



Motion to call for public process in SORO I-10 ramp reconfiguration

Agenda Item: GB102016-2
Date: 20 October 2016
Proposed By: Doug Fitzsimmons

Background

Drivers in SORO understand the current issues with the local entrance and exit ramps to the I-10 Freeway. With the on-going high-density development around the Robertson EXPO station, those problems will increase.

LADOT and CalTrans issued a request for proposals (RFP) in May, 2014 for a complete reworking of the four ramps. As the RFP puts it:

The I-10 Freeway/Robertson/National area has a dysfunctional on/off-ramp configuration coupled with skewed intersection alignments of the major arterial streets. The current configurations and alignments create severe traffic circulation issues for motorists. As a result, the area suffers from poor traffic conditions as motorists travel circuitously to and from the freeway ramps. The westbound I-10 on and off-ramps are located at different locations, with the off-ramp located north of the freeway and the on-ramp located south of the freeway. The eastbound I-10 on and off-ramps are also at different locations, with the on-ramp at National Boulevard and the off-ramp at Robertson/Venice. This inconsistency leads to motorist confusion and circuitous travel in order to access the freeway ramps.

While the South Robertson Neighborhoods Council (SORO NC) generally agrees with the above assessment by the LADOT, the working solution in the RFP is problematic and would not serve residents, businesses, students—and indeed drivers—well. We maintain that an approach that puts pedestrians first and that works to solve the area’s overall circulation issues is not only possible, but also potentially more cost-effective.

To that end, we have developed three alternative plans, included here along with the original LADOT / CalTrans RFP proposal. While the engineering aspects of all four have yet to be assessed, SORO NC believes these new directional suggestions have numerous benefits over the original proposal. We look forward to discussing them in more detail, and hope they spark on-going and constructive dialogue between the community, the NC, the City Council offices, and the Working Group.

Proposed Motion

- I. The South Robertson Neighborhoods Council (SORO NC) calls for a re-examination of the working solution for SORO-area access to and from the I-10 Freeway. The NC feels that the proposal would compound safety and traffic issues in the community, and (among other issues) fails to decrease barriers for pedestrian connection between the Robertson/Culver City EXPO station, Hamilton High School, and the South Robertson business district.
- II. SORO NC believes that any plan of this potential impact must be the result of a public process and community dialogue. To spark discussion, the NC has prepared alternative design suggestions that illustrate additional ideas.

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Jon Liberman
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Considerations

Committee review:
(highly recommended)

Votes For: 2

Against: 0

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

Arguments for:

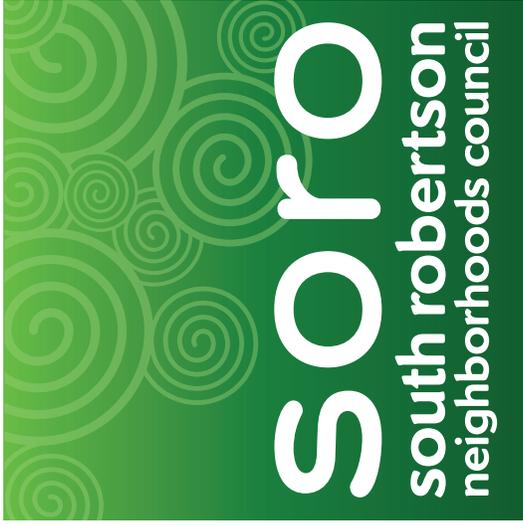
The project will radically change the traffic dynamic in SORO and the westside. It should include public input.

Rather than allow public reaction to an ill-considered plan to kill/delay the project, the NC should facilitate dialogue.

Arguments against:

We aren't traffic engineers.

The project includes multiple jurisdictions, is extremely expensive in any iteration, and therefore may or may not ever happen.



Robertson on/off ramp configuration for 10 Freeway
SORO NC Alternate Proposals

Initial Draft • 10 November 2015

Project Background and Objectives

From the LADOT / CalTrans May 2014 Request for Proposal:

The I-10 Freeway/Robertson/National area has a dysfunctional on/off-ramp configuration coupled with skewed intersection alignments of the major arterial streets. The current configurations and alignments create severe traffic circulation issues for motorists. As a result, the area suffers from poor traffic conditions as motorists travel circuitously to and from the freeway ramps. The westbound I-10 on and off-ramps are located at different locations, with the off-ramp located north of the freeway and the on-ramp located south of the freeway. The eastbound I-10 on and off-ramps are also at different locations, with the on-ramp at National Boulevard and the off-ramp at Robertson/Venice. This inconsistency leads to motorist confusion and circuitous travel in order to access the freeway ramps.

The location of the EXPO LRT Culver City Station is in the heart of the study area. The EXPO LRT Culver City Station consists of a light rail line and Clean Mobility Center with car-sharing and bicycle facilities. The Culver City Station currently has a significant number of feeder bus lines connecting to the station to interface with the EXPO LRT, and the station's parking lot generates a significant amount of automobile traffic in the vicinity. The station's bicycle facilities will generate a high volume of bicyclists making connections to other bicycle facilities, mainly to the Venice Boulevard (State Route 187) bike lanes, and to downtown Culver City. The Culver City station will also generate a high volume of pedestrian traffic. The contribution of these multi-modal facilities will exacerbate the already poor traffic conditions in the area.

The Washington/National Project is a large mixed-use transit-oriented development in the Washington/National area adjacent to the EXPO LRT Culver City Station. The project is bounded by Venice Boulevard (State Route 187) on the north, Washington Boulevard on the south, National Boulevard on the east, and the Expo/Metro right-of-way on the west. The project is planned for the growth surrounding the light rail transit station. As part of the development's future environmental review process, a traffic study for the Washington/National Project will identify the project's impacts on traffic and measures needed to mitigate the impact.

A significant challenge to transportation planning for the I-10/Robertson/National area is that there are five agencies that have jurisdiction over the transportation facilities in the area, the City of Los Angeles, City of Culver City, Caltrans, FHWA and Metro. To address this challenge, the four agencies, spearheaded by the City of Culver City, formed a Working Group (FHWA was not included). Further, the City of Culver City had applied for and received a federal grant for the I-10 Robertson/National Area Circulation Improvement Project. The scope of work for this project includes the planning, preliminary engineering and design, and environmental analyses of a package of improvements to the I-10/Robertson on/off-ramps and arterial streets in the study area. The project has been identified by the Westside Cities Council of Governments (COG) as one of its top priority projects to help relieve traffic congestion in the Westside area of the County of Los Angeles.

Traffic circulation improvements are needed to accomplish the following:

- Relieve bottlenecks (and motorists confusion) on I-10 and all major boulevards caused by the existing on/off-ramp system and street configuration;
- Rationalize traffic movements in the area and reduce conflicting movements between vehicles and other modes of transportation;
- Mitigate the adverse impacts created by traffic to and from parking facilities at EXPO LRT Culver City Station;
- Accommodate traffic generated by all developments in the area, including the proposed future high-density developments adjacent to the EXPO LRT Culver City Station; and
- Improve the operation of the I-10 Freeway.

Improved traffic circulation in the I-10/Robertson/National area is critically important in serving travelers with destinations in the cities of Los Angeles and Culver City within the study area, and equally important in facilitating automobile, bus, bicycle and pedestrian traffic traveling through the area.

Neighborhood Council Response

While the South Robertson Neighborhoods Council (SORO NC) generally agrees with the above assessment by the LADOT, the working solution in the RFP is problematic and would not serve residents, businesses, students—and indeed drivers—well. We maintain that an approach that puts pedestrians first and that works to solve the area's overall circulation issues, is not only possible, but also potentially more cost-effective.

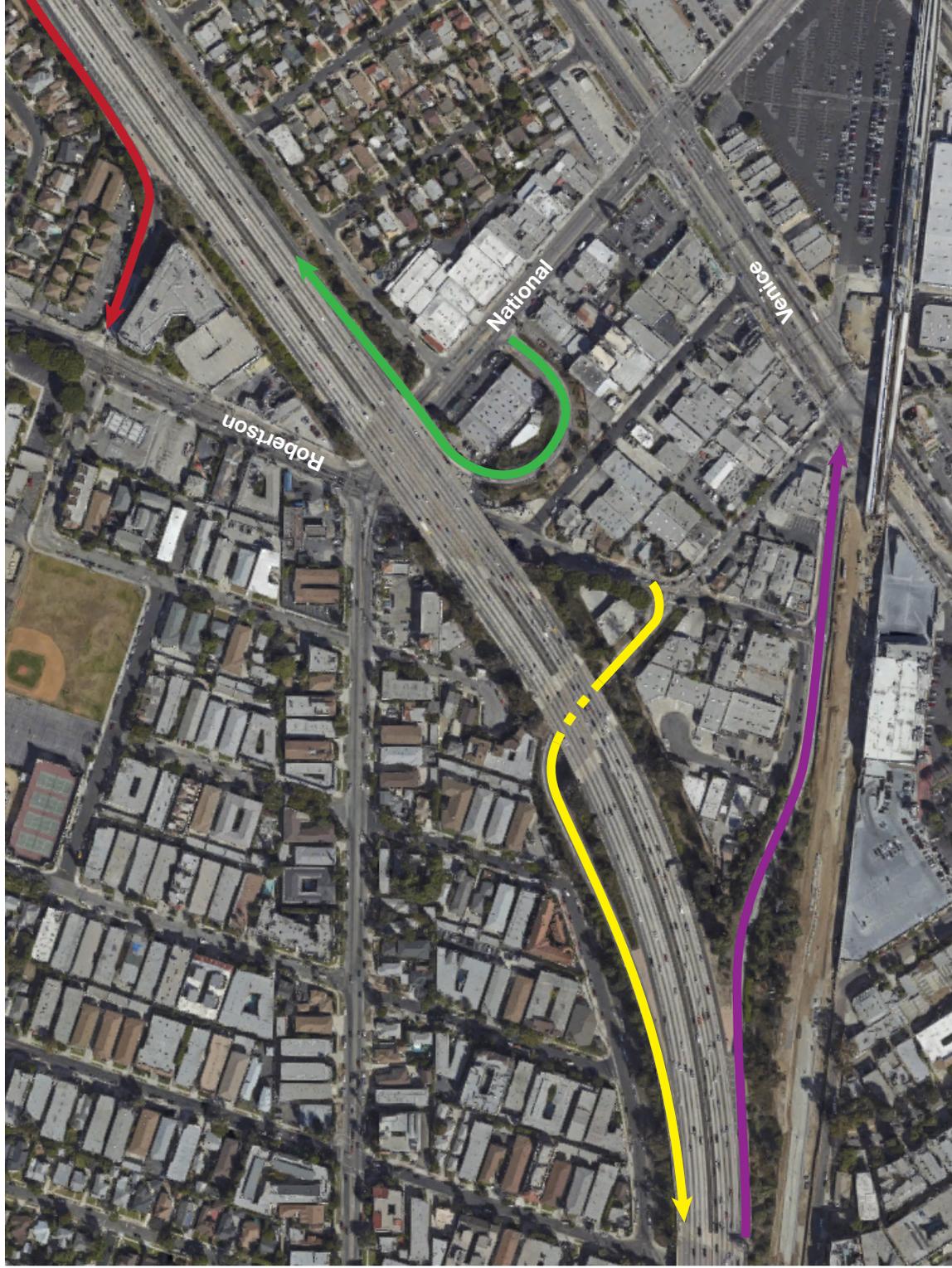
To that end, we have developed three alternative plans, included here along with the original LADOT / CalTrans RFP proposal. While the engineering aspects of all four have yet to be assessed, SORO NC believes their directional suggestions have numerous benefits over the original proposal. We hope they spark on-going and constructive dialogue between the community, the NC, the City Council offices, and the Working Group.



