



# MAR VISTA COMMUNITY COUNCIL



[Marvista.org](http://Marvista.org)  
Meeting Agenda

## Transportation, Infrastructure, and Sustainability (TI&S) with the Board of Directors

Wednesday, November 6, 2024 From 6:30 to 8:30pm

Virtually at: <https://us02web.zoom.us/j/86007487493> Meeting

ID: 860 0748 7493

Public Welcome

### 1. CALL TO ORDER 6:35 PM

2. ROLL CALL AND EX PARTE COMMUNICATIONS/CONFLICTS-OF-INTEREST - roll call shall include each attending board member declaring any ex parte communications outside of their duties and conflicts of interest pertaining to items on or related to this agenda.

Jakob Meuser no/no

Kelsey Figone no/no

Derl Clausen no/no

Fred Kuhns no/no

April Peterson no/no

### 3. WELCOME AND ANNOUNCEMENTS

#### 4. APPROVAL OF THE MINUTES - [SEE MEETING MINUTES UPLOADED HERE FOR DETAILS](#)

4.1. Approval of the August 21, 2024 Minutes

4.2. Approval of the September 18, 2024 Minutes

Kelsey/April moves to approve

Kelsey Figone	Y
April Peterson	Y
Jakob Meuser	Y
Derl Clausen	Y
Fred Kuhns	Y
Cian Ormond	Y
Ian Svilokos	Y
Tommy	y

Approved 8-0-0

## 5. REPRESENTATIVE, GOVERNMENT AGENCY, AND CITY DEPARTMENT REPORTS 6. CHAIR REPORTS

a) CHAIR – Kelsey Figone

i) [SEE CHAIR REPORT SLIDES IN SUPPORTING DOCUMENTS FOR DETAILS.](#)

Bollards council file went through.

Bus lane camera enforcement will be starting in November with warnings only. Starting 1/1/2025 there will be citations!

Mayor Bass issued executive directive No. 9 should fast-track or find alternative paths to make infrastructure fixes faster.

b) VICE-CHAIR – April Peterson

c) MEMBER – Jakob Meuser

New electric buses are very nice.

d) MEMBER – Derl Clausen

e) MEMBER – Fred Kuhns

NCSA meeting on electrification updates. Panel of 4 speakers is available on zoom. Rebates and incentives from the IRA are now rolling out here in the state, so direct subsidy programs are allowing for increased electrification. HEARP focuses on multifamily buildings, subject to income qualifications. Induction hot plates can work very well as a temporary fix.

## 7. SPECIAL ORDERS – NONE 8. STANDARD ORDER OF BUSINESS - NEW - SEE [SUPPORTING DOCUMENTS FOR DETAILS](#)

### 8.1.[POLICY] (LA CITY BIODIVERSITY INDEX / CALIFORNIA NATIVE LANDSCAPING / POLLINATOR-FRIENDLY / MONARCH BUTTERFLY / PLANT AND TREE RECOVERY)

Discussion and possible action regarding [Council File 22-1469](#) addressing the exclusive use of non-native plant species in City landscaping and request for a draft ordinance banning the sale of non-native species.

**Fred/Jakob moves to approve** a CIS in favor of this council file. Action items include:

(1) The City Council direct all relevant municipal government agencies who install landscaping, including Urban Forestry in the Bureau of Street Services, the Recreation and Parks Department, the Bureau of Engineering, the General Services Department, as well as the proprietaries, Los Angeles World Airports, the Department of Water and Power and the Port of Los Angeles, to discontinue the practice of planting non-native landscaping plants and trees and, using the ecotope map created in the LA City Index as a guide, plant only appropriate native plants and trees, except in situations where plants and trees are designed to produce food for human consumption or provide a designated recreational playing field.

(2) The City Attorney, in partnership with the Department of City Planning, be requested to draft in 120 days a land use and permitting ordinance requiring that citywide only 100% California native plants and trees be planted for all uses, governmental, commercial and residential.

(3) The Bureau of Sanitation and Environment work with the Biodiversity Expert Council on a pollinator-friendly landscaping plan that prioritizes planting the appropriate milkweed to promote the continued recovery of our beloved Monarch butterfly population.

(4) The City Council request the City Attorney draft an ordinance banning citywide by 2025 the sale of non-native plants and trees in stores, nurseries, wholesalers, and from other entities that sell landscaping plants.

Fred recommends striking the second and fourth recommendations because they are overly restrictive.

April agrees, these are overly broad and without exceptions but would oppose as written instead.

Kelsey shows that the CIS's show up as "for if amended" in the system.

**Fred/April move for amendment** to CIS to support if amended by striking paragraphs 2 and 4 in the recommendations.

Jakob would like to include paragraph 2 but limit it to government uses.

