



# Motion to Co-Sponsor a FREE CHP “Child Car Seat Check Up” Event

**Agenda Item:** GB011818-2  
**Date:** January 18, 2017  
**Proposed By:** SORO NC Public Safety Committee

## Background

A child's life depends on the car seat they're riding in. It's imperative to make sure it's properly installed and that it is size appropriate. More than 80 percent of car seats are critically misused.

The CHP established the Child Car Seat Check Up program in 1999, with funding provided by a grant from the California Office of Traffic Safety through the National Highway Traffic Safety Administration. They seek to partner with numerous community organizations that are willing to host and sponsor a Car Seat Check Up Event, which is at no cost to the organization and open to the public (also at no cost.)

Parents and/or Guardians are encouraged to bring their children along with their car seat to a designated location and have it inspected by specially trained Child Safety Seat Technicians. The technicians will be available to properly set up and adjust the car seats for the child. In addition, they provide safety information regarding updated child-restraint laws and proper child-restraint practices.

The previous 3 SORO Sponsored Car Seat Check Up Events were very successful. This year, Assemblymember Bloom's office has taken the lead on organizing the Event for January 21, 2018 at Mikey's Car Wash (corner of West Pico and Beverly Dr.)

## Proposed Motion

That the SORO NC co-sponsor a FREE CHP “Car Seat Check” event on Sunday January 21, 2018 in coordination with the CHP, CD5 and Assemblymember Bloom.

## Considerations

**Committee review:** Votes For: 6 Against: 0  
*(highly recommended)*

**Amount previously allocated in Committee's working budget:** \$ ?  
*(applies to funding motions only)*

### Arguments for:

FREE!!!! Can help protect children from injury or death.

Was very successful event last 3 years

### Arguments against:

Requires a few volunteers.

Success will depend on Publicity and Social Media for Event promotion.

**Doug Fitzsimmons**  
President

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Vice-President

**Jon Liberman**  
Treasurer

**Beth Hirsch**  
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# Motion to oppose CA bill for Transit-rich Housing Bonus [Wiener, SB 827]

**Agenda Item:** GB011818-5  
**Date:** 18 January 2018  
**Proposed By:** Westside Regional Alliance of Councils

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## Background

The California State legislature is currently considering SB 827, proposed by CA Senator Wiener. The measure would remove local authority to determine housing density around mass transit (extending 1/2 mile to either side of rail; 1/4 mile to either side of major bus lines). The measure does not set an upper limit on development, nor does it specify that a percentage must be affordable.

Aside from being poorly conceived and written, the measure shows profound contempt for municipalities' efforts to address housing issues, as well as disregard for their right to do so. In particular, it would gut the years-long work the City and NCs have put into Community Plans and the Expo Transit Neighborhood Plan. SB 827 is a gift to developers uninterested in community character, gentrification impacts, and the need for affordable housing.

The text of SB 827 is attached.

## Proposed Motion

- i. Whereas the City Charter-mandated Neighborhood Council system of Los Angeles, and the Community Councils of the City of Los Angeles, represent grass roots democracy,
- ii. Whereas the newly introduced California State Senate Bill 827 [Scott Weiner] as written constitutes a top down pen stroke planning measure which completely removes land use and planning authority within one half mile of high quality transit from jurisdictions and charter cities,
- iii. Whereas removal of said authority clearly abolishes local input into land use planning and therefore constitutes an attack upon local democracy, upon neighborhoods, and upon the Neighborhood Councils and Community Councils in the City of Los Angeles,
- iv. Whereas SB 827 as written trashes the density bonus and wage provisions of the JJJ TOC ordinance which were recently enacted by the people of Los Angeles—in good faith—in order to *guarantee* transit close housing opportunities would actually be available to working and low-income persons and families in the City of Los Angeles,
- v. Whereas the lack of analysis of infrastructure and other costs associated with this pen stroke planning creates grave uncertainty that a local agency would be able to *levy enough service charges, fees or assessments sufficient to pay for the program or level of service mandated by this act within the meaning of Section 17556 of the Government Code*,
- vi. Whereas, given the aforementioned lack of fiscal analysis, Section 6 of Article XIII B of the California Constitution “No reimbursement” clause is cited inappropriately in this legislation,

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vii. Therefore, the South Robertson Neighborhoods Council opposes SB 827 in its present form.