Robertson on/off ramps for 10 Freeway: current configuration

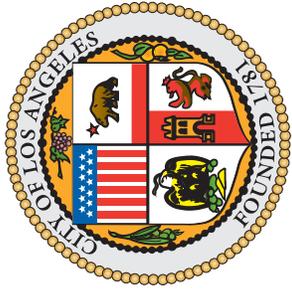
Key community issues:

- Not pedestrian-forward: does not have any accommodation for pedestrian traffic from Expo stop to Hamilton or SORO business district
- Ramps scattered throughout area makes access difficult
- Westbound on-ramp requires confusing sharp right turn only accessible via southbound Robertson; backs up traffic along Robertson during peaks
- Westbound off-ramp dumps traffic at Hamilton High School, creating pedestrian safety and traffic issues at known chokepoint
- Eastbound on-ramp has short surface street access, backing up traffic; local business drives vehicles across National at ramp entrance
- Eastbound off-ramp merges with busy Robertson surface traffic at semi-blind stop sign; requires difficult lane-crossing and sharp left turn for Robertson northbound traffic



Key

- Current westbound on-ramp
- Current westbound off-ramp
- Current eastbound on-ramp
- Current eastbound off-ramp



Robertson on/off ramp configuration for 10 Freeway

LADOT / CalTrans Working Proposal • May 2014

Disadvantages:

- Adds additional freeway access at Hamilton High School, creating pedestrian safety and traffic issues at known chokepoint
- Not pedestrian-forward: does not have any accommodation for pedestrian traffic from Expo stop to Hamilton
- Expensive and disruptive: every ramp is moved or significantly extended
- Creates wasted, inaccessible land to west of eastbound on-ramp
- Access to Livonia businesses blended with eastbound on-ramp traffic. Existing frontage parking becomes a nightmare
- Requires that Robertson Pl. be altered to accommodate two-way traffic. Cars exiting cul-de-sac have to cross on-ramp traffic, introducing delays



Key

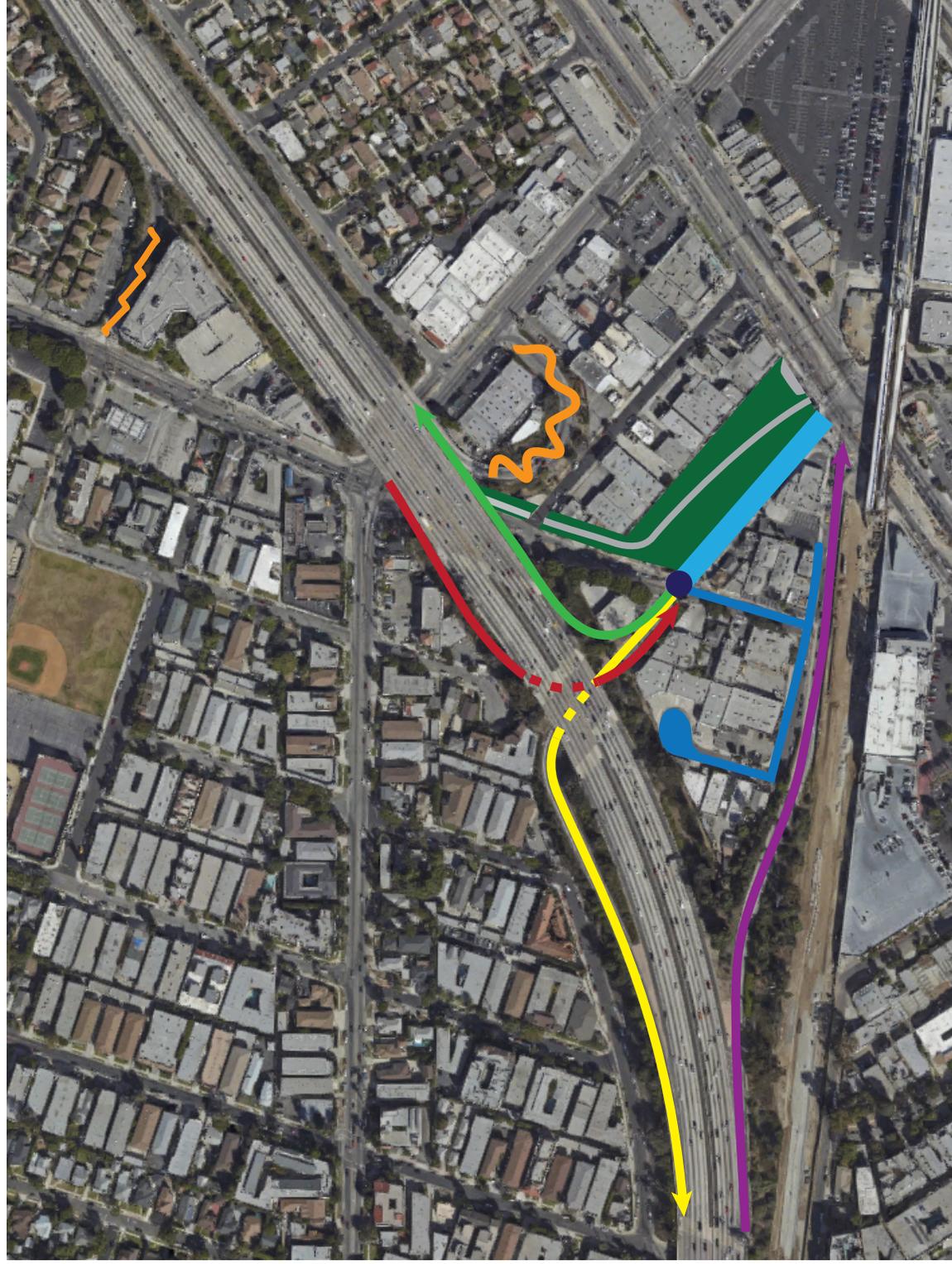
-  Existing Livonia industrial/creative area
-  Widen Robertson for two-way traffic. Plan does not specify which side would be demolished.
-  New westbound on-ramp across from the High School
-  New auxiliary lane from La Cienega for current westbound off-ramp
-  New eastbound on-ramp (entrance at Robertson Pl. deadend)
-  New eastbound off-ramp
-  Remove on-ramps by National Blvd. and parts of Exposition off-ramp. Eliminates access to businesses along Exposition.

Robertson on/off ramp configuration for 10 Freeway

SORO NC Option 1 Initial Draft • 10 November 2015

Advantages:

- Minimizes new ramp construction
- Rationalizes traffic flow and removes bottlenecks
- Limits disruption to existing buildings to the widening of Robertson Blvd.
- Creates attractive, inviting new greenspace and safe pedestrian pathways for Hamilton students and commuters
- Removes ramp access from Hamilton High School, increasing student safety and reducing traffic congestion at arterial chokepoint



Key

 Existing Livonia cul-de-sac (two lanes, remove merge with off-ramp)

 Widen Robertson to five lanes (two southeast bound, three northwest bound)

 New 4-way traffic light

 Existing westbound on-ramp

 New westbound off-ramp

 New eastbound on-ramp (entrance forks off of westbound on-ramp)

 Existing eastbound off-ramp (no merge with Livonia)

 Remove ramps by high school and National Blvd.

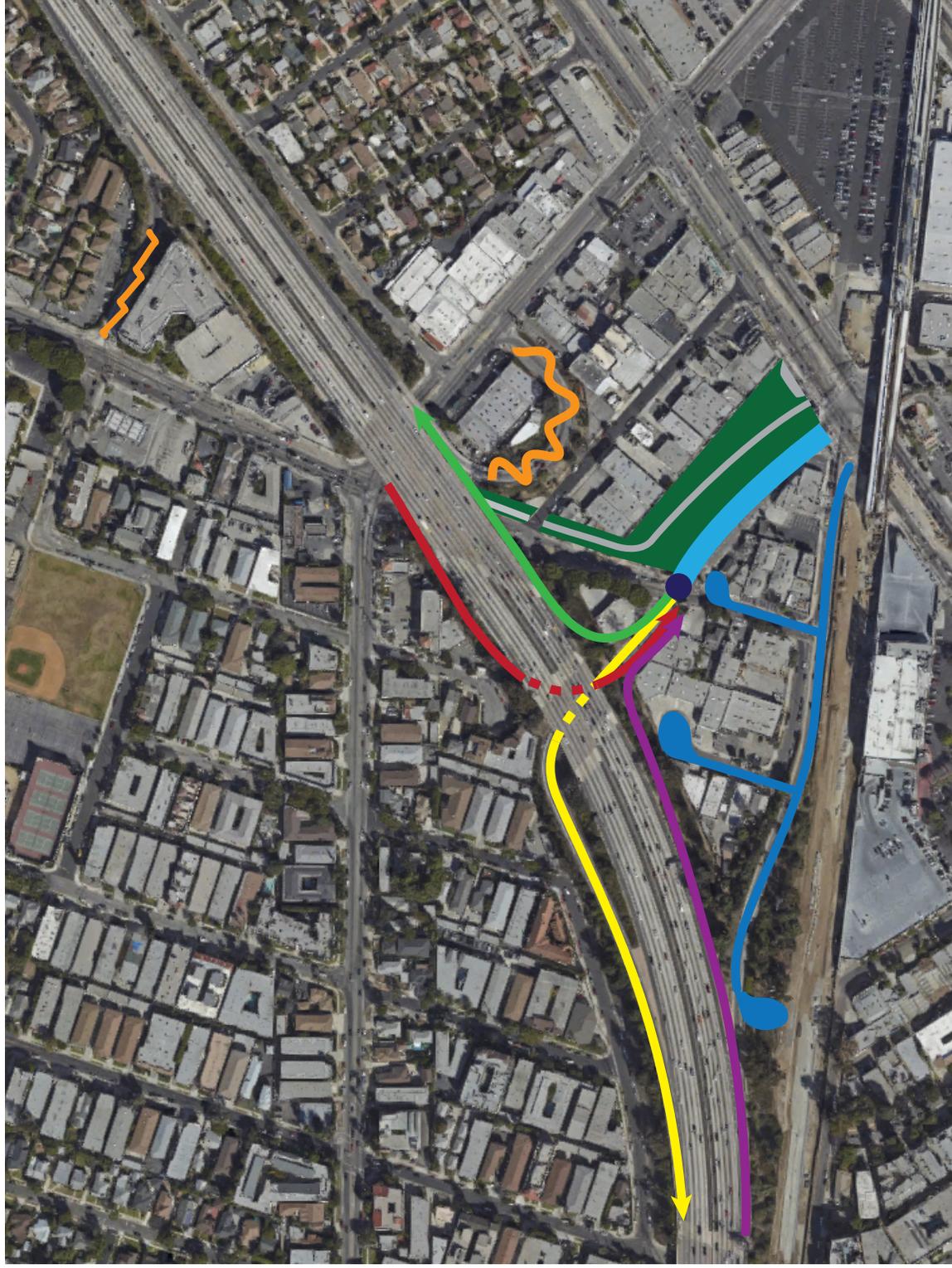
 Leftover land converted to pocket gateway/greenway. Footpath for students and commuters. Inset on Venice for bus dropoff and pickup.

Robertson on/off ramp configuration for 10 Freeway

SORO NC Option 2 Initial Draft • 10 November 2015

Advantages:

- Rationalizes traffic flow and removes bottlenecks
- Limits disruption to existing buildings to the widening of Robertson Blvd.
- Creates expanded industrial/creative area using existing roads; sale of CalTrans property helps fund project
- Creates attractive, inviting new greenspace and safe pedestrian pathways for Hamilton students and commuters
- Removes ramp across from Hamilton High School, increasing student safety and reducing traffic congestion at arterial chokepoint



Key



Isolate and extend Livonia industrial/creative area and create entrance on Venice



Widen Robertson to six lanes



New 3-way traffic light



Existing westbound on-ramp



New westbound off-ramp



New eastbound on-ramp (entrance forks off of westbound on-ramp)



Existing eastbound off-ramp (no merge with Livonia)



Remove ramps by high school and National Blvd.



