

Neighborhood Council of Westchester/Playa
NCWP Planning and Land Use Committee Meeting Minutes
www.ncwpdr.org

Meeting Agenda

Committee Attendance

- Present: Patricia Lyon, Joan Trimble, Dave Oliver, Kimberly Fox, Garrett Smith, Janine Ying
- Guest: Cyndi Hench, Board President - NCWP
- Absent: Alan Quon, Don Hellwig, David Voss

Meeting called to order at 6:32pm

1: Welcome and Introduction (Patricia Lyon, Chair)

2: Review and Approval - Minutes from 20 June 2017 Meeting

- Chair deferred until next meeting

3: Public Comment on Non-Agenda Items

George Edes

Kenyon in Westchester

- Commenting on stop signs along Emerson and Kentworth.
- Questioning the purpose of “all those stop signs” along these streets; commented that he is not aware of exceptionally heavy cross-street traffic in those areas. Also commented that children tend to miss use the cross walk and delay through traffic. Wishes something would be done about.

4: Information & Discussion - 8521 S Sepulveda Blvd 90045 (aka Grinder Property)

Background

- Presentation on the proposed 87-unit apartment building with 1,000 square feet of commercial retail at 8521 S. Sepulveda Boulevard (former Grinder restaurant).
- Density bonus incentives requested. Total of 8 units (11%) set aside for very low income occupants in exchange for
 - increase in FAR to 3:1 in lieu of 1.5:1 FAR
 - 20% decrease in required amount of open space (6900 in lieu of 8625).
- Developer is also request Section 13.08-based Community Design Overlay (CDO) variance for 75’ height, 5-stories.
- City of LA Planning Department Case # ENV-2017-1736-EAF
- City Planning File: <http://planning.lacity.org/pdiscaseinfo/Caseld/MjEzNzk30>

Presenter

- Tanner Blackman, Parter at Kindel Gagen (Public Affairs Advocacy Firm) on behalf of Caladan Investments

Presentation Comments

- SB1818 asking for density bonus.

- Applicant present

Tanner Blackman (Community Affairs Rep)

Who he is:

- Planner by training and profession, worked for City for 8 years, in private practice for 2 years. Served in NC downtown for 2 years.
- Just here to introduce the project tonight.

Timeline / History / Status

- Filed in early May and promptly reached out to Patricia Lyon to get on the PLUC agenda .
- Hoping to have traffic study done by end of Summer.
- Introduced developer: Vik Splilik - Calaban. Small, LA based, family company. Based in the Valley. Done projects of this scale and smaller SB1818 projects in valley and Central LA.
- First project in Westside.
- Showed rendering board.
- "In a perfect world owner would have acquired Jiffy Lube but that wasn't possible."
- Even though this looks bigger in scale than previous drive-through proposal, impacts will be a lot less.
- Commercial zone, flanked by 2 multi-families
- No frontage on 85th.
- No front door in the quiet single family neighborhood nor traffic.
- All ingress, egress on Manchester.
- Not allowed to create any new curb cuts.
- Density bonus project: 87 units, 8 for very low income.
- Two small neighborhood-serving commercial tenants; space totaling about 1000 sq ft
- Building lobby on Sepulveda. Lose some space there due to DWP vault there.
- Plans call for a slope change from Sepulveda (70' foot) and Manchester (about 78'); Podium of the building is 1 story in Sepulveda and 1.5 on the Manchester end.
- No ground floor residential.
- Semi-subterranean parking.
- Gym amenities
- Two roof decks - purposely put on the farthest out on the building to avoid peering eyes into backyards nearby.

Entitlements / What The Developer is Requesting

- Any project over 50 units must file for site plan review; focused on "designing to good principles"
- 2 incentives > FAR and a small decrease on open space (< 20%) zoning administration; calling this request for "an adjustment, not a full variance."
- In compliance with CDO.
- Expecting 9-month process for approvals.
- DOT traffic study first, then Environmental Review.

Related Documents

- See handout in ADDENDUM.

Public Comment

See ADDENDUM: Jeff Rothman - list of concerns.

Kathryn Fairbrother
77th and Kentwood.

Concern in addition to traffic. In this time, just came through a huge ; concerned about water. DWP can raise rates, water not an unlimited resource. "We get our water from elsewhere." 5 years of drought. 89 units, doesn't sound like a lot. But add to Playa vista, etc. and it all adds up. Can't keep adding people who are going to use water.

Nick Burns

S. Bently Ave - West LA

Supports the project. We're part of an economy is growing. New jobs, close to Playa Vista. We need to house the people who work there. If we don't we have no alternative but to live further and further away and contribute to commuter traffic. My understanding was jobs to housing 2:1. I hope strong consideration to have more residents close to where we're adding jobs.

Tommy Roys

McConnell Ave

- 1: Too tall; keep to current allowable height. Project is too tall for lot and area. Five stories is too tall.
- 2: A far of 3:1 is too dense. 87 units is too many.
- 3: Require open space and greenery.
- 4: Drop the commercial space. Downsize the project for 2 units. Too small for a liquor store. In the area around plenty of retail.
- 5: No Sepulveda entryway. Traffic concerns.
- 6: Define the low income units. 8 units is not worth all of the negative impact items.
- 7: We still have the traffic and safety issues. Questioning right turn only onto Manchester. Very busy intersections immediately adjacent to building. Huge increase in traffic added due to new units.
- 8: No mention of parking. 150-200 cars, especially if student rentals.

Jim McIlroy

Westlawn Ave

Written comments entered into meeting minutes:

This is a bad plan.

- 1: 1000 sq ft of retail space is insufficient—only allowing for 1 or 2 businesses
- 2: Decrease in open space! Required space makes everyone crowded together.
- 3: There is a reason for height codes. No variance should be given.
- 4: Traffic at Manchester & Sepulveda is already terrible. This will make it worse.
- 5: Doubling the occupants will be ridiculous. FAR 1.5 → 3. 4 stories → 5 stories.

Michael Jabbra

Stewart Ave

I like Westchester the way it is. Cause more traffic. Don't see point of adding more residents when Council man is bound and determined to take lanes on roads. Take the high rises to downtown.

Linda Kokelaar
McConnell Ave

- Doesn't need to look like this. Build within the 45' that the code requires. Build within the existing zoning requirements.
- Parking minimum: 200
- No retail
- Who wants to live next to a gas station?
- Where's the green? Necessary to add.
- No flat roofs.
- Traffic study must be done while LMU and other schools are in session
- Water another concern

Elia Holm
Henefer Ave

Written comments entered into meeting minutes:

Wish to have the apartments limited to 50 units. The intersection has too much traffic.

James Kallis
Andover Lane

I have never made a comment in one of these meetings. But when I saw the description to put 87 units where the Grinder used to be, I was struck. It's an order of magnitude more than you can fit into the Grinder area. The biggest problem I see: 87-units worth of people trying to get out at the same time during commute times. Absolutely unrealistic.

Asher Myer
Earldom, PDR

I saw this project. Thought this area has a lot to support retail. Grocery nearby. LMU. Great resource to live in this place. We need to think about the people who'd like to live in Westchester. A lot of jobs come into this area. I work in El Segundo, and it would be an easy commute. Future residents will have a shorter commute and have less time on the road.