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## Considerations

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**Committee review:**  
*(highly recommended)*

Votes For: n/a

Against:

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**Amount previously allocated in Committee's working budget:**      \$  
*(applies to funding motions only)*

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**Arguments for:**

**Arguments against:**

It is an usurpation of local zoning control.

We need more housing immediately.

The measure does nothing to address affordable housing or foster diverse communities.

Local cities aren't getting it done.

**Introduced by Senator Wiener**  
**(Principal coauthor: Senator Skinner)**  
(Principal coauthor: Assembly Member Ting)

January 3, 2018

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An act to add Section 65917.7 to the Government Code, relating to land use.

LEGISLATIVE COUNSEL'S DIGEST

SB 827, as introduced, Wiener. Planning and zoning: transit-rich housing bonus.

The Planning and Zoning Law requires, when an applicant proposes a housing development within the jurisdiction of a local government, that the city, county, or city and county provide the developer with a density bonus and other incentives or concessions for the production of lower income housing units or for the donation of land within the development if the developer, among other things, agrees to construct a specified percentage of units for very low, low-, or moderate-income households or qualifying residents.

This bill would authorize a transit-rich housing project to receive a transit-rich housing bonus. The bill would define a transit-rich housing project as a residential development project the parcels of which are all within a  $\frac{1}{2}$  mile radius of a major transit stop or a  $\frac{1}{4}$  mile radius of a high-quality transit corridor, as those terms are further defined. The bill would exempt a project awarded a housing opportunity bonus from various requirements, including maximum controls on residential density or floor area ratio, minimum automobile parking requirements, design standards that restrict the applicant's ability to construct the maximum number of units consistent with any applicable building code, and maximum height limitations, as provided.

The bill would declare that its provisions address a matter of statewide concern and apply equally to all cities and counties in this state, including a charter city.

By adding to the duties of local planning officials, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: yes.

*The people of the State of California do enact as follows:*

1 SECTION 1. The Legislature finds and declares that this act  
2 addresses a matter of statewide concern and shall apply equally to  
3 all cities and counties in this state, including charter cities.

4 SEC. 2. Section 65917.7 is added to the Government Code, to  
5 read:

6 65917.7. (a) As used in this section, the following definitions  
7 shall apply:

8 (1) “Block” has the same meaning as defined in subdivision (a)  
9 of Section 5870 of the Streets and Highways Code.

10 (2) “High-quality transit corridor” means a corridor with fixed  
11 route bus service that has service intervals of no more than 15  
12 minutes during peak commute hours.

13 (3) “Transit-rich housing project” means a residential  
14 development project the parcels of which are all within a one-half  
15 mile radius of a major transit stop or a one-quarter mile radius of  
16 a high-quality transit corridor. A project shall be deemed to be  
17 within a one-half mile radius of a major transit stop or a one-quarter  
18 mile radius of a high-quality transit corridor if both of the following  
19 apply:

20 (A) All parcels within the project have no more than 25 percent  
21 of their area outside of a one-half mile radius of a major transit  
22 stop or a one-quarter mile radius of a high-quality transit corridor.

23 (B) No more than 10 percent of the residential units or 100 units,  
24 whichever is less, of the project are outside of a one-half mile

1 radius of a major transit stop or a one-quarter mile radius of a  
2 high-quality transit corridor.

3 (4) “Major transit stop” has the same meaning as defined in  
4 Section 21064.3 of the Public Resources Code.