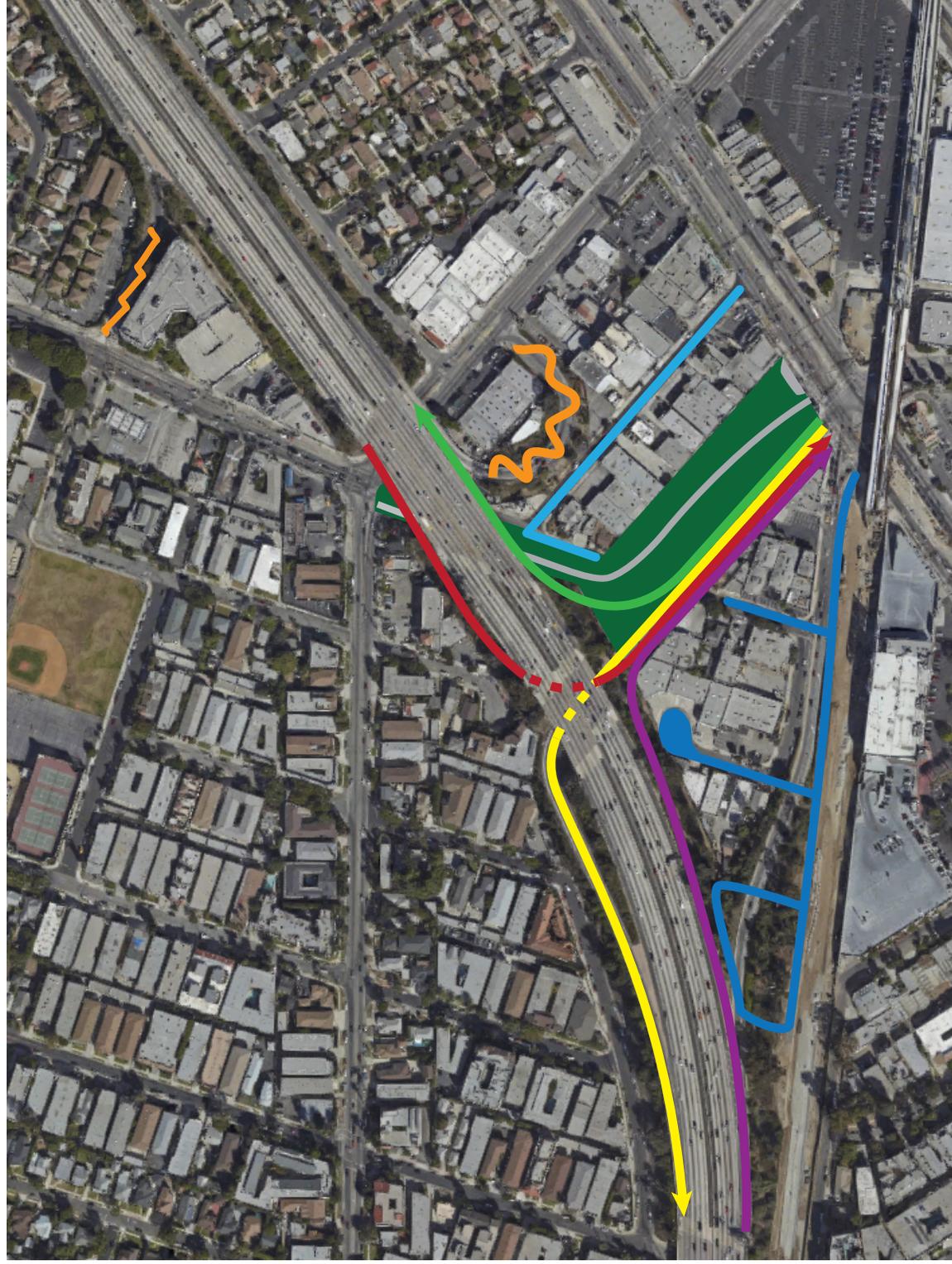
Leftover land converted to pocket gateway/greenway. Footpath for students and commuters. Inset on Venice for bus dropoff and pickup.

Robertson on/off ramp configuration for 10 Freeway

SORO NC Option 3 Initial Draft • 10 November 2015

Advantages:

- Rationalizes traffic flow and removes bottlenecks. Reroutes local traffic to National. Separates uses and eliminates merging with Freeway access
- Creates long on/off ramps to alleviate backups on the Freeway and single access/egress point
- Creates expanded industrial/creative area; sale of CalTrans property helps fund project
- Limits disruption to existing buildings to the on/off-ramp corridor
- Creates attractive, inviting new greenspace and safe pedestrian pathways for Hamilton students and commuters
- Removes ramp access from Hamilton High School, increasing student safety and reducing traffic congestion at arterial chokepoint



Key

-  Isolate and extend Livonia industrial/creative area and create entrance on Venice
-  Robertson terminates at National. Access to existing businesses via Ellis.
-  Existing westbound on-ramp.
-  New westbound off-ramp
-  New eastbound on-ramp (entrance forks off of westbound on-ramp)
-  Existing eastbound off-ramp (no merge with Livonia)
-  Remove ramps by high school and National Blvd.
-  Leftover land converted to pocket gateway/greenway. Footpath for students and commuters puts pedestrians on west side, reducing street crossings. Reduced traffic on the deadend makes underpass more inviting. Inset on Venice for bus dropoff and pickup.



Motion to request traffic calming/pedestrian safety study at Cattaraugus and Robertson

Agenda Item: GB102016-3
Date: 20 October 2016
Proposed By: Doug Fitzsimmons

Background

The intersection of Cattaraugus and Robertson Blvd. is located at the northern end of Hamilton High School. During peak periods, an enormous number of students cross Robertson and Cattaraugus on their way to and from school.

Unfortunately, Cattaraugus is also a convenient route for impatient commuters. Without the benefit of a lane set aside for turning cars, drivers backed up along Cattaraugus have, on a regular basis, zigzagged blindly around cars waiting to turn and have come close to hitting students.

The situation is exacerbated by commuter traffic exiting the 10 Freeway at speed and parents dropping their children at school, further snarling traffic and increasing driver frustration and aggression.

Proposed Motion

- I. In order to prevent a terrible accident at Hamilton High School, the South Robertson Neighborhoods Council (SORO NC) requests that the LA Department of Transportation conduct a traffic calming/pedestrian safety study of the area surrounding the intersection of Cattaraugus and Robertson as soon as is practicable.
- II. SORO NC further requests that recommendations to solve the issues at that intersection include alternate plans for student pickup and drop-off to reduce congestion around the High School, and that the City act aggressively to implement changes.

Considerations

Committee review: <i>(highly recommended)</i>	Votes For: 2	Against: 0
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Amount previously allocated in Committee's working budget: <i>(applies to funding motions only)</i>	\$
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Arguments for:

It's a matter of time before kids get hurt.

Arguments against:

Larger plans are underway to address the Freeway exit.

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Motion to have input on requests for restrictions on street parking

Agenda Item: GB102016-4

Date: October 20, 2016

Proposed By: Jon Liberman

Background

We recently became aware of a request to a Council Office and through that office to the Department of Transportation for restricted parking on Olin. This request was acted upon and restricted parking signs were authorized. After the decision was made a number of residents of Olin complained that they had not been consulted and that they were opposed to the decision. Additionally, the decision has resulted in a long time business on Robertson Blvd. deciding that the additional restrictions on access to their store made continuing staying in business at this location problematic.

The matter was discussed at the last Transportation Committee meeting. It was decided to ask our Board to authorize a letter be sent to our City Council Offices and the Department of Transportation requesting that they not proceed on any additional requests for restrictions on parking within Soro without first referring the matter to the Soro NC Transportation Committee for a review and recommendation. These recommendations would be sent to our General Board for comment allowing our General Board to have input as to the community preferences regarding specific parking restrictions within our boundaries.

Proposed Motion

SORO NC resolves to:

- I. Determine that there is benefit in having the NC and the community review proposed parking restrictions prior to making a decision on implementation of the restrictions.
- II. Send a letter to both City Council Offices with a copy to the Department of Transportation requesting that any request for parking restrictions within the boundaries of Soro NC be referred to the NC Transportation Committee for review and consideration. Any decision of the Transportation Committee would be referred to the NC Board for ratification. The Board would then advise the Council Office as to the results of its findings.
- III. The Council Office and the Department are the ultimate decision makers as to parking restrictions. However, an informed decision as to the community thinking would make for better decisions.

Considerations

Committee review:
(highly recommended)

Votes For: 2

Against: -0-

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

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Jon Liberman
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Beth Hirsch
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Motion to Request a Sign on Robertson Blvd detailing where the Public Library is Located.

Agenda Item: GB102016-5

Date: October 20, 2016

Proposed By: Jon Liberman

Background

At the September General Board Meeting the outgoing Librarian requested that the NC consider asking the Department of Transportation install a sign in front of the Robertson Branch Library identifying the building as a public Library. This was referred to the Transportation Committee for consideration.

The Transportation Committee felt there was merit in the suggestion and requests that the General Board authorize a letter to the Department of Transportation requesting the installation of a sign.

Proposed Motion

- I. The South Robertson NC should send a letter to the Department of Transportation requesting installation of a sign on Robertson Blvd in front of the library.

Considerations

Committee review: Votes For: 2 Against: -0-
(highly recommended)

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

Arguments for:

Arguments against:

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Motion to request Westside planning bulletins

Agenda Item: GB102016-6
Date: 20 October 2016
Proposed By: WRAC / Doug Fitzsimmons

Background

Council District 4 prepares detailed weekly planning bulletins (sign up at <https://goo.gl/forms/jxCcFkreljG7sO8v1>) for its constituents. Those emails are incredibly helpful in sorting out deadlines and important planning-related info that is relevant to community folks.

In an ideal world, the Planning Dept. downtown would provide an easy way for us to track major citywide initiatives and related hearings. Despite having asked Planning for this info on their website, it has not yet materialized. Having a reference document that is updated weekly would make our "jobs" less of a struggle and allow us to focus on the important details of projects and policies—rather than the pathways.

Therefore, we would like to request that our Planning staffs in CDs 5 and 11 create similar documents for distribution among the neighborhood and community councils, HOA's and other groups who may have interest.

Proposed Motion

- I. The South Robertson NC requests that Council District 5 (perhaps in collaboration with other Council offices) 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.

Considerations

Committee review: Votes For: 2 Against: 0
(highly recommended)

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

Arguments for:

The Council offices have the most insight into hot-button issues and deadlines.

As shown in CD 4, this can be an important tool in land use policy development, and will help foster a collaborative working relationship with local NCs and HOAs.

Arguments against:

This should be done by Planning

The CD may not have time or resources.

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Motion to amend the Sidewalk Repair Incentive Rebate Program to recommend the City fund the planting and care of a second replacement tree

Agenda Item: GB102016-7
Date: October 20, 2016
Proposed By: The Green Team Committee

Background

Trees often must be removed to fix dangerous sidewalks. A motion coming before City Council has been amended to stipulate that a homeowner must replace any tree removed due to sidewalk repair, with one replacement tree, at the owner's expense.

However, one adolescent tree is not the equivalent of one mature tree. Replacement trees are younger and oftentimes a smaller species, and will struggle to survive pests, extreme heat and drought. Furthermore, removing trees exacerbates LA's urban "heat island effect," which is when a city is significantly warmer than its surrounding rural area due to the increased density of human activity.

According to the EPA, "Shaded surfaces [provided by trees] may be 20 to 45 degrees F. cooler than temperatures of unshaded [surfaces]." In addition, trees reduce energy use by decreasing demand for AC and improve air quality and lower greenhouse gases by removing air pollutants and sequestering carbon dioxide while releasing oxygen. (<https://www.epa.gov/heat-islands>)

The City of LA must fund the establishment and care of one more additional replacement tree to avoid decimating our urban forest canopy and losing the critical protections that trees provide. Without a secure funding source and a planting timeline, we miss an opportunity to maintain a healthy, livable city.