Kathleen Mertens
85th Place

- I live right around the corner from where they're proposing.
- Traffic study: must conduct while all schools are in session.
- Sepulveda Westway: if people can only make right turn, they're going to make U-turns or turn onto Sepulveda Westway to flip to the other direction.
- No access on 85th place: What if people come over the wall. Our streets are inundated by people leaving cars for LAX and using Uber. Our area has had an increase in robberies that's been unbelievable. I don't see putting more people into a very small area won't make that any better.
- Putting retail underneath when you don't have access to it seems insane. Can't see how you'd keep anyone in business.
- I look forward to the traffic study.

Jonathan Fukumoto
W 85th

- We just got through an entire zoning issue about R2. That talked about massing, shadows, pitch of the roof. I can't imagine what's going to happen right next to this large structure. I'm not against development but please do it right.
- The exit onto Manchester -- I can't see how accidents won't happen with this entrance.
- I don't know how many parking spaces you're allowing
- I don't if for rent or for sale. (For rent)

Linda Ching-Ikiri
Georgetown Ave

Everyone has raised good issues with water, environment. Density is what concerns me. Already had a presentation for Westchester Pkwy development (LAX North), and that's going to jam the corridor. A lot of us came to meetings regarding the project near BB&B and a lot of the things you're raising came up there too. Now that they're building, we see it's massive. A lot of the people concerned about that building need to be considered here. Density brings crime, and it affects people psychologically -- like rats, gets too violent. As far as young people, a lot of us old people are getting ready to move out. So there will be houses coming up for sale. I think that's the natural course of things -- we originally bought from someone who retired.

Brent Gaisford
Live in West LA and work in Playa

I love this project. We need housing to keep rents down. We have a crazy housing shortage in LA. I love living here, want to start a family, but very hard to envision how that's possible. There's nowhere for anyone to go. Projects like this will reduce the pressure. Second thing: traffic in Playa and in the whole surrounding areas is crippling due to lack of housing. If people are living close it gets better. People don't make traffic. Cars make traffic. Don't build any parking, and they (occupants) won't drive.

Trevor Candler
Loyola Blvd

I moved here 22 years ago. Picked Westchester due to single family houses. I don't see how a project like this is going to make this area any better. Bad form to put a high-density project wrapping a hazardous waste facility (Jiffy Lube). Think the Chik-Fil-A would have been better. Keep the lot for food service, low height similar to Chik-Fil-A plan. Can't take cars away. Everyone who wants to go anywhere, they have a car. If you want to go to the Valley, Long Beach you're going to want to drive.

Stanley Johnson
Longwood; Work in Playa Vista

100% support the project. I'm sorry this is not a high rise. LA is a city of 4M with a great economy. Jobs all over El Segundo. All over Playa vista. And looking at demographics -- long term home owners, the City is for all kinds of people. People trying to get a job and forced to move out and forced to drive. Create a community where we can be near each other. We have to create density, so we don't get bad traffic and sprawl.

James Needles
35 resident; 81st St - there 25 years

I appreciate people in W LA see this project as allowing them to move into the neighborhood. But very worried about traffic. Sepulveda Southbound is backed up and stop-and-go to Century.

With this project, that puts 150 more cars in that same intersection. Even those living in these apartments aren't going to be able to move. Most of us are beyond riding bikes. Understand demographics and agree: some of that needs to change. But it won't change because of this project.

Jillia Gallien
9400 La Tijera

I'm ready to rent there and move there. Yes, the problems are so many. But things change. The avenue there was beautiful before they built all those offices on Jefferson. From my home to LMU, there was view and it was amazing. Young people come and things change. I'd love to rent there.

Betty Jo Allen
Cowan Ave

Lived in Westchester over 30 years. (This project) puts the quality of life for those of us living here already in jeopardy. I'm looking for how this helps. If they (other speakers) need to live somewhere, they can live in Howard Hughes new apartments. It has become hard to get out of the community. Lincoln and Sepulveda are bumper to bumper and now you're going to tell me Manchester is going to be bumper to bumper. We've already built huge amounts of places that aren't finished yet for people to live.

Committee Discussion

Cyndi Hensch: How tall? "For any project located that close to R1 R2 within 60' shall be limited to 50' in height." For any project for more than 150' in width the floors above the ground floor should be broken into 2 separate masses, and we don't see that.

Blackman Response:

We're 68-69' from nearest R2 zone. House or Zone.

The neighboring properties are C2 and R3.

R1 and width of the street is 60' and we're close to 10' so 70' R1

Given the weird shape of the lot, not sure what we'd call "width"

We need to figure this out. Not sure how we count the question of "width."

Garrett Smith:

You're timing is terrible, given other traffic issues in CD11 right now.

Looking at turn restrictions. Public comments brought up interesting issues re U terms, etc. You need to spend the \$\$ to prevent people from coming out of there and making a left onto Manchester.

70' there and how high is the canopy?

Blackman Response: At least another 10' but can find out.

Cyndi Hench: The comment that was made about Sepulveda Westway and Manchester is important. It's surprising how many accidents happen there already. And they're pretty spectacular. If you're going to have people to exit and try U turn on Manchester or Sepulveda Westway, that's going to be a big problem.

Garrett Smith: Your pending traffic study: it's already going to say that traffic at that intersection couldn't be any worse. Are you going to consider the other projects in the area in the traffic study?

Pat Lyon: They're required.

Cyndi Hench: Required to include 74th and La Tijera project.

David Oliver: Breakdown on how many types of units? 1, 2, 3 etc.?

Blackman Response: Total of 87 units: 76 one bedroom, 8 studios, 3 two bedrooms. Some of the studios are < 500 square feet. Some of the 2 bedroom units are over 1000 square ft.

David Oliver: Parking? 1 car for one bedroom, 2 cars for two bedroom, 1 car for studio, plus some guest parking? Where are you going to put trucks for moving in out and out?

Blackman Response: What we're required to do regarding parking: SB8744 changed the rules to require only ½ space per bedroom. Per code only need 44 spaces for residential and 2 per commercial space.

David Oliver: 87 units and what are you going to say what? they can only bring in ½ a car?

Blackman Response: We're working out with DOT how to do the turn around inside. We know we're going to get way more than 46 parking spaces. Potentially closer to your ballpark figures

David Oliver: how many CVS parking spaces will you be taking?

Blackman Response: Zero. Need to get back to you about move in. We want more parking than we're required to give.

David Oliver: What kind of units do you have—how many times an hour, minutes recirculating air in the garage while people are waiting to get out, so they don't get carbon monoxide poisoning?

Blackman Response: lease the parking separately than the unit. I lived downtown and I had to pay extra for parking.

David Oliver: we know what happens right now re the new Howard Hughes apartment development. All the construction guys and tenants who don't want to pay for parking all park in the surrounding streets.

And that's what's going to happen here if you're going to charge for parking. What kind of a wall you putting up, so on one can enter and you're isolated from the neighborhood?

Blackman Response: I'll come back with something very clearly showing how that will interface.

Joan Trimble: I'm concerned about the design, and access of emergency personnel. And someone brought up Chik-Fil-A. I want to comment that this committee approved that project and that the company agreed to many concessions.

Cyndi Hensch: the technically in the CDO, it specifically said a drive through is prohibited. They demanded the drive through, but it's prohibited.

Patricia Lyon: Cyndi and I spent days going downtown and were turned down time after time after. The new developers were going to repave Manchester, pulling out the old trees and re-landscaping. Ultimately, it was not going to happen because of the required change in CDO for a drive through exception, and restaurants get 50% of revenue from the drive through. And now three years later, we're here having this kind of conversation.

Joan Trimble: I'm worried about access of emergency personnel, especially being so close to Jiffy Lube and gas station. Is there access to the other side of the building?