5 (b) Notwithstanding any local ordinance, general plan element,  
6 specific plan, charter, or other local law, policy, resolution, or  
7 regulation, a transit-rich housing project shall receive a transit-rich  
8 housing bonus which shall exempt the project from all of the  
9 following:

10 (1) Maximum controls on residential density or floor area ratio.

11 (2) Minimum automobile parking requirements.

12 (3) Any design standard that restricts the applicant’s ability to  
13 construct the maximum number of units consistent with any  
14 applicable building code.

15 (4) (A) If the transit-rich housing project is within either a  
16 one-quarter mile radius of a high-quality transit corridor or within  
17 one block of a major transit stop, any maximum height limitation  
18 that is less than 85 feet, except in cases where a parcel facing a  
19 street that is less than 45 feet wide from curb to curb, in which  
20 case the maximum height shall not be less than 55 feet. If the  
21 project is exempted from the local maximum height limitation, the  
22 governing height limitation for a transit-rich housing project shall  
23 be 85 feet or 55 feet, as provided in this subparagraph.

24 (B) If the transit-rich housing project is within one-half mile of  
25 a major transit stop, but does not meet the criteria specified in  
26 subparagraph (A), any maximum height limitation that is less than  
27 55 feet, except in cases where a parcel facing a street that is less  
28 than 45 feet wide from curb to curb, in which case the maximum  
29 height shall not be less than 45 feet. If the project is exempted  
30 from the local maximum height limitation, the governing height  
31 limitation for a transit-rich housing project shall be 55 feet or 45  
32 feet, as provided in this subparagraph.

33 (C) For purposes of this paragraph, if a parcel has street frontage  
34 on two or more different streets, the height maximum pursuant to  
35 this paragraph shall be based on the widest street.

36 SEC. 3. No reimbursement is required by this act pursuant to  
37 Section 6 of Article XIII B of the California Constitution because  
38 a local agency or school district has the authority to levy service  
39 charges, fees, or assessments sufficient to pay for the program or

- 1 level of service mandated by this act, within the meaning of Section
- 2 17556 of the Government Code.

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# Motion to support the City's Expo Transit Neighborhood Plan

**Agenda Item:** GB011818-6  
**Date:** 18 January 2018  
**Proposed By:** Doug Fitzsimmons

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## Background

As described in the previous motion (GB011818-5), some State legislators are seeking to strip local control of development around transit corridors. It is therefore critical that we support the City's own Expo Transit Neighborhood Plan (TNP).

The cross-disciplinary TNP Project Team has held innumerable public meetings to solicit public input over the past 3+ years in order to create a plan that maximizes the public investment in transit, balanced against the pre-existing realities of the Westside. The team has done an exceptional job incorporating feedback from this Neighborhood Council, including explicit calls for safe pedestrian linkage between the Culver City/Robertson Expo stop and Hamilton High School.

With the passage of JJJ, the TNP was revised to accommodate more affordable housing along the corridor. While no plan is perfect—or can satisfy all parties—this one is the result of a true, homegrown effort to involve the communities in setting the future direction of the Westside.

## Proposed Motion

- I. The South Robertson Neighborhoods Council (SORO NC) supports the adoption of the City's draft Expo Corridor Transit Neighborhood Plan (TNP), contingent upon the following:
  - a. That the TNP should go further in alleviating or preventing gentrification through higher targets for affordable workforce housing and, where practicable, increased density along the corridor, noting that Venice Blvd in particular is a prime candidate for development;
  - b. That the City should work directly with Neighborhood and Community Councils to resolve outstanding issues;
- II. Further, in the interest of preserving local control of our transit planning, SORO NC urges Councilmember Koretz and Council President Wesson to actively engage with City Planning to address their own outstanding reservations with the TNP.

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## Considerations

**Committee review:**  
*(highly recommended)*

Votes For: n/a

Against:

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**Amount previously allocated in Committee's working budget:** \$  
*(applies to funding motions only)*

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**Doug Fitzsimmons**  
President

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Vice-President

**Jon Liberman**  
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**Arguments for:**

The TNP has address the majority of SORO NC's concerns.

