[FUNDING][AMBRIZ] – Replacement Video Equipment** – Discussion and possible action regarding an expenditure - not to exceed \$2,000 - for replacement video equipment for use in broadcasting MVCC meetings.

[POLICY] [Ambriz] Support of a previously passed motion to purchase equipment to engage stakeholders, and employing equipment for future events – Discussion and possible action regarding support for immediate replacement of video/ camera equipment previously purchased to share meetings and events with stakeholders.

#### Background

The MVCC previously approved the funding, purchase and use of video/camera equipment to engage stakeholders, through capturing and broadcasting meetings and events. Unfortunately that equipment (including, but may not not limited to, a camera, iPad, and wireless hotspot) purchased for these purposes was stolen. Insurance funding may have provided funds for full replacement of these items.

Neither through insurance funds or another MVCC appropriation has the video/camera equipment been repurchased, to date, thereby limiting intended engagement with the stakeholder community and fulfilling the previously approved intentions by the MVCC.

#### Motion:

The MVCC instructs the immediate replacement and purchase of video/camera equipment, previously purchased but stolen, in an amount up to \$2000 (through either insurance funds or approved funds). (This funding has already been approved.)

Additionally, the MVCC instructs the use of video/camera equipment to broadcast and record all future official MVCC-related meetings and events, from this date, through various means, including, but not limited to, livestreams channeled through the MVCC website and all existing social media channels.

10. **New Business**

**10.1 [POLICY][T&I] Transportation Survey Regarding Community Plan Update Mobility Element**

– Discussion and possible action regarding an MVCC Transportation Survey regarding the Mobility Element of the Palms - Mar Vista - Del Rey Community Plan update, which will be combined, promoted, and distributed online and on paper with the Community Plan Subcommittee’s Venice Blvd Survey.

## (MVCC) Transportation Survey

We are asking our Mar Vista stakeholders to share with us their thoughts about transportation and mobility in our community to gain a better understanding stakeholders' views of this topic. The feedback you provide will be forwarded to the Department of City Planning to help shape the Mobility Element of the Palms - Mar Vista - Del Rey Community Plan Update.

Question 1: What are all the ways you commonly get around in our community?

- Never
- Almost never
- Occasionally / sometimes
- Almost every time
- Every time

Drive myself
Carpool with others
Ride share (Uber/Lyft)
Taxi
Walk
Bike
Scooter
Transit (bus, light rail, LA Now/DASH)
Paratransit (Access Services)
Drive myself
Carpool with others
Ride share (Uber/Lyft)
Taxi
Walk
Bike
Scooter
Transit (bus, light rail, LA Now/DASH)
Paratransit (Access Services)

OPTIONAL: What else would you like to tell us about how you commonly get around the community?

Your answer

Question 2: Please tell us if any of the following statements are true for you. \*

- Strongly disagree
- Disagree
- Neither agree or disagree
- Agree
- Strongly agree

There are places I can walk and bike near my home
I feel safe walking and biking in my community
I have access to convenient transit options
I wait in traffic delays on a regular basis
Parking is convenient at most of my destinations
There are places I can walk and bike near my home
I feel safe walking and biking in my community
I have access to convenient transit options
I wait in traffic delays on a regular basis
Parking is convenient at most of my destinations

OPTIONAL: What other statements about getting around our community are true for you?

Your answer

Question 3: What modes of transportation would you like to have more access to?

- Not a priority
- Low priority
- Medium priority
- High priority
- Essential

- Driving myself
- Carpooling with others
- Ride sharing (Uber/Lyft)
- Taking a taxi
- Walking
- Biking
- Scooters/e-mobility
- Transit (bus, light rail, LANow/DASH bus)
- Paratransit (Access Services)
- Driving myself
- Carpooling with others
- Ride sharing (Uber/Lyft)
- Taking a taxi
- Walking
- Biking
- Scooters/e-mobility
- Transit (bus, light rail, LANow/DASH bus)
- Paratransit (Access Services)

**OPTIONAL: Are there other modes of transportation not listed above that you would like to have more access to?**

Your answer

**Question 4: Which of the following options would you use if they were more widely available?**

- Strongly disagree
- Disagree
- Neither agree or disagree
- Agree
- Strongly agree