Blackman Response: good question and we need to figure it out. Planning dept circulates around to the other depts. For comments (fire, police).

David Oliver: And we need to talk about the move-in and move-out.

Janine Ying: Concerned that there's only 1 entrance for vehicles. If that gets blocked by an accident, will there be another extra a gate that's never opened unless there's a problem?

Blackman Response: I'll go out on a limb and say that someone could go through the lobby, on foot, to exit the garage.

Kimberly Fox: I'm concerned about the affordable units. Would like them to be interspersed with the other apartments. Evenly distributed, no distinction. Affordable units. Interspersed. Evenly distributed, no distinction. Also, do you plan to build, keep and manage the property?

Blankman Response: Yes.

Kimberly Fox: What would your process be to keep the affordable apartments going to lower income people? We'd like to see that spelled out in the covenant agreement for the project.

Blackman Response: technically, every property has that covenant. But we understand people aren't following it necessarily on other projects.

Cyndi Hench: CDO residential set back is a minimum of 5' in frontage. What are we looking at on your plan?

Blackman Response: We've included set backs so the lower units have a bit of patio space. I believe that's how it's designed.

Patricia Lyon:

In summary:

1. We do have a generation that needs more housing, and there's a city shortage.
2. We also have a city where there's no place to put vehicles; LA is a commuter city, even if we work down the street but you still have 2 cars. Parkability is going to be a big flag.
3. One solution a previous project explored: the private medical building right across Sepulveda was willing to do a lease deal. I know you can be under parked but that doesn't make it right.
4. We know the traffic situation: help us with a study with a good traffic engineering firm to make it less intolerable. It's not good now. Use that process to help your project be a good neighbor, and help make it not worse.
5. Parking on Manchester and residential streets: don't do it to the neighbors. We live with that over by the University and the University pays for parking permits because they understand they need to consider the impact on the people who were there first.
6. Did I hear you say there would be 8 single units? Singles, the same # of the low income units?
Blackman Response: No won't all be the small ones.
7. We need architectural renderings that are more specific, showing the privacy wall and privacy impact on the neighbors nearby.
8. Is it my understanding you have to have 2 retail elements?
Blackman Response: Yes: Per the CBO.
9. Perhaps we can see some renderings with more landscaping?
10. Please put the gas station on the rendering.
11. Hazardous waste status? We need to know as it's a major concern re quality-of-life for the residents and neighbors.
12. Move in, deliveries: we're not seeing that yet.
13. There's concern that you're using the exercise with lowest parking and that doesn't cover tenants.

Patricia Lyon - Comment to Committee: If the project doesn't feel right, you don't have to support it. This gentleman bought the property in 2015, and he has a right to develop.

Patricia Lyon - Comment to Developer: Please understand: we want to have projects that are good neighbors.

5: Information & Discussion - Ayara Thai Cuisine Construction

Background

- Community update on restaurant expansion construction timeline and details.

Presenter

- Vanda Asapahu, Owner

Presenter Comments

- "I have grown up in Westchester." Live and currently work here. Some of siblings went to LMU.
- Have operated Ayara since 2004.
- In 2012, had the opportunity to purchase the property; purchased current unit and the unit next door.
- July 3, 2017 - closed the restaurant. Starting demo end of July, early August.
- 4-5 months for construction, remodeling.
- End of Nov, Mid Dec completed, and plan to reopen in January 2018.
- Adding 5000 sq ft and 85 - 125 seats.
- Dedicated take out area (40% of Ayara's revenue).
- New open kitchen
- Noodle bar.
- Full bar.
- Meanwhile, have opened a pop up location 8740 Sepulveda - between Brooklyn Bagels and Yogurtland, open 11am to 10am. Will extend the hours next month. Keeps our 40 plus employees employed.
- Functions as a test kitchen; buying all organic, all grass-fed beef and cage free chicken, eggs. Smaller scale, smaller menu, revolving menu. Changes every month.
- Evolve pricing: it's a little more -- to continue to pay the growing wage and to provide health insurance for 40 employees. Currently offer accident coverage and paid leave, want to add more.

Related Documents - None.

Public Comment - None.

Committee Discussion

Cyndi Hensch: after you're back in the new restaurant, are you keep the popup?

Asapahu Response: Signed a 5 year lease. Might do a new concept. Since the name is "pop up" it created a sense of urgency. Have had a lot of inquiries about doing a different restaurant.

Patricia Lyon - Comment to Presenter: Please come back a few weeks before you're ready to open and give us an update.

6: Information & Discussion - 13450 W. Maxella (aka Marina Paseo)

Background

- Case # ENV-2016-3343-EIR
- Sares-Regis Group proposed mixed-use development replacing a portion of the existing Marina Marketplace shopping center (three existing buildings plus parking area). As proposed: 658 multi-family residential units (66 designated for low income residents; SB1818 project). Estimated 27,300 square feet of commercial uses, including approximately 13,650 square feet of retail space and approximately 13,650 square feet of restaurant space.
- <https://urbanize.la/post/first-glimpse-paseo-marina-development>

Presenters

- Kristen Lonner, Community Outreach Liaison
- David Powers, Senior Vice President, Sares-Regis Group

Patricia Lyon Intro: We've been asked by Council office and the applicant to bring the forward to NCWP PLUC for input. This is informational. This doesn't exclude the possibility of taking a position in the future.

Presenter Comments (Kristen Lonner)

- Where we are: Have gone through Planning Dept steps 1 and 2.
- Doing a full ERI on the project.
- Proposal is for 658 residential + 27,300 sq ft of retail
- To do a full EIR, must do each of these steps:
 - 1: Notice of Preparation - community feedback on what we should study
 - 2: Public scoping meeting near the site
- There will be public comment period; after that closes, City will review and give a list of questions development team needs to study and answer.
- Here to show what's being we're propose.
- Before this ends there will be many public hearings, many opportunities for comment and probably come back here again.

SLIDES 1, 2:

- Here is the site. Confusion: does it include the Pavilions? Adjacent the Pavilions but doesn't include.
- What is in: DWS, B&N and the associated retail like the Coffee Bean.

SLIDE 3: what's proposed to look like (overhead)

- Designed as 3 buildings, but it's all 1 building because its connected underground by 2 story parking garage.
- 2 Entrances to disburse traffic - entering Glencoe and Maxella
- Red dotted arrow = Paseo.
- Stoop units with front door on Glencoe; facing the other condos.
- On Maxella = retail space, larger court yard area.
- Stoop units on the paseo that goes through to Pavilions

SLIDE 4:

- Cross road is emergency vehicles, but otherwise pedestrian.

- Right now there's a sea of parking lots.
- Community concern: Glencoe and Maxella residents the project addresses > they didn't feel they had safe access to Pavilions.

SLIDE 5:

- Courtyards with open space in each building
- On Glencoe side have stepped the height down to meet the condos across the street (32')
The height is pushed in and over towards the Stella development (up to 77')
- The site requires general plan amendment, zone change, either 10% affordability for very low or 20% for low income.
- Also: coastal development permit.
- And conditional use permit for alcohol
- 400 parking spaces now. Proposed 1271 parking spaces.
- This community doesn't have adequate community space -- looking at open space, community room;

Patricia Lyon Comment: because of the size, scale and scope, traffic and transportation and impact on Lincoln Blvd, Developer and Councilman has asked for input from public.

Related Documents - See ADDENDUM for informational hand out.