The Plan is the result of extensive community discussions.

**Arguments against:**

Not all NCs are happy with the TNP.

The Plan could go much further in guaranteeing affordable housing, an issue that is much more acute today than it was when the TNP was originally drafted.



# Motion to oppose condo at 1505 S Holt Ave

**Agenda Item:** GB011818-7  
**Date:** January 18, 2018  
**Proposed By:** LUED Committee

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## Background

The proposed project consists of a five-story, 21-unit condo building including two very low-income units and one level of underground parking. The applicant and his representatives were invited to attend both the October and November meetings of the Land Use and Economic Development (LUED) committee. The applicant declined the invitations. As such, neighbors were not noticed that the project would be discussed at the committee meeting.

The project's hearing date is scheduled for Wednesday, January 24, 2018.

## Proposed Motion

Submit a letter in opposition to the proposed project to City Planning Department case manager Andre Calderon ([andre.calderon@lacity.org](mailto:andre.calderon@lacity.org)) to be included in case file for the condo at 1505 S Holt Ave; VTT-70675-CN; ENV-2017-3211-EAF.

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## Considerations

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<b>Committee review:</b> <i>(highly recommended)</i>	Votes For: 5	Against: 0
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### Arguments for:

The applicant declined to attend an LUED meeting to discuss the project, not giving the committee or community members an opportunity to learn about and weigh in on the project prior to the hearing date.

### Arguments against:

The applicant is not required to present to the NC as part of the application process.

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Andre Calderon  
Department of City Planning  
200 N. Spring Street  
Los Angeles, CA 90012

19 January 2018

Re: Case Number VTT-70675-CN; ENV-2017-3211-EAF

Dear Mr. Calderon:

I am writing on behalf of the South Robertson Neighborhoods Council ("SORO NC") to comment on the proposed condo project at 1505 S Holt Ave.

At a duly-noticed meeting of the General Board on January 18, 2018, SORO NC voted 00 yes / 00 no / 00 abstain to recommend that the condo project not be approved. The applicant declined to meet with the SORO NC's Land Use and Economic Development Committee and the SORO NC. As such, community members were not afforded the opportunity to learn about and weigh in on the project prior to the hearing date.

Please do not hesitate to contact me if you have any questions about this comment letter.

Sincerely,

Doug Fitzsimmons  
President, South Robertson Neighborhoods Council

Cc: Aviv Kleinman, Office of Council Member Paul Koretz  
Krystal Návar, SORO NC Land Use and Economic Development Chair

**Doug Fitzsimmons**  
President

**Ken Blaker**  
Vice-President

**Jon Liberman**  
Treasurer

**Beth Hirsch**  
Secretary

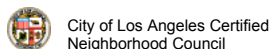
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# Motion to oppose Accessory Dwelling Unit at 2630 S Bedford St

**Agenda Item:** GB011818-8

**Date:** January 18, 2018

**Proposed By:** LUED Committee

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## Background

The applicant and her architect presented this proposed project at 2630 S Bedford St to the Land Use and Economic Development (LUED) committee at their December 5, 2017 meeting. The proposed project, through a series of entitlement requests, seeks to convert the existing house to an Accessory Dwelling Unit (ADU) and construct a new primary residence in the rear of the property. Below is a list of the requested entitlements.

- Zone Variance for the conversion of an existing conforming dwelling unit to an ADU in the front half of the lot
- Adjustment to allow a 10% increase in the encroachment plane from 20 feet to 22 feet
- Adjustment to allow a 10% increase in residential floor area from .45 to .55
- Deviation to side yard setback to increase height of existing non-conforming garage wall to provide standard size parking space

**Doug Fitzsimmons**  
President

**Ken Blaker**  
Vice-President

**Jon Liberman**  
Treasurer

**Beth Hirsch**  
Secretary

**Martin Epstein**  
Corresponding Secretary

The project's proposed scope of work includes demolishing part of the existing detached rear garage, increasing the size of the garage by 223 square feet, and adding 1,963 square feet of residential floor area to the garage structure, in addition to converting the existing 875 square feet home to an ADU.