- Car share
- Carpool
- Express lanes/carpool lanes on freeways
- Commuter rail/subway
- Bus routes with bus-only dedicated travel lanes
- Expanded bus service
- E-mobility (bikes, scooters)
- Protected bike lanes on busy roadways
- Bike lanes in the neighborhood
- LANow/DASH local service bus
- Car share
- Carpool
- Express lanes/carpool lanes on freeways
- Commuter rail/subway
- Bus routes with bus-only dedicated travel lanes
- Expanded bus service
- E-mobility (bikes, scooters)
- Protected bike lanes on busy roadways
- Bike lanes in the neighborhood
- LANow/DASH local service bus

**OPTIONAL: What other options not listed above would you use if they were more widely available?**

Your answer

Question 5: What transportation-related improvements could most benefit our community?

- Not a priority
- Low priority
- Medium priority
- High priority
- Essential

Reducing travel times
Safer streets (improved crosswalks, better lighting)
More access to reliable, frequent and convenient transit
Improving street infrastructure (like fixing potholes and bridges)
Increasing parking
Increasing lanes for vehicle traffic
Reducing vehicular cut-through traffic in neighborhoods
Improving mass transit
Improving local roads and parking
Increasing bike lanes
Supporting active transportation modes (walking, biking)
Creating convenient drop off points for rideshare and mobility devices (bikes, scooters)
Reducing travel times
Safer streets (improved crosswalks, better lighting)
More access to reliable, frequent and convenient transit
Improving street infrastructure (like fixing potholes and bridges)
Increasing parking
Increasing lanes for vehicle traffic
Reducing vehicular cut-through traffic in neighborhoods
Improving mass transit
Improving local roads and parking
Increasing bike lanes
Supporting active transportation modes (walking, biking)
Creating convenient drop off points for rideshare and mobility devices (bikes, scooters)

OPTIONAL: What other transportation-related improvements not listed above could most benefit our community?

Your answer

Question 6: Please rank the following options to reduce fatalities and serious injuries on our roadways in order of importance. NOTE: You can only choose one response per column. \*

- 1 - Essential priority
- 2 - High priority
- 3 - Moderate priority
- 4 - Neutral
- 5 - Somewhat priority
- 6 - Low priority
- 7 - Not a priority

Reducing vehicle speed limits
Protected lanes for people bicycling or using scooters

Re-engineering streets using road diets, lane narrowing  
Protecting neighborhoods using traffic circles, speed humps, turn restrictions  
Sidewalk and crosswalk improvements  
Increasing enforcement of traffic laws  
More public education about roadway safety  
Reducing vehicle speed limits  
Protected lanes for people bicycling or using scooters  
Re-engineering streets using road diets, lane narrowing  
Protecting neighborhoods using traffic circles, speed humps, turn restrictions  
Sidewalk and crosswalk improvements  
Increasing enforcement of traffic laws  
More public education about roadway safety

**OPTIONAL:** What other options to reduce fatalities and serious injuries on our roadways would you suggest?

Your answer

Question 7: Metro is currently exploring options to build a subway or monorail from the San Fernando Valley to LAX. There are three options for the route once this Sepulveda Corridor Project comes through the Sepulveda Pass and onto the Westside. Would you prefer the proposed transit line travel down:

Sepulveda Blvd  
Bundy Dr./Centinela Ave  
Overland Ave



**Tell us a little bit about yourself.**

What is your age?

- under 18
- 18 to 24
- 25 to 34
- 35 to 44
- 45 to 54
- 55 to 64
- 65 to 74
- 75 to 84
- over 85

What is your gender?

- Female
- Male
- Non-binary
- Prefer not to say
- Other:

What is your race/ethnicity?

- Black or African American
- Asian/Pacific Islander
- Hispanic or Latino
- Native American or American Indian
- White
- Other:

How many people are in your household, including yourself?