Cian doesn't think this would apply retroactively, and so still likes to include paragraph 2, at least it would allow for indoor use. Paragraph 4 would be too restrictive.

Ian likes striking paragraph 4 and also thinks that paragraph 2 is too restrictive.

Tommy feels that this committee should oppose this whole ordinance because there is too much government.

Kelsey would support this all the way but this is completely infeasible to pass the full council.

Kelsey Figone	Y
April Peterson	Y
Jakob Meuser	N
Derl Clausen	Y
Fred Kuhns	Y
Cian Ormond	A
Ian Svilokos	A
Tommy	N
Stephen Paddock	A

Approved 8-0-0

Jakob/Fred move to amend the CIS to reinsert paragraph 2 but strike commercial and residential restrictions.

Tommy has a feeling that every tree in this city is not native. Would this ordinance require to remove any existing plants?

Kelsey says no.

Stephen points out that you would not be able to remove palm trees.

April is concerned that this talks about permitting, but the city does need a permit for its own work.

Kelsey Figone	A
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April Peterson	N
Jakob Meuser	Y
Derl Clausen	N
Fred Kuhns	Y
Cian Ormond	Y
Ian Svilokos	Y
Tommy	N
Stephen Paddock	A

4-3-2

Voting for full motion

Kelsey Figone	Y
April Peterson	Y
Jakob Meuser	y
Derl Clausen	Y
Fred Kuhns	Y
Cian Ormond	y
Ian Svilokos	y
Tommy	N
Stephen Paddock	A

7-1-1 Passes: CIS for council file if amended by striking paragraph 4 of the recommendations and striking “commercial and residential” from paragraph 2.

**8.2.[POLICY] (DWELL RECALL FOR SIGNALS / GRADE RAIL LINES / BUS RAPID TRANSIT LINES / REDUCING SIGNAL DELAY / TRANSIT FIRST POLICY)** Discussion and possible action regarding [Council File 24-1222](#) addressing signal timing for transit to ease congestion. Coincides with CF 23-1210.

Kelsey discusses how the agencies worked together during the 10 fire to help with signal timing for rail and rapid transit buses. This would speed up transit. Four paragraphs of recommendations include:

I THEREFORE MOVE that the City Council INSTRUCT the Department of Transportation (LADOT) to report back, in collaboration with Metro, within 60 days, with guidelines establishing dwell recall for signals along at-grade rail lines and Bus Rapid Transit lines. When a fire shut down the 1-10 Freeway near Downtown Los Angeles in 2023, Metro and the Los Angeles Department of Transportation (LADOT) worked together to prioritize the A and E Lines through signal timing changes, achieving substantial time-savings. Recently, signals along the A Line along Washington Boulevard have been running on dwell recall due to problems in signal communication. Other formal pilot dwell recall locations along the G Line have been in operation for almost four years. Metro’s and LADOT’s successful dwell recall pilots and cooperation on transit signal priorities in times of emergency demonstrate that the agencies can work together to speed up and prioritize our transit service at signals. The Transportation sector is the largest contributor to greenhouse gas (GHG) emissions in the

country, the State of California, and in the City of Los Angeles. One of the City’s best ways to reduce GHG emissions is attracting and retaining riders through reliable and frequent service via a strong and thriving public transportation network.

I FURTHER MOVE that the City Council INSTRUCT LADOT to report back, within 120 days, with a draft policy and implementation plan and timeline to modify signal timing citywide to operate traffic signals with dwell recall, Transit Signal Priority, or preemption along at-grade rail lines, -Bus Rapid Transit lines, full-time transit lanes, and part-time transit lanes, with the goal of reducing signal delay to transit vehicles and reducing transit end-to-end travel times to the greatest extent possible. The timeline should identify changes that can be made without new equipment (such as implementing dwell recall) to be implemented as soon as possible, followed by changes requiring equipment and larger capital costs, such as improvements to Transit Signal Priority and preemption. The report should also include a draft policy and implementation plan to provide automatic pedestrian and cyclist phasing for adjacent crosswalks, bike lanes, and bike paths that run parallel to the direction of trains or buses in a separate lane or guideway.

I FURTHER MOVE that the City Council INSTRUCT LADOT to report back, within 180 days, with a “Transit First Policy” that incorporates the above guidelines and policies and guides all future design or modification of traffic signals citywide, with the adopted goal of reducing signal delay to transit vehicles and reducing transit end-to-end travel times as much as possible above all other considerations, excepting safety. The Transit First Policy would also guide LADOT to work with Metro to upgrade to the type of signal prioritization or preemption that best meets the travel time goals of the policy. The policy should include a provision that deviations from these goals must be justified based on specific findings, on a case by case basis.

I FURTHER MOVE that the City Council INSTRUCT LADOT to study how the impacts of the above policies proposed in this motion affect speeds and timetables for transit services, and report this information within one year of adoption of the policies proposed in this motion.

