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**NOTICE AND AGENDA:  
 ENCINO NEIGHBORHOOD COUNCIL  
 PLANNING and LAND USE COMMITTEE**

**Date: TUESDAY, September 10<sup>TH</sup>, 2019**

**Time: 7:00PM**

**Location: Encino Women’s Club  
 4924 Paso Robles Ave., Encino, CA 91316**

**Public Comment on Agenda Items:**

Limited to TWO MINUTES (2) per speaker. Public is asked to fill out a speaker card and hand it to the Committee Chair prior to the item being discussed. Public comment on agenda items will be heard when the item is up for discussion.

**1. Call to Order: Roll Call, Determination of a Quorum, selection of voting PLU Committee Members, Selection of Secretary for this meeting.**

Committee Members on the ENC Board:

Eliot Cohen\* (Chair), Henry Eshelman\*, Carol Levin\*, Dr. Gerald Silver\*, Lee Blumenfeld\*

Stakeholder Committee Members:

Diana Menzer, Greg Zeisler MPH, Al Mass

Alternate Committee Member(s): Steven Turner\*\*

\*Indicates ENC Board Member, \*\*indicates ENC Alternate Board Member, no more than a total of 5 Board Members and/or Alternates May vote on the same item during the course of a Committee Meeting.

**2. Approval of Minutes of Prior Committee Meetings – Discussion and possible action to approve Draft PLU Committee Meeting Minutes**

**3. Action Items (Votes may be taken on all Action Items)**

**3A: Encino Neighborhood Council Urges Metro to consider a 5<sup>th</sup> Option for the Sepulveda Pass Project.**

**Regarding METRO’s Sepulveda Pass Project:**

Encino Neighborhood Council asks that we put the fifth option on the table for extensive study. **Home recommends a Freeway Tunnels under the 405** capable of alleviating some of the formidable car and truck traffic. Whatever the flaws of a freeway tunnel maybe it has one enormous advantage over a rail-line, the infrastructure exists. As we all know Los Angeles, and Southern California was developed with the car in mind. It is a foolhardy and expensive error to ever forget this and not using what previous generations have left us. We suggest a preliminary study considers a starting point somewhat north of the 101 Freeway and have it initially terminating at the 10 Freeway. Estimated at a \$1 Billion a mile, a car tunnel could come in significantly cheaper.

### **Car tunnel benefits:**

- a. cheaper to build and maintain
- b. can be converted to other uses latter -- rail, etc.
- c. needs no parking lots
- d. could be tied to limits on new construction - demand
- e. supported by drivers
- f. less community opposition SOHA
- g. learned lessons from the Boston Big Dig
- h. compatible with existing travel mode - cars
- i. flexibility - allows repurposing 405 lanes - toll, trucks, reverse lanes, etc.
- j. No need to foreclose on homes or business to create parking lots or railyards.

First, construction of the rail-line or monorail “the line” will make things worse for years for all commuters, whether they are coming to the Valley or leaving the Valley. Construction will cause unnecessary delays, and disruptions to the flow of traffic. The huge and unfunded costs that will have to be borne by all taxpayers for minimal benefit at the end of the project. Of course, assuming the project ever gets completed. Homeowners of Encino is referring to the uncompensated social costs that never get computed into the actual cost of a project. Social costs are the costs of production or a project that are not born by the producer (Metro) or included in the price of the project. There are many classic examples: the pollution of air, water, and land from mining, fracking, oil drilling and pipeline spills, chemical fertilizer farming, GMOs, pesticides, radioactivity released from nuclear accidents, and the pollution of food by antibiotics and artificial hormones. Metros’ contribution to these uncompensated social costs, to name a few will be increased traffic, additional man-hours wasted in traffic (worth millions of dollars), which also harms the family unit, elevated pollution levels from burning fossil fuels from cars idling. The machinery to build your project, will also contribute to the pollution which you claim to dread. A rail line will cause the loss of valuable commodities – iron ore, petroleum, cement, copper, lumber, for no foreseeable gain. The Sepulveda Pass Rail line to almost nowhere will result in foreclosure of stores, warehouse and apartments to make way for Metro’s terminals and depots. (without sufficient parking). All of this without anyone being able to accurately predict whether the ridership of these proposed people movers will come to pass. I bring this up due to Metro’s propensity and demonstrated track record to lose both rail and bus ridership.