ADU's are permitted on lots that contain an existing single-family dwelling unit, but may not be constructed between the existing primary residence and the street. ADU's are also restricted in floor area and may have a floor area up to 50% of the existing home's floor area, but not to exceed 1,200 square feet and not less than 640 square feet. The intent of these regulations is to prevent ADU's from being constructed that are much larger than the existing home and to have the primary residence maintain its relationship to the street.

As the existing home is 875 square feet, a 640 square feet ADU would be allowed to be constructed in the rear of the lot by right. If an addition was constructed to increase the existing home's floor area to at least 2,400 square feet, a max 1,200 square feet ADU could be constructed. However, the proposed 1,963 square foot structure in the rear of the property is much larger than what would be permitted in even this hypothetical scenario. As such, the proposed project is out of scale and goes against the intent of the ordinance. The ADU ordinance is young. Approving these entitlement requests would set a precedent for many ADU's to come.

## Proposed Motion

Submit a letter in opposition to the proposed project to City Planning Department case manager Connie Chauv ([connie.chauv@lacity.org](mailto:connie.chauv@lacity.org)) to be included in case file for the ADU at 2630 S Bedford St; ZA-2017-3454-ZAA.

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## Considerations

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**Committee review:**  
*(highly recommended)*

Votes For: 3

Against: 2

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### Arguments for:

The proposed rear structure is much larger than what is permitted with the ADU ordinance.

ADU's are not permitted to be built between the existing home and the street.

This project would set a precedent for many future ADU entitlement requests.

### Arguments against:

The project as proposed would be less expensive and less time consuming than first adding on to the existing house.



Connie Chauv  
Department of City Planning  
200 N. Spring Street  
Los Angeles, CA 90012

19 January 2018

Re: Case Number ZA-2017-3454-ZAA

Dear Ms. Chauv:

I am writing on behalf of the South Robertson Neighborhoods Council ("SORO NC") to comment on the proposed ADU project at 2630 Bedford St.

At a duly-noticed meeting of the General Board on January 18, 2018, SORO NC voted 00 yes / 00 no / 00 abstain to recommend that the ADU project not be approved. As the existing home is 875 square feet, a 640 square foot ADU would be allowed to be constructed in the rear of the lot by right. If an addition was constructed to increase the existing home's floor area to at least 2,400 square feet, a max 1,200 square foot ADU could be constructed. However, the proposed 1,963 square foot structure in the rear of the property is much larger than what would be permitted in even this hypothetical scenario. As such, the proposed project is out of scale and goes against the intent of the ordinance. The ADU ordinance is young. Approving these entitlement requests would set a precedent for many ADU's to come.

Please do not hesitate to contact me if you have any questions about this comment letter.

Sincerely,

Doug Fitzsimmons  
President, South Robertson Neighborhoods Council

Cc: Jordan Beroukhim, Office of Council President Herb Wesson  
Krystal Návar, SORO NC Land Use and Economic Development Chair

**Doug Fitzsimmons**  
President

**Ken Blaker**  
Vice-President

**Jon Liberman**  
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**Beth Hirsch**  
Secretary

**Martin Epstein**  
Corresponding Secretary

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# Motion to support office addition at 3235-3241 S Hutchison Ave

**Agenda Item:** GB011818-9  
**Date:** January 18, 2018  
**Proposed By:** LUED Committee

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## Background

The applicant and his team presented this office addition to the Land Use and Economic Development (LUED) committee at their November 14, 2017 meeting. The project at 3235-3241 S Hutchison Ave consists of a 1-story office addition on top of an existing automated parking garage within the Helms Bakery District. The applicant has requested multiple discretionary approvals, as listed below. The subject property is 48,845 square feet and zoned C2-2D-CPIO with a 55-foot height limit.