Public Comment

See ADDENDUM:

- Email re Paseo Concerns from Gary Smith
- Email re housing in general - support for it from Josh Albrektson

Tommy Roys

McConnell

Written comments entered into meeting minutes:

The current project is too large and imposing. We need more open space and parking. The streets in Marina Del Rey are at stand-still congestion now. Downsize the project!

Kathryn Fairbrother

My comments are about water. My concern about this project is 10x. Living in Westchester, besides water and traffic, it sounds like a positive.

Nick Burns

S. Bently Ave - West LA

- Re previous topic (former Grinder lot): Hard for me to express how distressing the committee wanted a fast food whose whole biz model is based on generating traffic versus housing for real human beings.
- This project has 650 units, for people who want to live here -- add to community, contribute.
- These are clearly going to be luxury oriented; if these people don't have this option then those folks will take pu
- 66 unites for very low income housing; means that 66 families can take advantage of all the amenities and opportunities in our community.

- Believe it will augment the community.

Linda Kokelaar

McConnell Ave

- I have a boat in the marina for 30 years.
- Have you seen the new buildings on Via Marina?
- There's a lot of housing available around there, and lots of housing at Howard Hughes.
- 7 stories too high. 7 Stories outrageous especially in earth quake zone.
- Maxella and Lincoln are already impacted by traffic.
- Plan does show some green but I still say "where's the green?"
- Parking is good.
- Water usage a concern: so many new buildings and look at Howard Hughes.
- We have sufficient homes. Don't need this.

Chelsea Buyers

S. Slauon / Culver City

I love this project; I don't think it's big enough; could be taller, roof bars added.

Back to what Nick said. Community is something we're craving and want to be together. There are people who need these buildings. It seems total lunacy to object to this. We're talking to the homeless, veterans, it changes the landscape of LA. Seems selfish to retain some old book stores and keeping other people out of the community. Hurtful to hear this.

Asher Myers

Earldom / Playa Del Rey

A lot of jobs created in Venice, MDR. Just from our perspective, more people living there means less traffic passing through our neighborhood. From traffic perspective, this could work. More transit and biking in that area. I would like to extend the opportunity to house people that use alternative transportation. We've done a great job in the past of serving the community and think about the community of the future.

Leonora Yetter

16th Street / Santa Monica

- Representing Abundant Housing LA -- all volunteer org
- We're supporting both projects. Why we're supporting:
- There's a housing crisis in the region and it's creating anger and frustration as people. Can see it in the defeat of Measure S. For us, both traffic and environment are legitimate concerns. That's why we think communities take on the recommendations of organizations like Sierra Club -- density closer to the jobs for shorter commutes.
- From environmental and traffic perspective, those kinds of groups recommend building this kind of housing.
- It's shocking for me opposing housing for too many housing units when people are living on the street. Irresponsible re future generations.

Brent Gaisford

Osprey / with Abundant Housing

Support the project; advocating project near jobs to relieve traffic.

Stanley Johnson

Longward Ave

For the project. Look at demographics of public at this meeting; it's not representational from the area - hearing from homeowners; not hearing renters, younger residents. 7 stories aren't too tall. Look at Ralphs, and adjacent two 15 story buildings. So 7 stories can't be too tall. Young people, older people love going to place when you have restaurants, movie, shopping all with walkability. This is something LA truly needs. The current state of the property doesn't match with the current neighborhood.

Laura Michel

S. Centinela

I come from the alternate universe where people live without cars. My job is that I write stories for video games. A lot of people I work with are creatives and a lot of us are living pretty precariously on the West side. I get excited about this, as this takes a lot of pressure off of our affordable apartment. I want to be able to stay here, and more apartments means we can stay here. We talk about our changes to stay in the community and it's low if we don't build a lot of housing. I don't want to move home to live with my parents.

Written comment: Older Nimbys are threatening my continued ability to live in this beautiful city. I want a future here.

Linda Ching Ikiri

Georgetown Ave

Written comments entered into meeting minutes:

Just want to express concerns about the generational differences and the vocabulary used to express perceptions: selfishness, quality of life, etc. Need to bridge differences before it gets ugly. BTW - final committee comments: I think did this.

Committee Discussion

Cyndi Hensch: When people put the community plan together, this lot is zoned for industrial. No residential zones.

Lonner Response: this was a site that was id'd as a place that would be a good place for mixed use, and that's how Stella (nearby apartment complex) was able to get the change in zoning.

Cyndi Hensch: what did you hear from Del Rey Neighborhood Council?

Lonner Response: Their major issues: traffic, retail, density mass and height. Also, being a 6 acre site, want it to bring larger community benefits. So we're talking about how to bring open space. Also, we're going to have to make traffic study. We're already thinking about that and we're not just talking about signals. Looking at how to improve bike, how to get larger transit opportunities. Trying to be creative -- trying to generate that conversation. What we were hearing was better bike access.

Janine Ying: I would the echo what some of the public has said. I don't represent the employer but I echo the younger generation is saying. I work for City of LA and make a decent wage, and my husband makes good \$\$\$. And we live 40 miles away. I commute 2 hours each way. I love late night meetings because it cuts down on my commute. I agree there needs to be more housing and more affordable housing. If you were to purchase a home in the area, average cost per square foot is \$650/sq ft. No affordable for many. Let everyone know, younger generations --

those of us who are the children of baby boomers, we really want housing. We don't want to step on other people's toes and we're very interested in making a contribution to our community.

Garrett Smith: (Addressing public comment by Nick Burns.) Nick, these 2 projects are totally different. This one is more livable. We're not hearing about green space or open space on the other project (8521 S. Sepulveda, aka Grinder). We're not negative on development no matter what. Surprised to hear Sierra Club endorses development.

David Oliver: I hear the public concern about more housing. Too much of anything is no good. I just think there's too much. (People speaking for more housing) aren't going to be able to afford this. Rents in LA are going up just as fast as housing prices. These projects are not going under any rent control. I think the development on Sepulveda Eastway is what we're going to see. PLUC had to approve it (by-right project) and we knew it was going to be massive. And now we'll just wait and see. Similar: the 650 units on Howard Hughes parkway. But who wants to be surrounded by freeway on and off ramps when our own mayor says anything withing 500' highway is cancer causing? There's a zone of reasonable-ness. I think this project may be reasonable. Could be big hill to climb re getting a zoning change. Look at it the standpoint of balance. Not against development, but within a certain amount of reason.

Joan Trimble: To better understand the PLUC process: We don't prefer one project for a property. We work with them as they come along. People on this committee work on homelessness. Pat & Garrett spent their day today working with Manchester Square to find people housing. Half the time we're accused by people re being too kind for developers. I think this project (Paseo) is an amazing project. And I do have a concern about security. Who will have access. I also echo traffic concerns; will be a big issue.

Kimberly Fox: Appreciate the effort to create public spaces, green spaces. Also want to keep a close eye on the traffic study results. I have a keen interest in affordable housing. Many "by-right" SB1818 projects are fairly small and bring a few affordable units, which doesn't make a huge difference in making affordable housing happen. But when you get to this scale, this many affordable units, the project starts to have real impact. Appreciate that.

Pat Lyon Summary: To recap what I'm hearing from the community:

- To the credit of the developer, you're working with a consulting firm (Kristen Lonner's firm) and we're familiar with them. Standards of thoroughness are what we're going to need.
- As someone who lives in the community for a long time, I understand the concerns about being able to live near work, and affordability.. Asher has been here before. The message is coming through -- we're going to represent all stake holders. And we have a responsibility to look at how that blend is going to work. LA is going through huge changes. It's not for us (PLUC) to judge where you can afford to live; to make housing available and to retain the next generation in our community is a Planning and Land Use issue. I hear you. I get it.