Proposed Motion

That the South Robertson Neighborhoods Council] approve a Community Impact Statement **in favor of** Council File 14-0163-S3, the Sidewalk Repair Incentive Rebate Program, **provided that it is amended** to ensure that two trees will be planted for every one tree removed and that the City commits to funding the planting and care of the second replacement tree."

Considerations

Committee review: Votes For: 7 Against: 0
(highly recommended)

Arguments for:

In the last 134 years, the 10 warmest years have occurred since 2000 and they are significantly warmer.

Arguments against:

Two replacement trees are not enough.

Doug Fitzsimmons
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Terrence Gomes
Treasurer

Beth Hirsch
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Honorable City Council
c/o Office of the City Clerk
Los Angeles City Hall
200 North Spring Street, Room 395
Los Angeles, CA, 90012

20 October 2016

Re: Council File 14-0163-S3

The South Robertson Neighborhoods Council **approves Council File 14-0163-S3**, the Sidewalk Repair Incentive Rebate Program, **provided that it is amended** to ensure that two trees will be planted for every one tree removed and that the City funds the planting and care of the second replacement tree with a planting timeline to prevent the decline of a protective urban forest.

Community Impact Statement

This Community Impact Statement is based on the action taken at the regularly scheduled Board meeting on October 20, 2016; the South Robertson Neighborhoods Council has adopted the following motion by a vote of [X] yes, [X] no, [X] abstention, and has directed that this Community Impact Statement be filed with the City Clerk's office reflecting its position.

The South Robertson Neighborhoods Council supports council resolution 14-0163-S3. All those living in Los Angeles deserve a safe and accessible city. However, Los Angeles requires a healthy urban forest to protect us from extreme heat, purify the air we breathe, clean and add storm -water to our local water supply, provide sound barriers, and much more. When one mature tree is removed, it must be replaced by two trees because replacement trees will be younger, oftentimes a smaller species, and will struggle to survive pests, extreme heat and drought. The City of Los Angeles needs to commit to a plan that plants two trees for every one tree removed, and the City must fund the planting and care of the second replacement tree. This will help to avoid decimating our urban forest and losing the critical protections that trees provide.

Motion :

That the South Robertson Neighborhoods Council approve a Community Impact Statement in favor of Council File 14-0163-S3, the Sidewalk Repair Incentive Rebate Program, **provided that it is amended** to ensure that two trees will be planted for every one tree removed and that the City funds the planting and care of the second replacement tree with a planting timeline to prevent the decline of a protective urban forest."

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14-0163-S3

MOTION

BUDGET & FINANCE
PUBLIC WORKS & GANG REDUCTION

I MOVE that the Council INSTRUCT the City Administrative Officer to establish a Sidewalk Repair Trust Fund in which funds for future sidewalk repairs should be placed.

I FURTHER MOVE that the Council INSTRUCT the City Administrative Officer, the Chief Legislative Analyst and the Bureau of Street Services to report on reconstituting a "50/50" or similar cost sharing program for residential sidewalk repairs, with the following elements:

- Funds in the 50/50 program would be used exclusively on privately-owned residential properties; and
- An application system should be established that ensures equity across communities and encourages the widest degree of participation during a fixed period of years in which the program will be maintained; and
- The program should create an incentive for more complete pathways by prioritizing or further subsidizing repairs to be made to entire blocks or significant lengths of contiguous sidewalk.

I FURTHER MOVE that the Council INSTRUCT the City Administrative Officer and the Chief Legislative Analyst report on recommendations for developing a low- or no-interest revolving loan program from which property owners could borrow to make necessary sidewalk repairs and repay the city for the cost of said repairs over a fixed term, with repayment to be secured by a lien against the property for the unpaid balance.

I FURTHER MOVE that the Council INSTRUCT the City Administrative Officer and the Chief Legislative Analyst to report on the steps required to establish Assessment Districts for sidewalk repairs and recommendations for a simplified process for creating such a district if a neighborhood so desires it.

I FURTHER MOVE that the Council INSTRUCT the Chief Legislative Analyst and the Bureau of Street Services to report with recommendations for an enforcement plan to inspect commercial properties, and properties within the City of Los Angeles belonging to other governmental agencies, and issue repair orders for sidewalks that do not conform to standards of good repair, providing adequate time for the commercial or governmental property owner to bring their sidewalks into compliance, before issuing fines against those property owners who fail to comply (with such fines to be collected and placed in the Sidewalk Repair Trust Fund), and providing that failure to comply could result in the City completing the repairs and securing repayment for all costs from the commercial or governmental property owner.

I FURTHER MOVE that the Council INSTRUCT the City Administrative Officer, the Chief Legislative Analyst, the Bureaus of Engineering and Street Services, and the City Attorney to coordinate on developing a complaint-driven mapping and prioritization system to identify and coordinate repairs to sidewalks that pose the greatest challenges to mobility for pedestrians.

I FURTHER MOVE that the Council INSTRUCT the Bureau of Engineering to develop and maintain design and construction standards for sidewalks that serve the City's objectives of maximizing mobility, increasing groundwater recharge and stormwater infiltration, maintaining aesthetic compatibility with distinctive neighborhood styles and historic

JUL 2 2014

designs, and provide a process for innovation and pilot programs utilizing new materials and construction techniques as they are developed.

I FURTHER MOVE that the Council INSTRUCT the City Administrative Officer, the Chief Legislative Analyst and the Bureau of Street services to report with recommendations for a system to certify sidewalks for compliance with contemporary standards of good repair, and for notifying property owners of their responsibility of maintaining such a state of good repair following such certification.

Presented by: Paul Krekorian
PAUL KREKORIAN
Councilmember, 2nd District

Herb J. Wesson, Jr.
HERB J. WESSON, Jr.
Councilmember, 10th District

Seconded by: Joe Brown

ORIGINAL



Motion to approve revised language for Baseline Mansionization Ordinance letter

Agenda Item: GB102016-10
Date: 20 October 2016
Proposed By: Land Use Committee

Background

The position taken on the Baseline Mansionization Ordinance (Council File 14-0656) by the South Robertson NC in July 2016 included a letter intended to accompany and expand upon the NC's Community Impact Statement (CIS). Many SORO stakeholders had expressed concern with language of the letter. The letter was referred back to the Land Use committee for revision prior to the submission of the CIS.

Proposed Motion

- I. The South Robertson Neighborhoods Council (SORO NC) approves the attached revised letter on the Baseline Mansionization Ordinance and authorizes its issuance along with the Community Impact Statement of July 2016.

Doug Fitzsimmons
President

Ken Blaker
Vice-President

Jon Liberman
Treasurer

Beth Hirsch
Secretary

Martin Epstein
Corresponding Secretary

Considerations

Committee review:
(highly recommended)

Votes For: 2

Against: 0

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

Arguments for:

The letter remove references to religious practices as a basis for land use policy.

Arguments against:

The references amount to cultural observances within SORO that shape how some homes are used here. If SORO had a significant number of farmers, say, we'd be justified in asking for accommodation for large gardens.

**South Robertson
Neighborhoods Council**

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Niall Huffman
City of Los Angeles Planning Department
Office of Zoning Administration
200 N. Spring Street, Room 720
Los Angeles, CA 90012

Via Email: NeighborhoodConservation@lacity.org

19 August 2016

Re: **Council File 14-0656**

Dear Mr. Huffman,

On July 21, 2016, the South Robertson Neighborhoods Council held a regularly scheduled, Brown Act-noticed, public meeting of the full governing board with a quorum of 00 board members present at which the board approved the following motion and directed that a Community Impact Statement be filed reflecting its position by a vote of 00 yes to 00 no and 00 abstentions.

The South Robertson Neighborhoods Council supports revisions to the Baseline Mansionization Ordinance (BMO) with important exceptions. Following is a list of those revisions we support and the exceptions.

SUPPORT

1. Eliminate the Residential Floor Area bonus option for green buildings

After the California Green Building Standards Code (CALGreen) became effective in January of 2014, providing incentives to builders or homeowners to be “green” became unnecessary. Also, encouraging larger, more energy-consuming homes to be built runs counter to the goal of incentivizing “green” homes.

2. Eliminate the two Residential Floor Area bonuses (proportional stories and front façade articulation)

The two design-based bonuses result in 20% larger homes, while being ineffective in producing well-designed homes.

3. Require upper-story decks, balconies, and terraces to be set back at least three feet from the minimum side yard

Stepping upper-story decks away from the minimum side yard by three feet minimizes the view angle from the upper deck down into a neighboring home or yard. This minimized view angle gives the neighbor a better opportunity to maintain their privacy with taller planting along their property lines.

EXCEPTIONS

1. Retain the garage square footage exemption

Requiring the square footage of a home’s garage to be counted toward the total Residential Floor Area encourages builders to build the smallest garage allowable by code. Smaller garages are quickly overtaken with storage. The unintended consequence will be fewer cars parked in their garages and more cars parked on already-crowded streets.

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2. Retain the over-in-height ceilings exemption

Over-in-height ceilings (or double-height spaces) result in homes with dynamic spatial relationships, instead of two floor plates pancaked on top of one another. Exempting the first 100 square feet of over-in-height ceilings allows designers to design interesting homes without having to count unoccupiable air space as Residential Floor Area.

3. Retain the covered porch exemption

Covered porches, patios, and breezeways are outdoor design features that not only add visual interest to a home, they add to the livability of a home, particularly in our Southern California climate. Counting these features toward the total Residential Floor Area will result in builders not including them in homes in order to maximize occupiable indoor space.

4. Maintain the FAR at 0.50 for lots smaller than 7,500 square feet

The majority of lots in the South Robertson neighborhood are less than 7,500 square feet in size. Many are less than 6,000 square feet in size. An FAR of 0.50 for a 6,000 square foot lot produces a 3,000 max square foot house. R1 lots are meant for a single family. A 3,000 square foot house is not a mansion; it is a home for a family.

Additionally, minimizing the allowable home size in R1 zones could result in a loss of value for those lots and an increase in value for nearby R2 and RD1.5 zones that do not have these restrictions in home size.

5. Do not establish an angled encroachment plane limit for buildings taller than 20 Feet

The angled encroachment plane is an unnecessary and clumsy restriction on a home's building envelope that will, when inevitably maxed out by a builder, result in an awkwardly proportioned home. The intent of this diagram is to reduce the visual impact of a home's mass. However, the result will be to amplify the visual impact of an oddly proportioned upper floor, as this diagram would be applied to both sides of the house. The most effective way to reduce mass is by eliminating the bonuses, as previously mentioned.

6. Do not require articulation of side or front façades

Requiring articulation of the side and front façades, as currently described, is overly restrictive and will be ineffective in producing well-designed homes.



The South Robertson Neighborhoods Council supports the BMO; however, weighing the varied opinions of homeowners with the economic impact of these changes, we feel the amendment as proposed too drastically decreases buildable square footage while not doing enough to mitigate the concerns of some homeowners. We hope Planning staff will take into consideration our suggestions in an effort to pass a revised BMO that strikes a balance between the varied opinions of homeowners and the economic impact of these changes throughout the city.

Sincerely,

Doug Fitzsimmons
President, South Robertson Neighborhoods Council

Cc: Hon. Eric Garcetti, Mayor, City of Los Angeles
LA City Council Members
Vince Bertoni, Director of Planning, Department of City Planning
Council Member Paul Koretz, Council District 5
Council President Herb Wesson, Jr., Council District 10
Shawn Bayliss, Director of Planning and Legislation, Council District 5
Faisal Alserri, Senior Planning Deputy, Council District 5
Jordan Beroukhim, Planning Deputy, Council District 10

DRAFT



Motion to support new language for Reynier Park signs

Agenda Item: GB102016-11

Date: 20 October 2016

Proposed By: Parks & Recreation Committee

Background

The signage at Reynier Park is inadequate. Chief among the problems is that the existing signage includes a mix of rules that are—and are not—enforceable under Municipal Ordinance. Given the confusion that this creates, it is perhaps understandable if LAPD is hesitant at times to enforce the law.