### **3B: Council File 19-0896, Improperly Permitted or Unpermitted Grading Operations:**

Impacts on Neighborhood Health/Secondary Review Process/Halt Construction: Introduced on August 9, 2019 and referred to Planning and Land Use Management Committee. Motion is instructing the Department of Building and Safety to report on the feasibility of establishing a secondary review process to stop work on construction sites when said work is shown to cause health issues for nearby residents.

**3C: Continuing Review of the Encino Tarzana Community Plan. Encino-Tarzana Community Plan (the South West Valley Plan Update) - Case Number: CPC-2019-1741-CPU; CPC-2019-1742-CPU; CPC-2019-1745-CPU; ENV-2019- 174-EIR Ref Number: 2019039154**

*Topics we will consider:*

**XIV. POPULATION AND HOUSING.** Would the project:

- a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

**XIV. PUBLIC SERVICES.**

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- a) Police protection?
- b) Fire protection?
- c) Schools?
- d) Parks?
- e) Other public facilities?

**XVI. RECREATION.**

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

**XVII. TRANSPORTATION/TRAFFIC.** Would the project:

- a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities
- b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

- d) Result in inadequate emergency access?

**XVIII. Tribal Cultural Resources.** Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
- b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

**XIX. UTILITIES AND SERVICE SYSTEMS.** Would the project:

- a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?
- b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years
- c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
- e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

**XX. WILDFIRE.** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

## **XXI. MANDATORY FINDINGS OF SIGNIFICANCE.**

- a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?
- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

**4. Public Comment on Issues NOT on this Agenda** – Public Comments on Non-Agenda Items is limited to TWO MINUTES (2) per speaker; total time for all public comment is limited to 10 minutes. Time may be adjusted at the Chair’s discretion. Public is asked to fill out a speaker card and hand it to the Committee Chair prior to the public comment period.

### **5. Committee Member Comment on Items NOT on this Agenda**

### **6. Adjournment (8:45 PM)**

The Encino Neighborhood Council (ENC), is a Certified Neighborhood Council of the City of Los Angeles which ADVISES City, other Governmental Officials’ and the Community on issues or concerns that are affecting the community of ENCINO. The ENC is made up of volunteers who are ELECTED by the community who live, work or otherwise are involved in the community of ENCINO. The ENC also makes appropriations of City Funds for Community Projects and needs as requested and approved by various committees and the general board.

**PUBLIC INPUT AT NEIGHBORHOOD COUNCIL MEETINGS** – The public is requested to fill out a “Speaker Card” to address the Board on any agenda item before the Board takes an action on an item. 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 General Public Comment period.

Please note that under the Brown Act, the Board 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 meeting. Public comment is limited to 2 minutes per speaker per item unless adjusted by the presiding officer of the Board or Committee.

**PUBLIC POSTING OF AGENDAS** - ENC agendas are posted for public review as follows: Glass case outside the Encino Chamber of Commerce office at 4933 Balboa Blvd, Encino, Encino-Tarzana Branch Library, in the Encino Woman’s Club (4924 Paso Robles Ave, Encino, 91316) and at [www.encinonc.org](http://www.encinonc.org) You can also receive our agendas via email by subscribing to L.A. City’s Early Notification System at <http://www.lacity.org/government/Subscriptions/NeighborhoodCouncils/index.htm>

**THE AMERICAN WITH DISABILITIES ACT** - 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 and 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 you wish to attend by contacting Alex Garay, Board President, at (818) 971-6996 or email via [president@encinonc.org](mailto:president@encinonc.org) or email: [pluchair@encinonc.org](mailto:pluchair@encinonc.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: [encinonc.org](http://encinonc.org) or at the scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda, please contact Alex Garay, Board President, at (818) 971-6996 or email via [president@encinonc.org](mailto:president@encinonc.org)

### **RECONSIDERATION AND GRIEVANCE PROCESS**

For information on the ENC's process for board action reconsideration, stakeholder grievance policy, or any other procedural matters related to this Council, please consult the ENC Bylaws. The Bylaws are available at our Board meetings and our website <http://www.encinonc.org/bylaws.ph>

#### SERVICIOS DE TRADUCCION

Si requiere servicios de traducción, favor de avisar al Concejo Vecinal 3 días de trabajo (72 horas) antes del evento. Por favor contacte a Alex Garay, Presidente de la Mesa Directiva, al [\(818\) 971-6996](tel:8189716996) o por correo electrónico [president@encinonc.org](mailto:president@encinonc.org) para avisar al Concejo Vecinal.