What I'm going to suggest:

- To the developer: You continue on your route of data gathering. Also, you have some zoning issues that are bigger than the standard stuff. Keep us informed.
- To younger community members: I want to ask a non-quorum group of PLUC members to get together with these younger people. Asher: I ask you to have 2 or 3 people to meet

over coffee and talk about the future. I want to understand why you're worried about staying in LA. We want you to stay.

- To the committee: Some projects are bigger and more complex. I think the community is different than what it was.

David Oliver: My younger generation was the 60s, and we questioned everything. think it's great we hear from the other side (younger people).

Cyndi Hensch: for the public to reach a conclusion that this Board is anti-development because of a project is naïve. A great deal of what we do is to address the cause of multifamily projects. Howard Hughes apartments are now 80% leased now, and that project opened in January. The project at the corner of Manchester and Lincoln reports 90% occupancy.

Janine Ying: the more housing coming online will help level out the market rate, better address demand. And I believe people in the community are also reacting against that.

5. Announcements - None
6. Meeting Adjourned at 9:30pm.

###

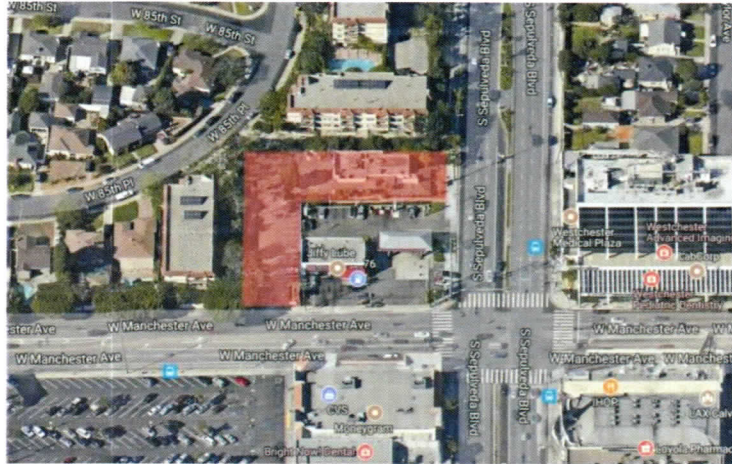
MEETING ADDENDA DOCUMENTS

7/18/17
MINUTES COPY

8521 S. Sepulveda Boulevard

Dear Neighbor,

This note and visit is to inform you of a proposal to develop the L-shaped property at 8521 S. Sepulveda Boulevard (see right).



The property developer, Caladan Investments, is a small, family-owned development firm that has built several apartment communities in Los Angeles. At Manchester and Sepulveda, plans are to construct a five-story, multi-family apartment building with small, community-serving retail space.

The project will also set aside eight apartments for very low-income households. These set-aside units, as well as the majority of market-rate units, will provide much needed opportunities for young people and families to continue living in Westchester while providing access to jobs on the Westside.

The property, formerly home to the Grinder restaurant, was previously in line to be developed with a Chik-Fil-A. Our project is not expected to generate nearly as much traffic congestion as the former proposal for the drive-through restaurant, or any similar commercial development.

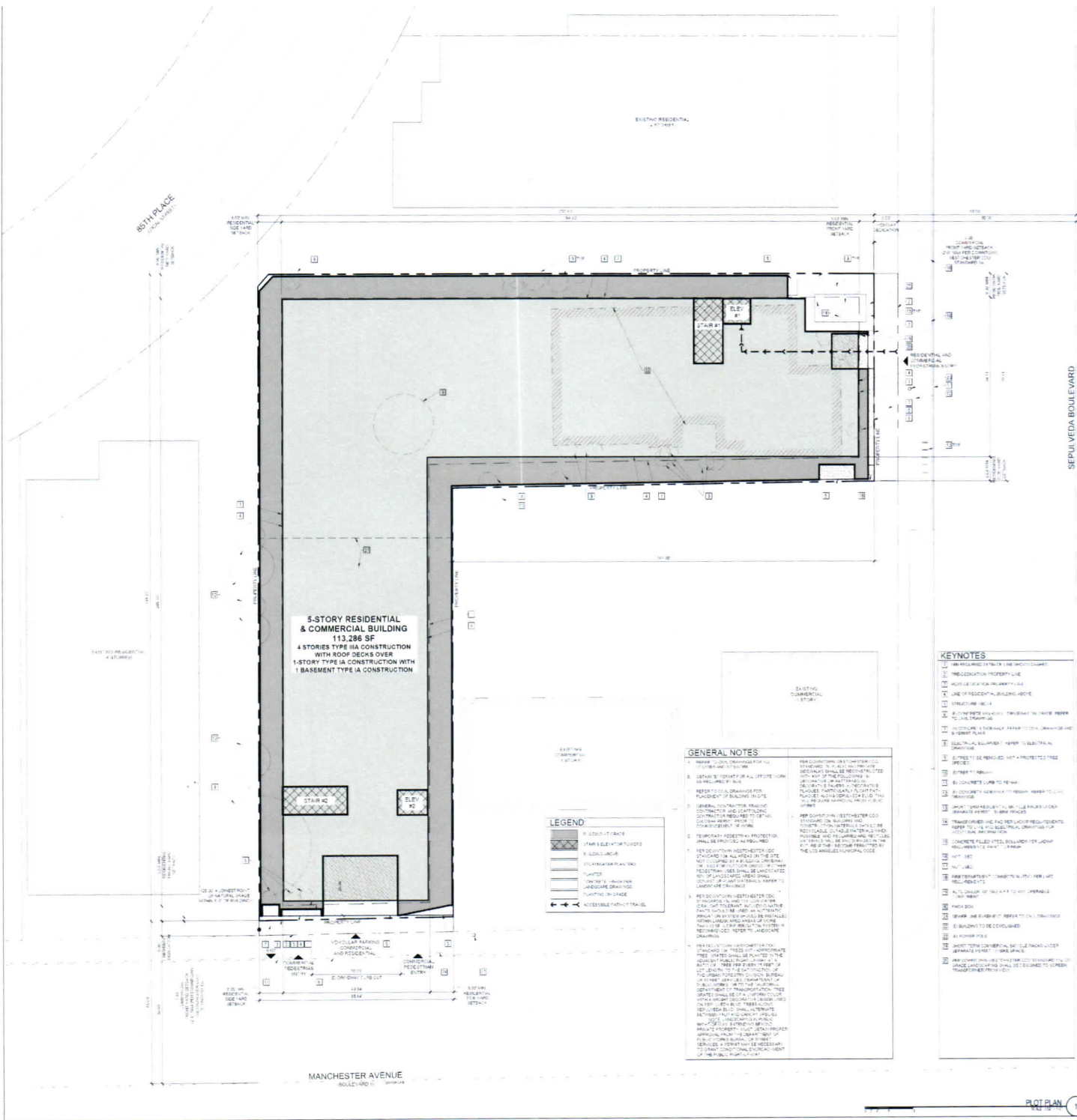
If you are interested in learning more, please attend the Neighborhood Council of Westchester and Playa del Rey's Planning and Land Use Committee on Tuesday, July 18 at the Westchester Municipal Building Community Room (7166 Manchester Avenue, Westchester, CA 90045). The meeting starts at 6:30 pm.