The signs are also in English, which makes it difficult for some park-goers to understand them at all.

The SORO NC Parks & Recreation Committee met several times with community members to come up with items for the signs that ARE enforceable. The format is consistent with other LA parks (examples attached). Each listed item includes its citation in the City Municipal Code.

Proposed Motion

- I. As a result of community feedback, the South Robertson NC requests that new signs be created for Reynier Park to better reflect the City's enforceable regulations. The proposed language is attached.
- II. To better serve all park users, SORO NC further requests that sign sets be installed in both English and Spanish in eight park locations (in priority order):
 - a. One set at each of the two park entrance signs (northeast and southeast corners of park) — *two sets total*
 - b. One set at each of the two pergolas — *two sets total*
 - c. One set next to (or on) the chain link fence at both the northwest and southwest sides of the park — *two sets total*
 - d. One set on the restroom building — *one set total*
 - e. One set near the picnic tables — *one set total*
- III. SORO NC also asks that the <http://laparks.org/park/reynier> web page be immediately updated with this information, including corrected park hours, noted park restrictions, and removal of mention of "barbeque pits."

Doug Fitzsimmons
President

Ken Blaker
Vice-President

Jon Liberman
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Beth Hirsch
Secretary

Martin Epstein
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Considerations

Committee review:
(highly recommended)

Votes For: 8

Against: 0

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





Arguments for:

The signs will help clarify park rules for visitors, the community, and LAPD

Versions in English and Spanish will reach a broader audience.

Arguments against:

We may want to change park hours in the near future.

Bolder signs may be more noticeable.



Language for Reynier Park signs

The Department of Recreation and Parks welcomes you to

Reynier Park

Please respect our neighborhood. Please clean up after yourselves.

Park Hours: 5:00am – 10:30pm

No trespassing during hours of closure LAMC 63.44 B.14

No amplified sounds LAMC 63.44 B.4

No smoking/no vaping LAMC 63.44 B.24

No alcohol LAMC 63.41.27(c)

No bouncy houses or jumpers LAMC 63.44 B.26

No vending or catered events LAMC 63.44 B.3

No roping off of areas LAMC 63.44 B.26(e)

No open flames LAMC 63.44 B.17

No littering/ illegal dumping LAMC 41.14 / LAMC 63.44 B.13

Dogs must be on a leash and dog defecation must be removed by owner LAMC 63.44 B.2(c) / LAMC 53.49

No loitering LAMC 63.44 B.14

No camping LAMC 63.44 D.23

No shopping carts LAMC 41.46

No bulky items, tents and storage of personal property LAMC 63.44 B.26

**Umbrellas, sun shades, or canopies must be open on all sides and removed before the park is closed.
LAMC 63.44 B.26**

For Emergencies call 911

Non-Emergency Police Dispatch 1-877-ASK-LAPD



Three examples of park signs provided by the Department. Note that each listed item includes a municipal code reference to help LAPD write citations.



Motion to not support Conditional Use Permit renewal for 2001 S. La Cienega

Agenda Item: GB102016-12
Date: 20 October 2016
Proposed By: Fitzsimmons and Liberman

Background

Current case number: ZA-2016-313-CU, second renewal of ZA-1996-801-CUZ
Applicant: Kami Pahlavan / Kapa Investment

Conditional Use Permits (CUP) are attached to the land, regardless of business operator or property owner, and generally allow for exceptions to the zoning code accompanied by specific legal restrictions. In this case, the CUP authorizes an auto body and auto repair facility within a C2-1 Zone and within 300 feet of residential property (R Zone). The CUP for 2001 S. La Cienega Blvd. was first issued in 1996 and renewed in 2009 for an additional 7 year term. In 1996, the CUP was initially denied, but approved upon appeal. SORO NC voted in November 2008 to support renewal, including supporting a number of variances required by changes in the municipal code. In March 2009, the extension was granted. A copy of that decision is attached, including the terms of the CUP.

In May 2010, SORO NC voted to file a formal complaint against the previous tenant, Caliber Collision, at this location for non-compliance with the CUP. A subsequent Building and Safety Dept. inspection in July 2010 was inconclusive, and found no cars from the business parked on the street.

The property is currently operated by Collision Craft, a small local chain of auto repair shops. The reported community issues then are largely the same as now:

- Cars from the business parked on residential streets
- Work being done after hours, disturbing nearby neighbors
- Speeding in the neighborhood when testing cars
- Business use of an exit-only door that was to remain closed to move cars on to the side street which they used as a parking lot
- Noxious odors in the neighborhood from paints and solvents

The Land Use and Economic Development committee heard comments from the community, the landowner, and the business operator in Spring, 2016. The committee did not make a formal recommendation prior to the seating of the new Board. The renewal application is currently before the Zoning Administrator.

Proposed Motion

- I. Based on current and long-standing complaints against the businesses operating under the conditional use permit (CUP), the South Robertson Neighborhood Council does not support the renewal of the current CUP for 2001 S. La Cienega Blvd.

Doug Fitzsimmons
President

Ken Blaker
Vice-President

Jon Liberman
Treasurer

Beth Hirsch
Secretary

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Considerations

Committee review:
(highly recommended)

Votes For: n/a

Against: 0

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

Arguments for:

The complaints from the neighborhood go back at least 10 years

The CUP allows a use not normally permitted in that area

Arguments against:

Our prior complaints were against the previous tenant

Removing the CUP ultimately penalizes the property owner, not the business renting the space

MICHAEL LOGRANDE
CHIEF ZONING ADMINISTRATOR

ASSOCIATE ZONING ADMINISTRATORS

PATRICIA BROWN
R. NICOLAS BROWN
SUE CHANG
ANIK CHARRON
LARRY FRIEDMAN
LOURDES GREEN
ERIC RITTER
LINN K. WYATT
MICHAEL S.Y. YOUNG
MAYA E. ZAITZEVSKY

CITY OF LOS ANGELES
CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

DEPARTMENT OF
CITY PLANNING

S. GAIL GOLDBERG, AICP
DIRECTOR

OFFICE OF
ZONING ADMINISTRATION

200 N. SPRING STREET, 7TH FLOOR
LOS ANGELES, CA 90012

(213) 978-1318
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March 18, 2009

Kami Pahlavan (A)(O)
KAPA Investments/Guthrie
5012 West Washington Boulevard
Los Angeles, CA 90016

John Bowler (R)
Bowler Consultants
833 Hermosa Avenue
Hermosa Beach, CA 90254

CASE NO. ZA 2007-1701(CU)
CONDITIONAL USE
2001 La Cienega Boulevard
West Adams-Baldwin Hills-
Leimert Planning Area
Zone : C2-1
D. M. : 126B173
C. D. : 10
CEQA : ENV 2007-1702-CE
Legal Description : Lot 3, Arnaz
Property in Rincon De Los Bueyes

Pursuant to Los Angeles Municipal Code Section 12.24-W,4, I hereby APPROVE:

a conditional use permit to allow an auto body repair facility, which is located in a C2 Zone, that does not comply with the Development Standards Enumerated in Sections 12.22-A,28(a)(1), (2), (4), (6), (9) and Operating Condition Enumerated in 12.22-A,28(b)(1) to allow less than 50% of the windows on the building façade to be transparent, bay doors within 100 feet from residential dwelling, a fence to exceed 36 inches in height along the front lot line, an existing pole sign to remain, a 3-foot wide landscaped area along the street frontage and spray painting within a fully enclosed structure that is located less than 500 feet away from a residential dwelling,

upon the following additional terms and conditions:

1. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
2. The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action.
3. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Zoning Administrator to



impose additional corrective Conditions, if, in the Administrator's opinion, such Conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

4. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
5. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Zoning Administrator and the Department of Building and Safety for purposes of having a building permit issued.
6. The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim action or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.
7. The privileges granted herein shall become null and void after seven years from the effective date of this determination unless a new conditional use permit is "approved" for an automobile body repair shop prior to that date which extends such privileges. The applicant is advised that he/she should allow appropriate time for a new conditional use application to be processed for approval prior to the expiration date of this grant.
8. The use of the subject property shall be limited to automobile repair, which includes body and painting work. Automobile sales and automobile rental are prohibited. [BZA Case No. 5353]
9. The hours of operation, including service deliveries, trash collection and mechanical sweeping of the parking area, shall be limited to the following. There shall be no pick-up on Sunday or legal holidays:

Monday through Friday:	8 a.m. to 5 p.m.
Saturday:	9 a.m. to 4 p.m.
Sunday:	Closed

The operating hours shall be posted at the entrance of the auto repair shop and at the cashier.

10. Prior to the issuance of any building permit, the applicant shall obtain from the Department of Transportation written clearance confirming that access, ingress and egress to the Commercial Corner Development will not constitute a traffic hazard or cause significant traffic congestion or disruption of vehicular circulation on adjacent

streets, based on data provided by the City Department of Transportation or by a licensed traffic engineer with a concurrent copy of such clearance provided by the applicant to the Zoning Administrator.

11. Vehicular and pedestrian ingress and egress from the subject property shall be primarily from La Cienega Boulevard, and the Guthrie Avenue access shall be a secondary access only. All tow truck ingress and egress shall be from La Cienega Boulevard. [BZA Case No. 5353]
12. Parking. On-site parking shall be provided for all customers and employees.
 - a. The parking shall be provided in compliance with the Los Angeles Municipal Code to the satisfaction of the Department of Building and Safety. No variance from said requirements has been requested or granted herein. The 23 on-site parking spaces shall be properly painted and identified, and shall not be used for any other use.
 - b. No vehicles shall be stored at any time outside the subject property. All vehicles brought to the site for repair and cars which have been serviced, company vehicles, including tow trucks and delivery trucks as well as employees' cars shall not be parked on public streets.
 - c. Customers shall be instructed by the property/business owner not to park on the residential streets when they come to pick up their vehicles which have been serviced. A notice to customers shall be posted at the entrance of the building and the cashier, and on the service contract.

Within 30 days from the effective date of this grant, evidence of compliance with this condition shall be submitted to the satisfaction of the Zoning Administrator such as photographs of the notice to the customers posted on the site and a copy of a service contract form, on which such a notice is included etc.

13. All repairs and other work on vehicles including any compressor and paint spray area shall be conducted within the enclosed building. Automobile hoists, whether portable or fixed and of any type and size, shall be installed and operated only inside a building.

All pick up and drop off by tow trucks shall be within the facility building and only during the permitted hours of operation of the subject property.

No testing of vehicles shall be done on residential streets and/or residential areas. All storage of vehicles and vehicle parts, including but not limited to tires, shall be within the enclosed building. [BZA Case No. 5353]

14. Except where prohibited by law, a solid masonry block wall, a minimum 6 feet in height, shall be constructed along any common property line between the subject property and any adjoining property containing a residential use, if no such wall already exists along said property line. [BZA Case No. 5353]

15. Ventilation and exhaust fumes shall be mitigated so as not to impact any adjacent residential or commercial use. All Federal, State and local regulations shall be complied with and permits obtained in regard to the use and storage of paints, solvents and other listed noxious and hazardous materials. [BZA Case No. 5353]
16. A landscaped buffer ranging from 3 feet to 5 feet along the street frontage on La Cienega Boulevard as shown on Exhibit "A" shall be attractively landscaped with an automatic irrigation system and drought tolerant plant species such as bougainvillea, etc.

Planters with climbing vines shall be planted with an automatic dripping irrigation system along the building façades on La Cienega Boulevard and Guthrie Avenue if such planters are permitted by a revocable permit, which may be granted by the Bureau of Engineering.