- Adjustment to permit a total FAR of 0.42:1 in lieu of the minimum FAR or 0.5:1 otherwise required
- Adjustment to permit a maximum building height up to 60.5 feet in lieu of the 55 feet otherwise permitted
- Exception to permit a maximum building height of 60.5 feet within 50 feet of the easterly property line in lieu of the 30 feet otherwise permitted
- Variance to allow an addition to a nonconforming building that exceeds 50% of the floor area of the ground floor of the as floor area within 50 feet of the easterly property line

**Doug Fitzsimmons**  
President

**Ken Blaker**  
Vice-President

**Jon Liberman**  
Treasurer

**Beth Hirsch**  
Secretary

**Martin Epstein**  
Corresponding Secretary

## Proposed Motion

Submit a letter in support of the project to City Planning Department case manager Alan Como ([alan.como@lacity.org](mailto:alan.como@lacity.org)) to be included in case file for the office addition at 3235-3241 S Hutchison Ave; APCS-2017-3071-CPIOE-ZV-CPIOA.

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## Considerations

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<b>Committee review:</b> <i>(highly recommended)</i>	Votes For: 3	Against: 0
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### Arguments for:

The office use is an appropriate use in the C2 zone and the design is thoughtful and elegant.

The neighbor's complaints about the existing parking structure are not relevant to the requests being made.

### Arguments against:

Neighbors have expressed frustration with the noise of the existing automated parking structure. Construction will only exacerbate their frustrations.

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Alan Como  
Department of City Planning  
200 N. Spring Street  
Los Angeles, CA 90012

19 January 2018

Re: Case Number APCS-2017-3071-CPIOE-ZV-CPIOA

Dear Mr. Como:

I am writing on behalf of the South Robertson Neighborhoods Council ("SORO NC") to comment on the proposed office addition project at 3235-3241 S Hutchison Ave.

At a duly-noticed meeting of the General Board on January 18, 2018, SORO NC voted 00 yes / 00 no / 00 abstain to recommend that the applicant's project be approved. The office use is appropriate for the zone and the design will be an elegant addition to the Helms Bakery District.

Please do not hesitate to contact me if you have any questions about this comment letter.

Sincerely,

**Doug Fitzsimmons**  
President

**Ken Blaker**  
Vice-President

**Jon Liberman**  
Treasurer

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**Martin Epstein**  
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Doug Fitzsimmons  
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Cc: Jordan Beroukhim, Office of Council President Herb Wesson  
Krystal Návar, SORO NC Land Use and Economic Development Chair

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# Motion to fund Up to \$500 for a Battery Power Pack and Solar Panel Kit

**Agenda Item:** GB011818-10  
**Date:** January 18, 2018  
**Proposed By:** Public Safety Committees

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## Background

If a disaster occurs in the South Robertson area, as part of the Emergency Plan, local CERT members would organize a base of operations utilizing previously purchased and/or donated Emergency Supplies. Among supplies from the Palms Emergency Preparedness Committee (PEPC), is a battery pack.

As an Emergency situation could last for several days and nights, it is important to be able to recharge the battery pack, as well as have an additional battery pack. A mounted Solar Panel would be the best method to charge the battery.

## Proposed Motion

SORO NC should adopt the following:

I. That the SORO NC will fund up to \$500.00 for the purchase of a Battery Power Pack and Solar Panel Kit.

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## Considerations

**Committee review:** Votes For: 6 Against: 0  
*(highly recommended)*

**Amount previously allocated in Committee's working budget:** \$  
*(applies to funding motions only)*

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### Arguments for:

In an disaster, having power for CERT command post is important

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### Arguments against:

Money can be used elsewhere.

Only useful in an emergency situation and disaster

**Doug Fitzsimmons**  
President

**Ken Blaker**  
Vice-President

**Jon Liberman**  
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