Should you have any questions or comments, please contact Steven Sharp at:

(213) 624-1550

ssharp@kindelgagan.com





5-STORY RESIDENTIAL & COMMERCIAL BUILDING
 113,286 SF
 4 STORIES TYPE IIA CONSTRUCTION WITH ROOF DECKS OVER
 1-STORY TYPE IA CONSTRUCTION WITH
 1 BASEMENT TYPE IA CONSTRUCTION

LEGEND

- 1. FLOOR SLAB
- 2. STAIR & ELEVATOR SHAFTS
- 3. FLOOR LANDINGS
- 4. FLOOR SLAB REINFORCING
- 5. CURBS
- 6. CONCRETE FOUNDATION
- 7. LANDSCAPE GRADING
- 8. PLUMBING
- 9. ACCESSIBLE PATH OF TRAVEL

GENERAL NOTES

- REFER TO ALL APPLICABLE CITY ORDINANCES AND SPECIFICATIONS FOR ALL CONSTRUCTION AS REQUIRED BY LAW.
- REFER TO ALL APPLICABLE CITY ORDINANCES AND SPECIFICATIONS FOR ALL CONSTRUCTION AS REQUIRED BY LAW.
- GENERAL CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF LOS ANGELES AND THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS AND THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS AND THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS.
- REFER TO ALL APPLICABLE CITY ORDINANCES AND SPECIFICATIONS FOR ALL CONSTRUCTION AS REQUIRED BY LAW.
- REFER TO ALL APPLICABLE CITY ORDINANCES AND SPECIFICATIONS FOR ALL CONSTRUCTION AS REQUIRED BY LAW.
- REFER TO ALL APPLICABLE CITY ORDINANCES AND SPECIFICATIONS FOR ALL CONSTRUCTION AS REQUIRED BY LAW.
- REFER TO ALL APPLICABLE CITY ORDINANCES AND SPECIFICATIONS FOR ALL CONSTRUCTION AS REQUIRED BY LAW.
- REFER TO ALL APPLICABLE CITY ORDINANCES AND SPECIFICATIONS FOR ALL CONSTRUCTION AS REQUIRED BY LAW.
- REFER TO ALL APPLICABLE CITY ORDINANCES AND SPECIFICATIONS FOR ALL CONSTRUCTION AS REQUIRED BY LAW.
- REFER TO ALL APPLICABLE CITY ORDINANCES AND SPECIFICATIONS FOR ALL CONSTRUCTION AS REQUIRED BY LAW.
- REFER TO ALL APPLICABLE CITY ORDINANCES AND SPECIFICATIONS FOR ALL CONSTRUCTION AS REQUIRED BY LAW.
- REFER TO ALL APPLICABLE CITY ORDINANCES AND SPECIFICATIONS FOR ALL CONSTRUCTION AS REQUIRED BY LAW.
- REFER TO ALL APPLICABLE CITY ORDINANCES AND SPECIFICATIONS FOR ALL CONSTRUCTION AS REQUIRED BY LAW.
- REFER TO ALL APPLICABLE CITY ORDINANCES AND SPECIFICATIONS FOR ALL CONSTRUCTION AS REQUIRED BY LAW.
- REFER TO ALL APPLICABLE CITY ORDINANCES AND SPECIFICATIONS FOR ALL CONSTRUCTION AS REQUIRED BY LAW.
- REFER TO ALL APPLICABLE CITY ORDINANCES AND SPECIFICATIONS FOR ALL CONSTRUCTION AS REQUIRED BY LAW.

KEYNOTES

1. UNRECORDED EASEMENT
2. UNRECORDED EASEMENT
3. UNRECORDED EASEMENT
4. UNRECORDED EASEMENT
5. UNRECORDED EASEMENT
6. UNRECORDED EASEMENT
7. UNRECORDED EASEMENT
8. UNRECORDED EASEMENT
9. UNRECORDED EASEMENT
10. UNRECORDED EASEMENT
11. UNRECORDED EASEMENT
12. UNRECORDED EASEMENT
13. UNRECORDED EASEMENT
14. UNRECORDED EASEMENT
15. UNRECORDED EASEMENT
16. UNRECORDED EASEMENT
17. UNRECORDED EASEMENT
18. UNRECORDED EASEMENT
19. UNRECORDED EASEMENT
20. UNRECORDED EASEMENT
21. UNRECORDED EASEMENT
22. UNRECORDED EASEMENT
23. UNRECORDED EASEMENT
24. UNRECORDED EASEMENT
25. UNRECORDED EASEMENT
26. UNRECORDED EASEMENT
27. UNRECORDED EASEMENT
28. UNRECORDED EASEMENT
29. UNRECORDED EASEMENT
30. UNRECORDED EASEMENT
31. UNRECORDED EASEMENT
32. UNRECORDED EASEMENT
33. UNRECORDED EASEMENT
34. UNRECORDED EASEMENT
35. UNRECORDED EASEMENT
36. UNRECORDED EASEMENT
37. UNRECORDED EASEMENT
38. UNRECORDED EASEMENT
39. UNRECORDED EASEMENT
40. UNRECORDED EASEMENT
41. UNRECORDED EASEMENT
42. UNRECORDED EASEMENT
43. UNRECORDED EASEMENT
44. UNRECORDED EASEMENT
45. UNRECORDED EASEMENT
46. UNRECORDED EASEMENT
47. UNRECORDED EASEMENT
48. UNRECORDED EASEMENT
49. UNRECORDED EASEMENT
50. UNRECORDED EASEMENT
51. UNRECORDED EASEMENT
52. UNRECORDED EASEMENT
53. UNRECORDED EASEMENT
54. UNRECORDED EASEMENT
55. UNRECORDED EASEMENT
56. UNRECORDED EASEMENT
57. UNRECORDED EASEMENT
58. UNRECORDED EASEMENT
59. UNRECORDED EASEMENT
60. UNRECORDED EASEMENT
61. UNRECORDED EASEMENT
62. UNRECORDED EASEMENT
63. UNRECORDED EASEMENT
64. UNRECORDED EASEMENT
65. UNRECORDED EASEMENT
66. UNRECORDED EASEMENT
67. UNRECORDED EASEMENT
68. UNRECORDED EASEMENT
69. UNRECORDED EASEMENT
70. UNRECORDED EASEMENT
71. UNRECORDED EASEMENT
72. UNRECORDED EASEMENT
73. UNRECORDED EASEMENT
74. UNRECORDED EASEMENT
75. UNRECORDED EASEMENT
76. UNRECORDED EASEMENT
77. UNRECORDED EASEMENT
78. UNRECORDED EASEMENT
79. UNRECORDED EASEMENT
80. UNRECORDED EASEMENT
81. UNRECORDED EASEMENT
82. UNRECORDED EASEMENT
83. UNRECORDED EASEMENT
84. UNRECORDED EASEMENT
85. UNRECORDED EASEMENT
86. UNRECORDED EASEMENT
87. UNRECORDED EASEMENT
88. UNRECORDED EASEMENT
89. UNRECORDED EASEMENT
90. UNRECORDED EASEMENT
91. UNRECORDED EASEMENT
92. UNRECORDED EASEMENT
93. UNRECORDED EASEMENT
94. UNRECORDED EASEMENT
95. UNRECORDED EASEMENT
96. UNRECORDED EASEMENT
97. UNRECORDED EASEMENT
98. UNRECORDED EASEMENT
99. UNRECORDED EASEMENT
100. UNRECORDED EASEMENT

MANCHESTER AVENUE
 BOULEVARD

PLWC 2017-07-18
EMAIL INPUT

RE GRINDER -
From Jeff Rothman on NextDoor

I can't make it tonight but have looked over the proposal. If anyone who sees this, can make it, and wants to speak, this is what I have gotten from the case summary and documents. Please use as you wish:

- 1) There is no mention of parking facilities for residents and for shoppers re the planned retail area. As part of the development, what such facilities will be provided?
- 2) The proposal says this is a 75 foot structure. There is no mention whether this is entirely above ground, or includes subterranean parking. This must be clarified.
- 3) Describe the traffic studies done in conjunction with this proposal in detail.
- 4) Is an environmental impact report planned with respect to this development? If not, why not.
- 5) The adjacent Unocal gas station has been at its current location for over thirty years, and it has underground storage tanks for fuel. What soil studies have been done, or will be undertaken to assess environmental damage to the property because of such tanks?
- 6) Re item 5), what are contingency plans to clean up any environmental damage to the soil if it is discovered?
- 7) A five story apartment building at this location raises issues of lack of privacy with respect to the apartment buildings in back of it on Alverstone / 85th Place, and related homes nearby. What measures are being used to address this matter?