Within 30 days from the effective date of this grant, a landscape plan setting forth all plant materials, irrigation system, and a written maintenance schedule that indicates how the landscaping will be maintained, shall be submitted to the Zoning Administrator for review and approval. In addition, evidence of compliance with this condition shall be submitted with a landscape plan such as a revocable permit, photographs of the landscaped area and planters etc.

17. The security wrought iron gate on La Cienega Boulevard shall not exceed 7 feet in height.
18. All lighting shall be shielded and directed onto the site. No floodlighting is permitted. This Condition shall not preclude the installation of low-level security lighting.
19. Noise from activities on the property shall not exceed the limitations of the City Noise Ordinance.
20. No loudspeaker or public address system shall be permitted. Further, no paging system shall be installed which is audible outside the building in which it is located. [BZA Case No. 5353]
21. Clearing liquids or other odorous chemicals legally permitted shall be used only in fully enclosed areas. No doors or windows may be open when the cleaning chemicals area used.
22. The trash container shall be completely enclosed and covered at all times and shall be kept on-site and not on any public property.
23. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.
24. A copy of these terms and conditions shall be posted on a wall of the office in plain view of the business owner at all times.

25. The applicant/the restaurant operator shall identify a contact person and provide a 24-hour "hot line" telephone number for any inquiries or complaints from the community regarding the subject facility. Prior to the utilization of this grant, the phone number shall be posted on the site so that is readily visible to any interested party. The hot line shall be:
- posted at the entrance, the egress at the adjoining alley and the cashier,
 - responded to within 24-hours of any complaints/inquiries received on this hot line, and
 - documented in a log and available for review by the Los Angeles Police Department and the Zoning Administrator upon request on when the calls were received, returned and the action taken at a minimum.
26. The project shall comply with the following minimum standards as required for automobile repair by Code Section 12.26.I.3 to the satisfaction of the Department of Building and Safety. Prior to the sign off by the Zoning Administrator for the issuance of a building permit, the applicant shall submit evidence of compliance with such requirements, which were confirmed by the Department of Building and Safety in writing to the Zoning Administrator.
27. At any time during the period of validity of this grant, should documented evidence be submitted showing a violation of any condition(s) of this grant resulting in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the Zoning Administrator reserves the right to require the applicant to file for a plan approval application together with associated fees, the purpose of which will be to hold a public hearing to review the applicant's compliance with and the effectiveness of these conditions. The applicant/petitioner(s) shall provide a summary and supporting documentation of how compliance with each condition of the grant has been attained. Upon this review the Zoning Administrator may modify, add or delete conditions, and reserves the right to conduct the public hearing for nuisance abatement/revocation purposes.
28. Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Zoning Administrator for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Zoning Administrator for attachment to the subject case file.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES - TIME EXTENSION

All terms and Conditions of the approval shall be fulfilled before the use may be established. The instant authorization is further conditional upon the privileges being

utilized within two years after the effective date of approval and, if such privileges are not utilized or substantial physical construction work is not begun within said time and carried on diligently to completion, the authorization shall terminate and become void. A Zoning Administrator may extend the termination date for one additional period not to exceed one year, if a written request on appropriate forms, accompanied by the applicable fee is filed therefore with a public Office of the Department of City Planning setting forth the reasons for said request and a Zoning Administrator determines that good and reasonable cause exists therefore.

TRANSFERABILITY

This authorization runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent upon you to advise them regarding the conditions of this grant.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

Section 12.29 of the Los Angeles Municipal Code provides:

“A variance, conditional use, adjustment, public benefit or other quasi-judicial approval, or any conditional approval granted by the Director, pursuant to the authority of this chapter shall become effective upon utilization of any portion of the privilege, and the owner and applicant shall immediately comply with its Conditions. The violation of any valid Condition imposed by the Director, Zoning Administrator, Area Planning Commission, City Planning Commission or City Council in connection with the granting of any action taken pursuant to the authority of this chapter, shall constitute a violation of this chapter and shall be subject to the same penalties as any other violation of this Code.”

Every violation of this determination is punishable as a misdemeanor and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the county jail for a period of not more than six months, or by both such fine and imprisonment.

APPEAL PERIOD - EFFECTIVE DATE

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any Condition of this grant is violated or if the same be not complied with, then the applicant or his successor in interest may be prosecuted for violating these Conditions the same as for any violation of the requirements contained in the Municipal Code. The Zoning Administrator's determination in this matter will become effective after APRIL 2, 2009, unless an appeal therefrom is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of the Zoning Administrator's action, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not

be accepted. **Forms are available on-line at www.lacity.org/pln.** Public offices are located at:

Figueroa Plaza
201 North Figueroa Street,
4th Floor
Los Angeles, CA 90012
(213) 482-7077

Marvin Braude San Fernando
Valley Constituent Service Center
6262 Van Nuys Boulevard, Room 251
Van Nuys, CA 91401
(818) 374-5050

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

NOTICE

The applicant is further advised that all subsequent contact with this office regarding this determination must be with the Zoning Administrator who acted on the case. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting. You should advise any consultant representing you of this requirement as well.

FINDINGS OF FACT

After thorough consideration of the statements contained in the application, the plans submitted therewith, the report of the Zoning Analyst thereon, the statements made at the public hearing on October 7, 2008, all of which are by reference made a part hereof, as well as knowledge of the property and surrounding district, I find that the requirements for authorizing a conditional use permit under the provisions of Section 12.24-W have been established by the following facts:

BACKGROUND

The property is an irregular-shaped, corner parcels of land, located on the southwest corner of La Cienega Boulevard and Guthrie Avenue. The proposed site which is West Adams-Leimert-Baldwin Hills Community Plan area,. The site is zoned C2-1 and contains approximately 17,000 square feet of lot area. The site is improved with an automobile body repair facility, which was previously approved for a period of ten years by the Board of Zoning Appeals in March, 1997.

La Cienega Boulevard, adjoining the property to the east, is a designated Major Highway dedicated a width of 100 feet and improved.

Guthrie Avenue, adjoining the property to the north, is a Local street dedicated variable width of 50 to 60 feet and improved.

Previous cases on the subject property include:

Case No. ZA 2007-1701(CU) – On June 4, 2007, a public hearing was scheduled to consider a request to allow the continued use and maintenance of a 9,740 square-foot auto repair facility located within 300 feet of a residential zone operating under Case No. BZA 5353. Prior to the public hearing the applicant was advised that the recent adoption of the new Ordinance for auto repair (Ordinance No. 178,382), affected the request for the conditional use that was scheduled for hearing. The applicant was further informed that said Ordinance established a number of development standards and operational conditions for automotive uses. It also replaced the prior conditional use category established under section 12.24-W,4 of the Municipal Code for an auto repair facility located within 300 feet of a residential zone with a new conditional use targeted at addressing only automotive uses that would not comply with the newly adopted standards and operation conditions of Ordinance No. 178,382.

Additionally, the applicant was informed that the request was filed after the Ordinance became effective, and that if any discretionary action is determined to be required, the matter will need to be scheduled for a new hearing under the same case number.

Case No. ZA 96-0801(CUZ) – On November 21, 1996, the Zoning Administrator Denied a conditional use permit in the C2-1 Zone authorizing the use and maintenance of an existing one-story, 10,381 square-foot vacant commercial building as an auto body/auto repair/auto sales/auto towing and auto rental facility located within 300 feet of property zoned R (Residential).

BZA Case No. 5353 – On January 14, 1997, the Board of Zoning Appeals, granted the applicant's appeal of the Zoning Administrator's denial of a Conditional Use permit under Case No. ZA 96-0801(CUZ) authorizing the use and maintenance of an existing one-story, 10,381 square-foot vacant commercial building as an auto body/auto repair/auto sales/auto towing and auto rental facility located within 300 feet of an R Zone. The grant was for a period of 10 years and expired on March 24, 2007.

Two letters were received in opposition to the subject application from the Coffee Bean and Tea Leaf, which is located in a shopping center at 1845 S. La Cienega Boulevard, and the Neighbors United, which contained 29 signatures. The letters expressed the following concerns:

- Because the auto-body shop is located in close proximity to single- and multi- family homes, fumes, and other particulates that are likely to cause health issues for children and elderly residents, are emitted from the subject property.
- The subject auto-body shop lacks sufficient parking space for the cars left in their care for repair or for their employees. Many of these cars are stored along the 1900 and 2000 blocks of Crescent Heights Boulevard and Guthrie Street, which is a cross street of Crescent Height, while awaiting repair. These cars take up much needed parking spaces for residents and their visitors.

- Customers of Caliber Collision Center entrust their cars to this company not knowing that their vehicles are left unsecured on public streets awaiting repair.
- Employees of Caliber Collision Center park their cars in the residential community, blocking driveways, creating unsafe entry and/or exit from private driveways of the surrounding residential homes
- Employees eat lunch and discard trash and liquids in front of residents' homes.
- The Coffee Bean and Tea Leaf headquarters expansion plan includes a mini campus for its employees and guests at office buildings at 1945 and 1959 S. La Cienega Boulevard. The commercial corridor along the South La Cienega Boulevard has recently begun to positively recover and emerge from the last civil disorder that adversely and materially damaged its reputation. Those new improvements include reputable retail stores such as Longs Drugs Store and the Coffee Bean and Tea Leaf and many others. The proposed extended use of the auto repair garage may result in adverse impacts concerning hazardous materials storage and use, decibel levels, aesthetics and incompatibility with the neighborhood's best interests.

PUBLIC HEARING

A public hearing was held on October 7, 2008 in the Downtown City Hall and was attended by the applicant (John Bowler), the property owner of the subject property, and a representative of Council District 10 (Andrew Westall). Mr. Bowler stated that he owns the property and is not an owner of the business.

The applicant's representative stated the following:

The subject application is to renew the conditional use permit, which was previously approved on the site in 1997 to allow an automobile body repair shop. The prior approval had a 10-year term limit and the prior approval expired on March 25, 2007. When the applicant applied for the new conditional use application to renew prior grant, the new development and operating conditions for an auto body repair shop were proposed and became effective on March 24, 2007. The existing auto body shop became non-conforming with the following new regulations pursuant to Section 12.22-A,28 when new regulations for automotive uses were adopted and became effective on March 24, 2007:

- The exterior walls and doors on the street frontage shall have a minimum of 50% transparent windows.
- Bay doors shall not be located within 100-feet from a residential use.
- Fences along the front lot line shall not exceed 36 inches in height.
- A minimum of 5-foot landscape buffer shall be provided along all street frontages.
- Spray painting shall not be conducted.
- No pole sign is permitted on the site.

The applicant stated that the building on the site only has glass bricks, which are not transparent. Since the site is located adjacent to the residential zone, bay doors cannot be located 100 feet away from a residential use. There is a 36-inch high

CMU wall and a 6-foot high wrought iron fence, which was constructed behind the CMU wall for the security. There is one pole sign to advertise the business on the site. The spray painting is expected at an auto body repair shop and is conducted in an enclosed building. The site is improved with a 3-foot landscaped buffer. The current operating hours are 8 a.m. to 5 p.m. Monday through Friday, 9 a.m. to 4 p.m. on Saturday and is closed on Sunday. The prior grant permitted operating hours from 8 a.m. to 6 p.m. Monday through Saturday.

There will be no changes to the existing business operation or to the conditions of the prior grant. The applicant agrees to comply with the conditions of the prior grant. There have been complaints from the neighbors about graffiti on the roof, auto alarms going off and tow trucks parking on the residential streets. The applicant removed the graffiti. There is an auto alarm shop on an adjoining property to the south. The subject auto body shop does not install/repair auto alarms and does not have tow trucks. The tow truck is owned by a resident in the area and is not associated with the subject auto body shop.