Your answer

Who are the members of your household? (choose all the apply)

- Live alone
- Spouse or domestic partner
- Child(ren) under 18
- Child(ren) over 18
- Elderly parents
- Caregiver
- Roomate(s)
- Other:

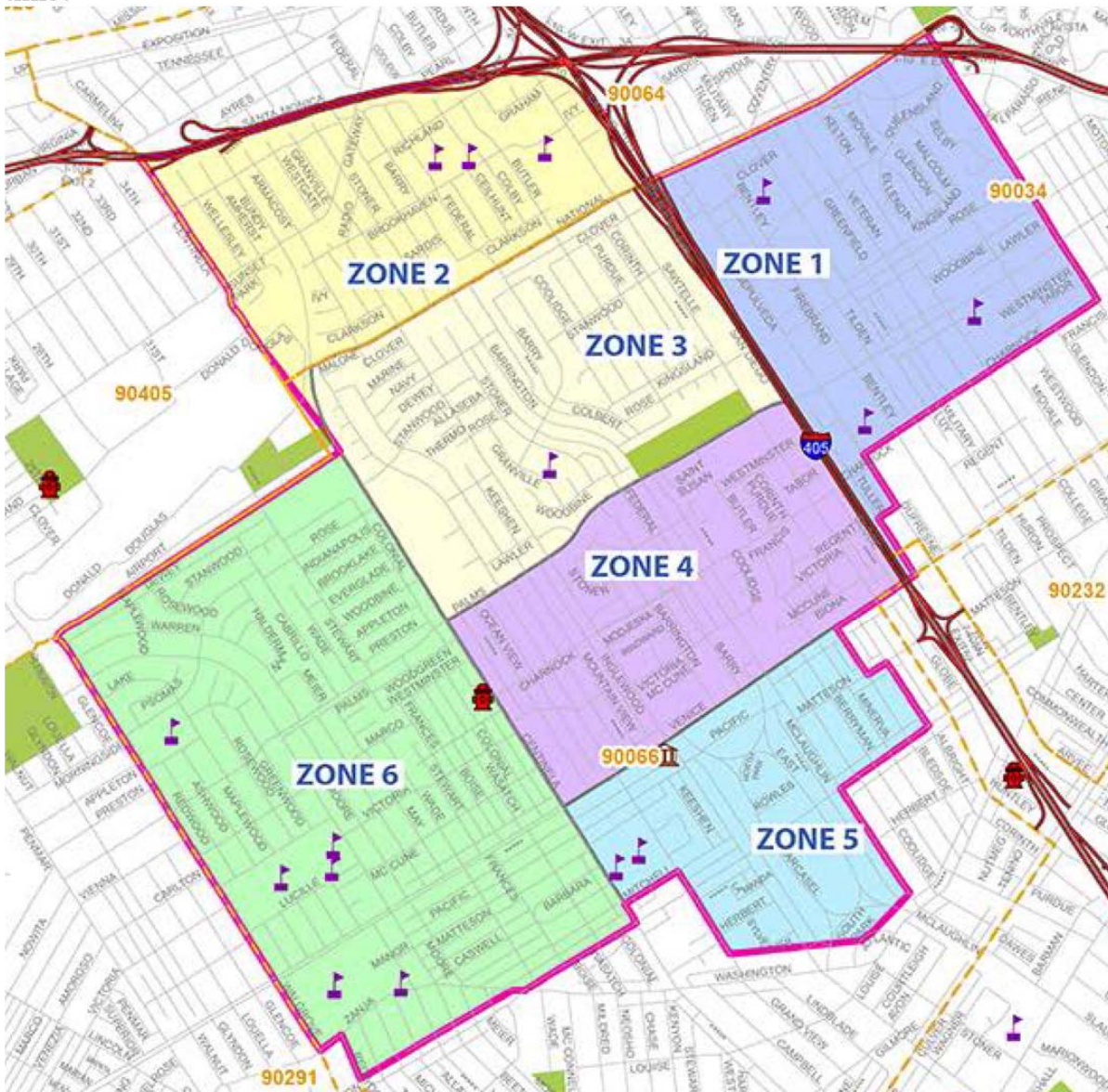
Do you own or rent your current residence?

- Rent
- Own
- Other:

What is your stakeholder status? (choose all that apply)

- I live in Mar Vista
- I own property in Mar Vista
- I work in Mar Vista
- I own a business in Mar Vista
- Mar Vista is a place where I spend a lot of my time
- Other:

Where in Mar Vista do you live, own property or a business, work or spend most of your time?



- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5
- Zone 6