PLVC 2017-07-18

----- Forwarded message -----
From: "Josh Albrektson" <joshaymd@gmail.com>
Date: Jul 18, 2017 10:19 AM
Subject: I'm writing in support of housing
To:
Cc:

Dear fellow Neighborhood Council Member.

My name is Josh Albrektson, and I am writing you to voice my support for housing. Not a specific housing project, but every housing project.

Right now across the country we are having an unprecedented migration of people moving from the suburbs into the cities. Los Angeles is actually having more migration than other cities because of the benefits that our weather has.

Last year we had a total of 50,000 people more move to Los Angeles (or be born) than left (or died) in Los Angeles. We built a total of 10,000 new housing units in that time. On average, those units hold 1.8 people per unit. So we housed 18,000 people and essentially have 32,000 extra people here.

Los Angeles is only built to hold 4 million people. Where did those extra 32,000 people go?? They ended up taking the housing of the people who were poorer than they were. It caused displacement from the richer neighborhoods to the poorer neighborhoods. People who in the past who would have lived in Santa Monica end up moving to Silver Lake. Someone who would have lived in Silverlake ends up in Highland park. And it continues all the way down. This is why places like Highland Park, Silver Lake, and Venice has completely changed and that is why Boyle Heights has such tension now.

And the people who really suffer the most are the poorest people in Los Angeles. The people who can move out, leave. The people who can't move in with others or move to their cars or the street. It is no coincidence that 32,000 extra people arrived and the homeless increased by 23,000. And the vast majority of those new homeless are actually people who lived in homes in Los Angeles last year, and they also tend to be minorities. At a time when the economy is the best it has been in 10 years and unemployment is at 4%, we are having record numbers of homeless because we are not building enough housing to house all the people who want to be in Los Angeles.

So I am writing you this e-mail in hopes that when a project comes before you neighborhood council, you consider the costs of not approving it. Every single extra home means there will be 1.8 more people who will be able to live in Los Angeles and 1.8 less people who will be homeless. It is not about the rich person who would move into the brand new housing. It is making sure they don't move somewhere else and displace other people.

Thank you for your time in reading my e-mail. If you have any questions or would like to help try to create more housing, please feel free to e-mail me back.

Josh Albrektson
Downtown Los Angeles NC Area Wide representative

The Future 'Heart of Del Rey'

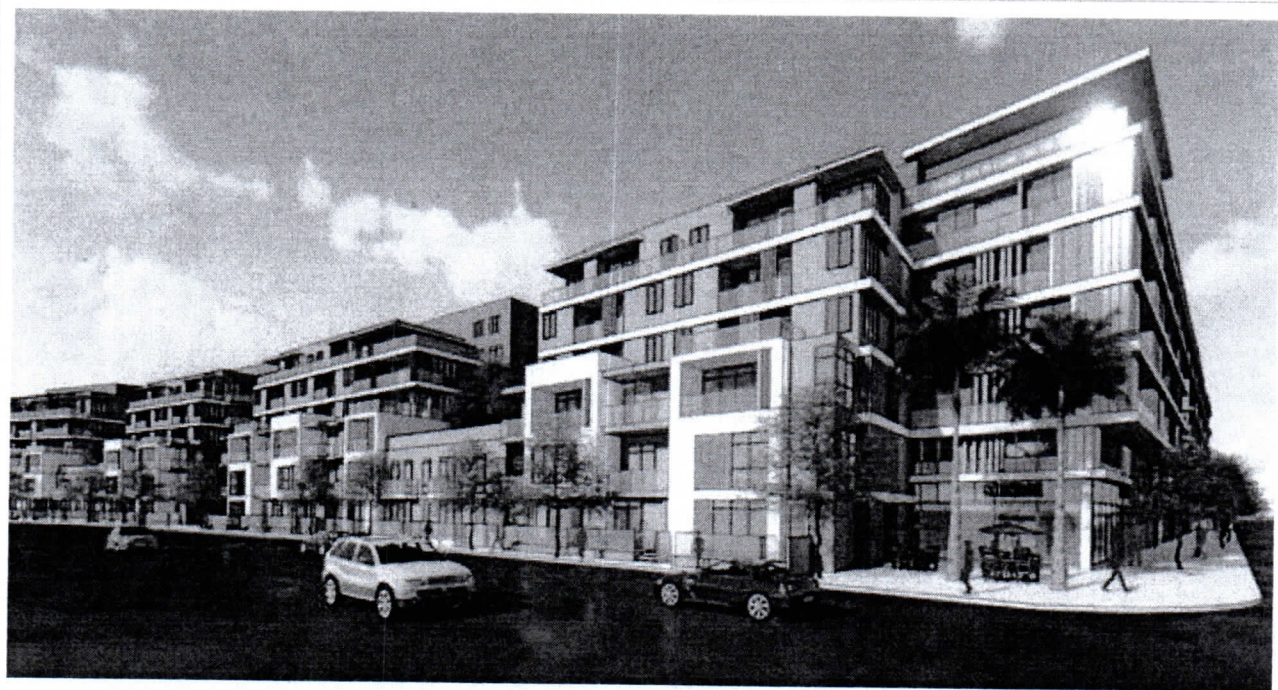
PASEO/INFO ONLY
PLVC HANDOUT
2017-07-18

argonautnews.com/the-future-heart-of-del-rey/

By The Argonaut

A developer reimagines Marina Marketplace as a residential and retail campus with 658 apartments, but density and traffic are of major concern

By Gary Walker



A conceptual rendering of Paseo Marina, as seen from the corner of Maxella and Glencoe avenues
TCAArchitects image courtesy of Sares-Regis

There was a time when you could drive through Del Rey and never realize it. Often mistaken for part of Marina del Rey to the west or Mar Vista to the north, this largely residential enclave has more recently forged its identity as a quiet neighborhood spared much of the pains of density increases around it.

But that soon could change, albeit due to growth under the marina moniker.

Irvine-based developer the Sares-Regis Group is planning a complete buildout of the 6.8-acre Marina Marketplace that would create hundreds of new apartments south of Glencoe Avenue and west of Maxella Avenue in as little as five years.

Preliminary design concepts for what's being called Paseo Marina would feature three new seven-story buildings containing 658 apartments (66 of them set aside as affordable housing) and 27,320 square feet of ground-floor retail space, with un-derground parking for 1,200 cars, according to city Planning Department records.

The project footprint would not impact the existing Pavilions grocery store or other businesses in the southeastern portion of the current shopping center, including J Nichols Kitchen and Jerry's Famous Deli. The multilevel shopping center north of Glencoe also won't be touched.