The existing auto body shop is owned by a company that has this type of business throughout the country and demonstrated a good track record of compliance with the required conditions. The denial of the request will result in a financial burden to the property owner because it will be hard to find a tenant for the property due to the current economic turmoil. The site was occupied by a refrigerator repair company prior to the existing auto body shop.

The Council Deputy stated that the existing auto body shop is not a grandfather use and should substantially comply with the new regulations that are required for all auto body repair shops. The existing pole sign, wrought iron fence, bay windows within 100 feet from the residential and spray paint should be removed. A 5-foot landscape buffer should be provided. A five-year term grant with plan approvals after the first and third year should be required. A minimum of 30 days advisement period is recommended in order to allow the South Robertson Neighborhood Council to review the project.

In response to the testimony from the Council deputy, the applicant responded as follows:

- The site has a larger landscaped area more than any other auto body shop in the area. In order to provide a 5-foot landscaped buffer, the existing required parking spaces will need to be reduced.
- The purpose of the existing wrought iron fence is to provide security and to prevent vandalism.
- It is reasonable to expect spray painting at an auto body shop.
- A condition of the prior grant requires a prohibition of the parking of any automobiles associated with the business on the residential streets and the applicant has complied with that condition.
- The frequent plan approvals and short term limit will result in an unnecessary financial burden on the business and the property owner.
- The applicant has met with the representatives of the District Council office and has gotten their full support.

- The existing pole sign has been on the site and is a grandfathered use.

After testimony was taken, the Zoning Administrator took the case under advisement for 30 days in order to allow the applicant to submit a revised plot plan showing the dimensions for landscaped areas and the locations of the fence/wall, a floor plan and an elevation plan. The applicant was asked to present the project to the South Robertson Neighborhood Council for their review and comments.

On November 3, 2008, the revised site plan, floor plan and elevation plans were submitted as requested at the hearing. A letter from the South Robertson Neighborhoods Council (SORO) was also submitted. The letter from the SORO indicates that the Neighborhood Council voted to support all six of the applicant's requests and recommends that the applicant should provide off-site parking for its full-time employees.

BASIS FOR CONDITIONAL USE PERMITS

A particular type of development is subject to the conditional use process because it has been determined that such use of property should not be permitted by right in a particular zone. All uses requiring a conditional use permit from the Zoning Administrator are located within Section 12.24-W of the Los Angeles Municipal Code. In order for an auto repair facility to be authorized, certain designated findings have to be made. In these cases, there are additional findings in lieu of the four standard findings for most other conditional use categories.

FINDINGS

Following (highlighted) is a delineation of the findings and the application of the relevant facts to same:

1. The proposed location will be desirable to the public convenience or welfare.

The subject property is improved with an existing automobile repair shop, which was granted by the Board of Zoning Appeals in March, 1997 under Case No. BZA Case No. 5353 (ZA 96-0801-CUZ). The grant was for a period of 10 years from the effective date of the approval, and expired on March 25, 2007. The subject application is to allow the continued use of the existing automobile repair shop on the subject property and no physical changes to the existing facility are proposed.

The current automobile repair shop has provided an automobile repair service for more than 10 years to the community. Neither physical or structural changes, nor operating conditions are proposed with the subject application. All paint spray work will be done in the enclosed building and will comply with the South Coast Air Quality Management requirements and regulations. By requiring all repair work to be done inside an enclosed building, the adjoining residential dwelling and the pedestrian population on the adjoining sidewalk will be effectively protected from any noise and dust impacts. The granting of the project will allow the existing automobile garage with a paint booth to continue to serve the same service that it has been providing to the community for the last 10 years at the subject site. As such the

continued use of an automobile repair garage at the project site will be desirable to the public convenience. The automobile repair work and the paint spray are required to be conducted in enclosed buildings; therefore, the project is not expected to result in any adverse impacts on the public's welfare.

2. The location is proper in relation to adjacent uses or the development of the community.

The surrounding properties are within the C2-1VL, RD2-1 and RD1.5-1 Zones and are characterized by level topography and fully improved streets. The surrounding properties are developed with single and multiple family residential dwellings as well as commercial establishments.

The existing automobile repair shop became nonconforming when the new regulations for automobile repair shop (Ordinance No. 178,382) were adopted and became effective on March 24, 2007. The Ordinance was incorporated into the Los Angeles Municipal Code Section 12.22A,28. The existing automobile repair shop does not comply with the following development standards and operating conditions, which are required by the ordinance.

12.28-A,28(a) Development Standards.

- (1) Windows. The exterior walls and doors of any building, excluding bay doors and/or security grills, housing an automotive use, which are parallel to a street, shall consist of at least 50 percent transparent windows, unless otherwise prohibited by law.
- (2) Bay Doors. Bay doors or vehicle entrances, exits and openings shall not face any school, lot with a Certificate of Occupancy for a one-family dwelling, multiple-family dwelling, or mixed use project containing a residential use, or A or R zone that is within 100-feet from the face of the building containing the bay door, vehicle entrance, exit or opening.
- (4) Fences. Fences or walls erected along the front lot line shall not exceed 36-inches in height.
- (6) Signs.
 - (i) In addition to the requirements set forth in Sections 91.6201 et seq. of this Code, no person shall erect a pole sign or projecting sign, as defined in Section 91.6203 of this Code, on the lot or lots without first obtaining a conditional use permit pursuant to Section 12.24 W.4 of this Code.

(9) Landscaping. All landscaping shall comply with Sections 12.41, 12.42 and 12.43 of this Code and the following requirements:

(i) Landscaping - Setback. A landscaped, planted area having a minimum width of five feet shall be required along all street frontages of the lot or lots, except for that portion of the lot line where an access driveway is required by the City as determined by the Department of Building and Safety, and on the perimeters of all parking areas of the lot or lots that abut a residential zone or use.

12.22-A,28(b) Operating Conditions.

(1) Spray painting shall not be conducted.

Letters from the Coffee Bean and Tea Leaf, which is located in a shopping center at 1845 South La Cienega Boulevard, and the Neighbors United expressed concerns about the project's adverse impacts such as health risks posed by fumes, parking, noise and other potential impacts that are summarized in this grant above. A condition is required to prohibit the use of street parking for the cars being serviced or any cars associated with the automobile repair shop as well as employees' parking.

The authorized hours of operation are relatively common for automobile repair garages. Even though the prior grant allowed the operating hours of 8 a.m. to 6 p.m. Monday through Saturday, this grant requires that the existing business hours remain. Currently, the existing automobile repair shop opens from 8 a.m. to 5 p.m., Monday through Friday and from 9 a.m. to 4 p.m., on Saturday. The shop is closed on Sunday. The project will provide the number of parking spaces on the site that is required by the Municipal Code. All activities are required to be conducted within an enclosed building. This will mitigate noise as well as dust, vibration, and visibility. The applicant is required to provide planters along the building facades on La Cienega Boulevard and Guthrie Avenue if a revocable permit is approved by the Bureau of Engineering to mitigate graffiti and aesthetic impacts.

The existing building will remain without any physical changes as a result of this grant. The existing 7-foot high fence in the street frontage on La Cienega Boulevard is to secure the subject property after closing. The existing pole sign has been on the property to advertise the existing body repair and is not included with the subject application as a proposal for a new sign. A 5-foot landscaped buffer is required by the current regulation and will result in a loss of required parking spaces on the site. The spray painting is an accessory use the existing automobile repair shop and will be conducted in an enclosed building. Since there are no physical changes that are associated with the subject application, the granting of the requests will not result in any adverse impacts to the surrounding properties. As conditioned, the requested use is expected to operate in a responsible manner.

3. **The use will not be materially detrimental to the character of the development in the immediate neighborhood.**

The noise, odors, dust, and vibrations should be fully contained within the building and all work on vehicles is required to be done inside the building. Planters are required to be provided along the building façade on La Cienega Boulevard and Guthrie Avenue if a revocable permit is granted by the Bureau of Engineering to mitigate potential graffiti and aesthetic impacts. As conditioned, the use will not be detrimental to the character of the development in the immediate neighborhood. It is noted that the proposed project is not a new automobile repair shop. The existing repair shop has been in service at this location for over 10 years. The new regulations required by the current code as listed above will require substantial modifications to the existing building and the parking lot area. Because the subject site adjoins residentially zoned properties to the west, it is impossible to comply and relocate bay windows such that it maintains a minimum of a 100-foot setback from the residential properties. In order to provide more than 50% of the building façade with transparent windows, substantial structural changes to the existing non-conforming building on the site would have to be made; therefore, denial of the request will be tantamount to precluding the operation of the existing automobile repair shop, which has been legally permitted for more than 10 years.

4. **The proposed location will be in harmony with the various elements and objectives of the General Plan.**

The West Adams-Baldwin Hills-Leimert Community Plan Map designates the property for General Commercial land uses with corresponding zones of C1.5, C2, C4, RAS3, and RAS 4 and Height District No. 1. The property is not currently within the area of any specific plans or interim control ordinances.

The Plan Text does not specifically address development and operating conditions of an auto repair use in a C2 Zone. Protecting residential and other sensitive land uses from impacts of commercial uses is an appropriate objective in any discretionary action and is the focus of the auto repair and commercial corner provisions in the Los Angeles Municipal Code. The requested use is neither inherently good nor bad; the fundamental issue is the manner in which it will operate. The conditions of approval will assure a development that is physically and operationally in harmony with the surrounding uses.

5. **There is not a detrimental concentration of automotive uses in the vicinity of the proposed automotive use.**

The proposed project is not for a new auto repair shop. The subject application is to allow the continued use of the existing auto repair shop, which has been legally permitted on the site since 1977. Therefore, the project will not result in a detrimental concentration of automotive uses in the vicinity of the project site.

6. **Any new or remodeled structure is designed to reflect the scale and character of the surrounding commercial area.**

The existing automobile repair garage has been located at the subject site for more than 10 years. The project will not result in any new construction or changes to the existing building or operating conditions; therefore, the proposed project will not result in a change in the scale and character of the surrounding commercial and residential neighborhood.

7. **Access and ingress to, egress from and associated parking of the automotive use not constitute a traffic hazard or cause significant traffic congestion or disruption of vehicular circulation on adjacent streets, based on data provided by the Department of Transportation or by a licensed traffic engineer.**

Vehicular access to the project site is currently provided by two driveways, one from La Cienega Boulevard and the other from Guthrie Avenue. The granting of the request will not result in a change in the existing driveways or access to the project site. A condition was required to provide parking spaces on the site in compliance with the Code and to the satisfaction of the Department of Building and Safety.

A condition requires that the plans for the driveway access be submitted to the DOT for evaluation of potential traffic hazards or disruption of vehicular circulation on the adjacent streets so that the DOT makes such a determination in lieu of any such conclusion having been made by the applicant's traffic engineer.

8. **The automotive use is not located in an identified pedestrian oriented, commercial and artcraft, community design overlay, historic preservation overlay, or transit-oriented district area or zone, or, that the use would be consistent with the district, area, or zone.**

No such designation has been adopted by the City Council for the property. A driveway review by the Department of Transportation should take into consideration the need to accommodate vehicle and pedestrian movements to, from, and within, the property.

9. **Any spray painting is conducted within a fully enclosed structure and that the structure is located at least 500-feet away from a school or A or R Zone. In addition, that all spray painting shall be conducted in full compliance with the provisions of Article 7, Chapter 5 of this Code, as well as South Coast Air Quality Management District Rules 1132 and 1151, regulating these installations.**

There is an existing paint spray booth on the subject site, which is located within 500 feet of a school or A or R Zone. Since the site adjoins residential dwelling units to the west, the denial of the request will result in a prohibition of the existing paint spray booth on the project site.

The paint spray service is expected at auto repair shops and is an accessory use to the auto repair. The project 's operation including spray painting is required to be

conducted within an enclosed building in order to mitigate potential impacts to the pedestrians on the streets and the surrounding neighborhood. Further, spray painting shall be conducted in full compliance with the applicable rules and regulations required by the South Coast Air Quality Management District. It is noted that the current regulation relating to automobile use became effective on March 24, 2007 and the existing auto repair shop with paint spray booth has been in operation on the site since 1997.