Kelsey/Derl move for CIS to support as written

April is concerned about how much this would potentially back up traffic, especially on Sepulveda with rapid bus lines.

Fred likes how much this could increase speed into DTLA on the Expo line.

Cian points out that the rapid bus lines mentioned are not on Sepulveda. Already, the train does not stop for cars on Westwood so this would not change traffic in Mar Vista. It would make the train much faster in DTLA, however, which could really help with transit.

Voting for full motion

Kelsey Figone	Y
April Peterson	A
Jakob Meuser	Y
Derl Clausen	Y
Fred Kuhns	Y
Cian Ormond	y
Ian Svilokos	A
Tommy	A

Stephen Paddock	A
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5-0-4

**8.3.[POLICY] (GAS, DIESEL, FOSSIL FUEL PUMPS / NEW BUILDING AND PERMIT PROHIBITION / ZERO EMISSIONS VEHICLE / NON-FUEL RELATED FACILITIES / LOS ANGELES MUNICIPAL CODE / AMENDMENT)** Discussion and possible action regarding [Council File 21-0533](#) that has had little movement until recently, addressing the construction of new gas stations in LA.

Kelsey notes that this council file has been around for a long time. It would direct the city council and departments to amend the LA municipal code to ban the permitting and building of any new gas stations, and expanding gas stations only for charging.

Kelsey/Jakob moves for CIS to support as written.

Fred thinks that this is too restrictive. He is in favor of EVs and drives one, but this would be too restrictive. If there is an area that really needs a gas station, what do they do? We have a lot of fossil fuel vehicles presently.

April also thinks that this is not appropriate for a land use ordinance, the planning committee can just deny permits. This is potentially an equity issue because lower income individuals will be the ones who need a gas station.

Kelsey has similar concerns and saw that other neighborhood councils have mentioned that we already have 600 gas stations in Los Angeles. Kelsey is still in favor of this in principle.

Derl agrees with Kelsey and does not want gas stations in our neighborhoods.

Cian notes that there are a lot of gas stations.

Jakob notes that he already drives very far to get gas just because it is cheaper there, so maybe not as much of an equity issue.

Voting for full motion

Kelsey Figone	Y
April Peterson	N
Jakob Meuser	y
Derl Clausen	Y
Fred Kuhns	N
Cian Ormond	y
Ian Svilokos	Y
Tommy	A
Stephen Paddock	Y

6-2-1

**8.4.[POLICY] (NEIGHBORHOOD CLEANUP PARTNERSHIP IN JANUARY)** Discussion and possible action to conduct a neighborhood cleanup based at Mar Vista Rec Center in partnership with Windward School in January.

Tommy recommends reaching out to Venice high.

Derl thinks that we can easily reach out to Venice High again.

April wonders if Webster is in our area.

Voting for full motion

Kelsey Figone	Y
April Peterson	y
Jakob Meuser	y
Derl Clausen	Y
Fred Kuhns	y
Cian Ormond	y
Ian Svilokos	Y
Tommy	y
Stephen Paddock	Y

9-0-0

**9. STANDARD ORDER OF BUSINESS - OLD 10. PUBLIC COMMENTS FOR ITEMS NOT ON THIS AGENDA** - *The Brown Act provides for a “part of the*

*meeting where the public can comment on any item of interest that is within the subject matter jurisdiction of the local agency.” The MVCC is an advisory board to the Los Angeles City Council and, as such, its jurisdiction is restricted within Los Angeles and most importantly, the Mar Vista Community. Therefore, please keep public comments within the MVCC jurisdiction. Thank you.*

Tommy figured out what is going on with the bike path he has been having trouble with. Engineering is thinking of possibly moving the bike path (the strand).

Cian discusses that on Grand view they have replaced a bunch of the curb cuts, is that ADA related or sidewalk?

**11. ADJOURNMENT 7:57 PM**

Si requiere servicios de traducción, favor de avisar al Concejo Vecinal 3 días de trabajo (72 horas) antes del evento. Por favor contacte Jennifer Rafeedie, Secretaria, al (424) 256-3633 o por correo electrónico [jennifer.rafeedie@marvista.org](mailto:jennifer.rafeedie@marvista.org) para avisar al Concejo Vecinal.

Comments from the public on other matters not appearing on the agenda that are within the Board’s jurisdiction will be heard during the General Public Comment period. Please note that under the Brown Act, the Board/Committee is prevented from acting on a

matter that you bring to its attention during the General Public Comment period; however, the issue raised by a member of the public may become the subject of a future Board/Committee meeting. Public comment is limited to one minute per speaker, unless adjusted by the presiding officer of the Committee.