On June 15, Kristen Lonner of the planning and government affairs firm Burns & Bouchard made an informal presentation of the project to the Del Rey Neighborhood Council Land Use and Planning Committee on behalf of Sares-Regis. The blog urbanize.la posted a story and renderings that same week.

Lonner told The Argonaut that Sares-Regis hopes to take the underutilized shopping center and “reimagine it as the heart of Del Rey,” continuing the evolution from light industrial to residential that’s already taken place along Glencoe, Maxella and Beach avenues.

“Del Rey has seen a lot of change over the years, and one thing that we’ve heard is they want a more walkable community with better bike access,” Lonner said. “The idea has always been that this is a great transition site and, because of its size, it can accomplish some of the goals of the community.”

The developer of the 244-unit Stella Apartments at 13488 Maxella Ave., adjacent to Marina Marketplace, is seeking to expand the complex with 65 more housing units and 9,000 additional square feet of commercial space.

Both new developments could put a lot of pressure on the already congested intersection of Lincoln Boulevard and Maxella, just north of the Marina (90) Freeway.

Los Angeles City Councilman Mike Bonin, whose district includes Del Rey, says he is in favor of more housing in the area — but not to the degree that Paseo Marina hopes to create.

“I’m not opposed to housing there, but I am opposed to [nearly] 700 units. Right now I don’t think they’re anywhere in the ballpark of what I can support,” said Bonin, who rejected a project of similar scope brought by a different developer about three years ago.

Del Rey resident Denise Petrulis is worried that several hundred new residents and an unknown increase in area automobile trips will further clog already heavily burdened arterial roadways.

“I am opposed to this change because the current infrastructure is already insufficient to support the number of residents and related volume of traffic and utility usage in this area. Increasing the number of residents in this small area will likely make this entire area unpassable during peak hours,” Petrulis, who also objects to the project’s seven-story height, wrote in a letter to the Del Rey Neighborhood Council Land Use and Planning Committee.

Lonner said Sares-Regis recognizes the potential impacts on the surrounding area and agrees that traffic studies, part of a broader environmental review of the project, will receive a great deal of attention.

“There’s no question that pedestrian access, transportation and circulation will be critical aspects of the project. And this [analysis] will give us an opportunity to look at some of these intersections through a traffic study,” Lonner said.

Bonin said community input, particularly from the neighborhood council and Del Rey Residents Association, will be critical in making his final decision.

Lonner estimates the environmental analysis of the Paseo Marina plans will take between a year and 18 months to complete.

gary@argonautnews.com

Save

PASEO / CONCERN

PLUC 2017-07-08



From: Gordon Smith [redacted]
Subject: Re: Proposed project "Paseo Marina" at 13400-13450 Maxella Ave., 4305-4363 Glencoe Ave.
Date: July 14, 2017 at 7:27 PM
To: Patricia Lyon [redacted]
Cc: Kimberly Fox [redacted]

Thanks Pat for being so responsive and getting back to us so quickly.

The existing traffic/density issues of the whole corridor have not yet felt the additional congestion 500 units that will already be coming on stream. If not Tuesday, we hope you will ultimately vote to take a stance against another 658 residences with twice as many accompanying projected cars.

Thanks,
Gordon and Deborah Smith

From: Patricia Lyon [redacted]
To: Gordon Smith [redacted]
Cc: Kimberly Fox [redacted]
Sent: Friday, July 14, 2017 7:12 PM
Subject: Re: Proposed project "Paseo Marina" at 13400-13450 Maxella Ave., 4305-4363 Glencoe Ave.

Thank you!

I plan to share your position with our Committee. Although this project is not in our footprint, we share traffic/density concerns.

At this point Tuesday's presentation is for information update only.

We do not plan to take it to vote yet, if at all.

Pat Lyon
PLUC Chair

On Jul 14, 2017 6:42 PM, "Gordon Smith" [redacted] wrote:
Dear Ms. Lyon:

Case No: ENV-2016-3343-EIR
Project Name: Paseo Marina
Project Address: 13400-13450 Maxella Avenue, 4305-4363 Glencoe Avenue, Los Angeles, CA 90292
Council District: 11-Bonin

We live in the Regatta Seaside and are concerned about the Westchester Lincoln corridor from LAX to Santa Monica. I am guessing you are aware of the above Project. We have been speaking to quite a number of the area residents along the corridor, and they have uniformly expressed great concerns about this Project. The main concerns seem to be:

Increased traffic congestion. The already very bad traffic congestion on Lincoln Boulevard and the key arteries will be getting worse anyway from the several new residential projects underway with about 500 new residential units coming online in Glencoe-Maxella in the next year or so, whose added traffic has not yet been felt. The new incremental residences (658 new residences with 1214 parking spaces) of this Project on top of the 500 new units already coming could make the traffic unbearable. It will also potentially contribute to slowed emergency services response times.

Air quality degradation/rise in greenhouse gas emissions. This is especially true for this site, as it is not readily accessible by public transit. Many homeowners in the area were willing to pay a premium to be in this neighborhood near the ocean because it had better air quality and cooler temperatures, and and this Project, as designed, could negatively impact those qualities.

Reduction in nearby, walkable retail. This development plans to remove almost 3/4 of the existing retail space (taking out 100,000 sf and replacing only 27,000 sf) and diminish the overall "walkability" of the neighborhood to restaurants and services. If the site owners wish to redevelop this space, many people feel that rather than more residential units, refurbishing the current retail and/or building out more and better retail would serve the community better and allow more walking access to services would be better options.

Other potential adverse effects impacting the neighborhood are dhmise of the overall feel and aesthetics of the neighborhood with an undesirable design density and noise, obstruction or diminishing of some homeowner views; and lowering the overall property values of homeowners from the flood of new inventory and reduced overall desirability of the area.

We hope your committee will be very pro-actively involved in this Project and process, and lend its considerable clout to either stopping it, or modifying towards a more community oriented retail center redevelopment to which the substantial the existing residential and 500 new residential units already coming online can walk rather than drive for restaurants, retail, and services rather than create more congestion and environmental issues for the whole area.

Thank you,
Gordon and Deborah Smith
Regatta Seaside

PLVC 2017-07-08

RE: PASEO

From: "Chelsea Byers" <chels.byers@gmail.com>
Date: July 18, 2017 at 1:27:13 PM PDT
To: kentwoodnw@aol.com
Subject: NCWP: Subject: Support for Paseo Marina Development

Submitted on Tuesday, July 18, 2017 – 1:27pm
Submitted by anonymous user: [104.174.115.8]
Submitted values are:

Your Name: Chelsea Byers
Your Email Address: chels.byers@gmail.com
Subject: Support for Paseo Marina Development
Body:
Hi there,

I am a resident in the Del Rey Neighborhood (4631 S Slauson) and I am writing in support of the Paseo Marina Development. As I am sure you know, LA is in need of more homes. Plain and simple. The Paseo Marina project will address both affordability issues and the overall lack of homes available in a big way. No single project will solve all of our issues, but I want to raise my voice alongside other members of the community who understand what it takes to address the crisis of housing as it starts in our own neighborhoods. I am excited to see the transformation take place in our communities in ways that brings more people together and gives us greater opportunity to build a collective vision for what we need to be human together.

Thank you!
Chelsea Byers
Alias Email: inquiriesalias@ncwpdr.org

The results of this submission may be viewed at:
<http://www.ncwpdr.org/node/77/submission/802>