10. **A landscape plan is submitted setting forth all plant materials, irrigation system, and a written maintenance schedule, which indicates how the landscaping will be maintained.**

Condition 16 of this grant requires that such a landscaping plan be submitted to the Zoning Administrator for review and approval.

11. **The automotive use substantially complies with the minimum standards set forth in Section 12,26.1.3 of the Municipal Code.**

A condition of this grant requires the project to comply with the applicable provisions of Section 12.26.1.3 to the satisfaction of the Department of Building and Safety.

ADDITIONAL MANDATORY FINDINGS

12. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C, areas of minimal flooding.
13. On April 4, 2007, the project was issued a Notice of Exemption (Article III, Section 3, City CEQA Guidelines), log reference ENV 2007-1702-CE, for a Categorical Exemption, Class 1, Category 22, City CEQA Guidelines, Article VII, Section 1, State EIR Guidelines, Section 15100.



SUE CHANG
Associate Zoning Administrator
Direct Telephone No. (213) 978-3304

SC:Imc

cc: Councilmember Herb Wesson
Tenth District
Adjoining Property Owners
County Assessor



Motion to Support Temple Beth Am/Pressman Academy's Revised Application

Agenda Item: GB102016-13
Date: October 20, 2016
Proposed By: LUED Committee

Background

The proposed project is located at 1019-1059 S La Cienega Blvd & 1036-1046 S Corning St. The current project application is a revision to a previously-submitted 2014 application. The project as proposed in 2014 included an underground parking garage, which proved to be financially infeasible. The current request includes the construction of two new buildings. One building will contain parking at the first level and one level of gymnasium above. The other building will be a two-story classroom building.

The applicant presented to the LUED committee on Sept. 6th, during which the committee suggested the applicant notice neighbors within a 500-foot radius, inviting them to come to the next committee meeting in order to have a chance to speak about the project. The applicant held their own community outreach meeting on Sept. 21st. The applicant then presented to the LUED committee again on Sept. 26th, which was attended by 3-5 community members.

The applicant did make changes to their proposed design based on comments they received from neighbors on Sept. 21st, including increasing the side-yard setback at the neighbor's house from 5 feet to 10 feet and decreasing the height of the building adjacent to the home from a 3-story building to a 2-story building.

This motion is to request that the SORO NC submit a letter of support for the proposed project, contingent on compliance with the MND. The MND has not yet been issued and is not expected to be issued until just before the public hearing is held on October 25th. As the committee has not had the benefit of reviewing the MND prior to the hearing, the committee's support of the project is contingent on the project's compliance with the mitigation measures of the MND.

Proposed Motion

- I. That the SORO NC submit a letter of support for the proposed project, contingent on compliance with the MND.

Considerations

Committee review: <i>(highly recommended)</i>	Votes For: 6	Against: 0
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Amount previously allocated in Committee's working budget: <i>(applies to funding motions only)</i>	\$
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Arguments for:

The proposed project is compatible with

Arguments against:

Neighbor concerns in regards to light

Doug Fitzsimmons
President

Kevin Gres
Vice-President

Terrence Gomes
Treasurer

Beth Hirsch
Secretary

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the neighborhood in terms of scale and height.

The applicant has modified the height, building arrangement, parking arrangement, and side yard setback in response to neighbor concerns.

and noise nuisance could be addressed in a more thorough way.



c/o Charlie Rausch
Central Los Angeles Area Planning Commission
200 N. Spring Street, Room 532
Los Angeles, CA 90012

20 October 2016

Re: ZA-2011-1534-CU-ZAD-1A + ENV-2011-1535-MND

Dear Mr. Rausch:

At the September 6, 2016 meeting of the South Robertson Neighborhoods Council ("SORO NC") Land Use and Economic Development ("LUED") Committee, Ms. Stacey Brenner, representing the applicant Pressman Academy / Temple Beth Am, presented the proposed project at 1019-1059 La Cienega Blvd & 1036-1046 S Corning St. During this meeting, the committee advised the applicant notice neighbors within a 500-foot radius for the next LUED committee meeting. The applicant held their own community outreach meeting on September 21, 2016 and then presented to the LUED committee again on September 26, 2016, which was attended by 3-5 community members. Ms. Brenner described changes that had been made to the project design in response to concerns received from neighbors during their outreach meeting on the 21st, including increasing the side-yard setback and reducing the building height of a proposed building next door to a concerned neighbor. The LUED committee voted to recommend to the SORO NC board that they write a letter of support for the project, contingent on the project's compliance with the mitigation measures of the MND. As the MND had not yet been issued, the committee had not had the benefit of reviewing the MND prior to recommending support.

At the October 20, 2016 general board meeting of the SORO NC, Ms. Stacey Brenner again presented the proposed project, consisting of two, new-construction buildings. After the conclusion of this presentation, the board passed a motion to submit this letter of support for the proposed project, consisting of the construction of at-grade parking, a 2-story building with ground-level parking and gymnasium above, and a 2-story classroom building, contingent on the project's compliance with the mitigation measures of the MND.

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

Sincerely,

Doug Fitzsimmons
South Robertson Neighborhoods Council

Doug Fitzsimmons
President

Kevin Gres
Vice-President

Terrence Gomes
Treasurer

Beth Hirsch
Secretary

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Motion to fund Up To \$350 for a SORO NC table and Food at the Regional Homeless Count January 25, 2017

Agenda Item: GB102016-14
Date: October 20, 2016
Proposed By: Beth Hirsch/ Quality of Life Committee

Background

2017 Greater Los Angeles Homeless Count as a joint effort of the Los Angeles Homeless Services Authority (LAHSA), Continuum of Care, The U.S. Department of Housing and Urban Development, The Los Angeles Mayor, and City Councils. In gathering census data of how many homeless neighbors we have in LA County, we can better engage homelessness in our great city and take care of our fellow Angelenos who need a helping hand. The Regional Homeless Count of the West Los Angeles area will take place on January 25, (site TBD) at 7:00 PM.

SORO NC would set up a table to promote the NC and its standing committees and to provide refreshments and food for the volunteers.

Proposed Motion

SORO NC should adopt the following:

I. That the SORO NC fund up to \$350.00 for SORO NC table, refreshments and food for the volunteers at the Regional Homeless Count January 25, 2017.

Considerations

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

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

Arguments for:

Arguments against:

Doug Fitzsimmons
President

Kevin Gres
Vice-President

Terrence Gomes
Treasurer

Beth Hirsch
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Motion to support a Great Streets application for SORO

Agenda Item: GB102016-15
Date: 20 October 2016
Proposed By: Transportation Committee

Background

The Mayor's Great Streets program has an open call for phase II partners through November 18. Two types of projects are being considered: pop-up temporary projects, and more permanent build projects. From the application guide:

Pop-Up Projects

Pop-Up Projects are temporary installations of new street designs, programs, or activities to test a new street design concept for a limited time (one day or a weekend). Pop-Up Projects are most appropriate for communities that are just starting to think about the needs and opportunities on neighborhood streets. Pop-Up Projects temporarily transform streets to show the benefits of streetscape improvements on safety, quality of life, neighborhood character, and economic development.

Pop-Up Projects aim to:

- Educate fellow community members about the benefits of street transformations.
- Demonstrate street transformations to further educate and build community capacity.
- Develop a community vision and shared values for street changes.

Build Projects

In the past year, the Great Streets Challenge has expanded to support the construction or fabrication of permanent street infrastructure, what we call Build Projects. Community Partners who have already started to build consensus around a street transformation should apply for a Build Project. Community Engagement for Build Projects will lead directly to development, design, and construction of street improvements with existing City resources within an 18-month timeline.

Build Projects aim to:

- Install projects that are a direct reflection of community visioning and planning efforts.
- Prioritize the construction of projects in high-need areas with a shortened timeline.
- Implement improvements aligned with adopted City policies and plans.

The Transportation Committee feels that SORO has two viable candidates: Robertson, focused on Cattaraugus to Cadillac; and Pico, focused on La Cienega to Beverly Dr.

Five Arguments for Pico Blvd. (Lieberman)

- We can use this to leverage expanding Pico as a Great Street from Pico NC boundaries west from La Cienega through Beverly Hillcrest (Nicks Restaurant through Factors/Mr. C)

Doug Fitzsimmons
President

Ken Blaker
Vice-President

Jon Liberman
Treasurer

Beth Hirsch
Secretary

Martin Epstein
Corresponding Secretary

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- We focus on branding this as a new restaurant row.
- We work with existing and new restaurants to develop a common "SORO Restaurant Row" lamp post sign. These signs would be cosponsored by the NC and the restaurant.
- We develop a separate web site devoted to promoting the various restaurants with pictures and menus.
- If the restaurants want we can assist in locating areas where a bike corral or parklet might make sense. This would have to be a joint venture as our NC does not have sufficient funds to do on our own.

Five Arguments for Robertson (Fitzsimmons)

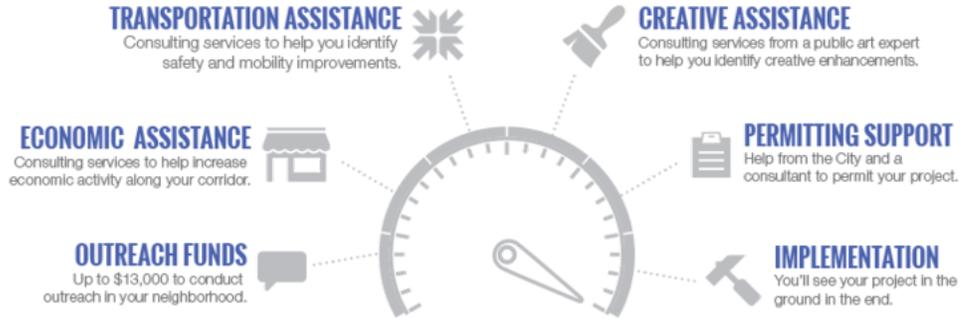
- Robertson is located near downtown Culver City and hundreds of new housing units built in close proximity to the Expo. There is a huge opportunity to create a walkable destination for this high-density population.
- Robertson has resisted significant change for 40+ years, largely due to the emphasis on servicing cars, rather than residents. It needs a jump-start, a tipping point. Changes that promote a walkable, retail-oriented Robertson could profoundly transform the area and spread rapidly to Venice and Pico.
- The businesses on Pico are already gaining momentum, and branding the street doesn't necessarily need to be part of the Great Street program. Many of the Pico ideas are more properly the work of a Business Improvement District, rather than transportation planning.
- A lot of work has been invested over the past 20 years in revitalizing Robertson, including a LANI grant for street improvements, development of vision documents, meetings with business leaders and transportation officials, and the elusive search for funds to make it happen. The condensed area means that whatever funds are available can be used to maximum effect.
- A Great Streets reconfiguration would complement and build upon proposed changes to the 10 Freeway ramps.

Unlike phase I, this year the City is looking for partners, not fully-baked plans. We would have to collaborate with local organizations and businesses (including the SoRo Community Foundation) to win the award. The NC cannot do it alone, and ultimately will not serve as the lead applicant.



WHAT DO I RECEIVE IF MY PROJECT WINS?

The Great Streets Challenge is a \$2 million program to comprehensively **move the needle** to improve your street.



Proposed Motion

- I. The South Robertson Neighborhood Council authorizes the formation of a working group to partner with local organizations towards nominating [Pico Blvd. / Robertson Blvd.] for the 2016 Great Streets program.

Considerations

Committee review: Votes For: 2 Against: 0
(highly recommended)

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

Arguments for:

The Great Streets program could make an enormous difference in SORO

Arguments against:

We should wait until we have more time to prepare