If you are compensated to monitor, attend, or speak at this meeting. City law may require you to register as a lobbyist and report your activity. See Los Angeles Municipal Code §§ 48.01 et seq. More information is available at [ethics.lacity.org/lobbying](https://ethics.lacity.org/lobbying).

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Public Input at Neighborhood Council Meetings – Comments from the public on agenda items will be heard only when the respective item is being considered. Comments from the public on other matters not appearing on the agenda that are within the Board’s jurisdiction will be heard during the Public Comments for Items NOT on This Agenda period. Please note that under the Brown Act, the Board is prevented from acting on a matter that you bring to its attention during this period; however, the issue raised by a member of the public may become the subject of a future Board meeting. Public comment is limited to 3 minutes per speaker, unless adjusted by the presiding officer of the Board. Use the Zoom Link and phone numbers listed at the top of this agenda.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability of services, please make your request at least 3 business days (72 hours) prior to the meeting by contacting the Department of Neighborhood Empowerment by calling (213) 978-1551 or email: [NCsupport@lacity.org](mailto:NCsupport@lacity.org)

#### Public Posting of Agendas -

Neighborhood Council agendas are posted for public review as follows:

- Mar Vista Recreation Center: [11430 Woodbine St, Los Angeles, CA 90066](https://www.google.com/maps/place/11430+Woodbine+St,+Los+Angeles,+CA+90066)
- [MarVista.org](https://www.marvista.org)
- You can also receive our agendas via email by subscribing to L.A. City’s [Early Notification System \(ENS\)](#)

#### Notice to Paid Representatives -

If you are compensated to monitor, attend, or speak at this meeting, City law may require you to register as a lobbyist and report your activity. See Los Angeles Municipal Code Section 48.01 et seq. More information is available at [ethics.lacity.org/lobbying](https://ethics.lacity.org/lobbying). For assistance, please contact the Ethics Commission at (213) 978-1960 or [ethics.commission@lacity.org](mailto:ethics.commission@lacity.org)

#### Public Access of Records -

In compliance with Government Code section 54957.5, non-exempt writings that are distributed to a majority or all of the board in advance of a meeting may be viewed at our website, [MarVista.org](https://www.marvista.org), or at the scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda, they may be downloaded from our website; visit [MarVista.org > Council > Board](https://www.marvista.org/council-board).

#### Reconsideration and Grievance Process -

For information on MVCC’s process for board action reconsideration, stakeholder grievance policy, or any other procedural matters related to this Council, please consult the MVCC Bylaws. The Bylaws are available at our Board meetings and our website, [MarVista.org](https://www.marvista.org).

#### Servicios de Traducción -

Si requiere servicios de traducción, favor de avisar al Concejo Vecinal 3 días de trabajo (72 horas) antes del evento. Por favor contacte a [chair@marvista.org](mailto:chair@marvista.org) para avisar al Concejo Vecinal.

IN CONFORMITY WITH THE OCTOBER 6, 2023 ENACTMENT OF CALIFORNIA SENATE BILL 411 (PORTANTINO) AND LA CITY COUNCIL APPROVAL ON NOVEMBER 1, 2023, THE MAR VISTA COMMUNITY COUNCIL COMMITTEE MEETING WILL BE CONDUCTED VIRTUALLY.



SB 411 Updates:

In the event of a disruption that prevents the eligible legislative body from broadcasting the meeting to members of the public using the call-in option or internet-based service option, or in the event of a disruption within the eligible legislative body's control that prevents members of the public from offering public comments using the call-in option or internet-based service option, the eligible legislative body shall take no further action on items appearing on the meeting agenda until public access to the meeting via the call-in option or internet-based service option is restored. Actions taken on agenda items during a disruption that prevents the eligible legislative body from broadcasting the meeting may be challenged pursuant to Section 54960.1. The eligible legislative body shall not require public comments to be submitted in advance of the meeting and shall provide an opportunity for the public to address the legislative body and offer comments in real time. Notwithstanding Section 54953.3, an individual desiring to provide public comment through the use of an internet website, or other online platform, not under the control of the eligible legislative body, that requires registration to log in to a teleconference may be required to register as required by the third-party internet website or online platform to participate.

(i) An eligible legislative body that provides a timed public comment period for each agenda item shall not close the public comment period for the agenda item, or the opportunity to register, pursuant to subparagraph , to provide public comment until that timed public comment period has elapsed.

(ii) An eligible legislative body that does not provide a timed public comment period, but takes public comment separately on each agenda item, shall allow a reasonable amount of time per agenda item to allow public members the opportunity to provide public comment, including time for members of the public to register pursuant to subparagraph (D), or otherwise be recognized for the purpose of providing public comment.

(iii) An eligible legislative body that provides a timed general public comment period that does not correspond to a specific agenda item shall not close the public comment period or the opportunity to register, pursuant to subparagraph (D), until the timed general public comment period has elapsed.