

Valley VOTE
Valley Voters Organized Toward Empowerment

By
Michelle Dornfest

Community Meeting Report - November 18, 2013

GUEST SPEAKER



Tom LaBonge, Los Angeles City Councilmember

Fourth District Councilmember Tom LaBonge, was born and raised in Silver Lake. LaBonge, 60; was elected to the City Council in 2001. His legislative priorities include: neighborhood preservation, improved transportation, public safety, expansion of parks and preserving open space.

Tom LaBonge

“City problems share no political boundaries,” LaBonge said to Valley Vote members.

LaBonge addressed many issues of concern to the community, including:

- a) Light Rail: La Bonge strongly supports the Light Rail.
- b) Los Angeles River Project: The Los Angeles River should be developed to provide a “pathway for bikers” along its shores.
- c) Increasing Voter Participation: To increase voter participation in the electoral process; he supports having L.A. City Fire Stations organized, on Election Day, with official voting operations.
- d) Van Nuys City Hall holding L.A. City Council Meetings: The L.A. City Council meetings are held in the Van Nuys City Hall eight times per year; and he encourages our participation.

Sharon Commins, Chair, Mar Vista Community Council – Guest Speaker

GUEST SPEAKER



“The Fulfillment of The American Dream Of Home Ownership Is In Question,” Commins said to Valley Vote members.

The battle to preserve space for single-family homes will be covered by Community Leader, Sharon Commins, who is an expert on programs in land use, planning and advocacy.

Sharon addressed the concept of “New Urbanism”, which integrates high-density communities.

New urbanism stresses community design and comprehensive planning. The purpose, in theory, is to seek to promote social togetherness, urban livability, reinvestment in the city center.

Sharon believes that the American dream of home ownership is in question, in Los Angeles, due to the current policies impacting growth. Current City policies are diminishing the ability to maintain Single Family Homes. Current policies are now allowing Multifamily Units to be built on properties originally zoned for Single Family Homes.

She advocates “low impact development” ordinances, that allow for the creation of adequate space for homes, communities and urban gardens.

Victor Viereck, CPA

The Valley Economic Report

November, 2013

“Development Improves Revenue”

Viereck reported as follows:

While the national economy suffers from chronic problems; there are significant measures that local governments can implement, to improve the local economy. It is unfortunate to see that so many local businesses have closed. Establishing new business, means more jobs, and increased tax revenue.

Among the dormant commercial areas, are the previously thriving Valley Plaza and Laurel Plaza, in North Hollywood. While extending subway transportation to both of those locations would be beneficial; we would motivate development with: a) cancellation of fees for development permits, and b) a five year phase out of the City’s Business License Tax.

Rather than imposing “eminent domain” on the relatively few businesses that might be in such locations; Viereck recommends that the City proceed to offer business owners the opportunity to have an ownership interest in the new development projects.

While the elimination of permit fees and the phase-out of the Business License Tax, would eliminate those revenue sources; Viereck believes that the resulting sales and property tax would significantly exceed the lost revenue. The elimination of permit fees could have a 15 or 20-year Sunset Clause.

DENNY SCHNEIDER

President Alliance for a Regional Solution to Airport Congestion - The Latest BURBANK AND LAX Airport Issues

The NOVEMBER 1, 2013; A LONE GUNMAN AND HIS RAMPAGE AT LAX

Schneider reported as follows:

The impact of LAX concentration was demonstrated November 1, 2013; when a lone gunman's rampage at LAX, caused a full day of chaos.

LAWA estimated 50,000 people experienced flight change and delays on that one day. Although the LAWA PD responded quickly and effectively, there were numerous impacts across the nation as flights to LAX were diverted and/or cancelled.

We mourn for the TSA agent killed and applaud our PD for quick action. Sadly, thousands of LAX passengers in terminals experienced the chaos as communication to them was lacking. Many walked a few miles out of the Central Terminal Area (CTA) to Century/Aviation and had to wait there much of the day to return. A Red Cross receiving station was established in Westchester, but had so few visitors it was embarrassing because its existence went unknown. We discovered that the radio station broadcasting terminal status was downgraded last year to remove the ability to send live notices, proposed directional and informational signs have not yet been installed in the CTA, and whatever the evacuation plan called for was not evident to those present. LAWA said that they communicated via social media like twitter, but even those who were supposed to direct passengers were unaware of where to send people for even basics like food and water during the extended delays.

The City Council and Mayor are looking into how to improve this portion of the response to trouble.

This demonstrates once again why we need diversification. Imagine the impact on the economy if LAX operations had been interrupted for several days or longer by a natural disaster.

He concluded by saying that the regionalization of Southern California Airport Traffic remains stifled with the vast majority of passengers, still using LAX despite some well-planned upgrades at Bob Hope, Long Beach, and John Wayne Airports.

BART REED

The Transit Coalition, Executive Director

TRANSIT CORRIDOR REPORT

MEASURE "R" PROJECT AND TRANSIT ALTERNATIVES



East San Fernando Valley Transit Corridor

San Fernando Valley Service Sector – November 6, 2013

Reed discussed the implementation of the Measure "R" Project.

The Status, in summary:

- Long Range Transportation Plan Reserves \$170.1 Million
- 2018 Revenue Operations Date
- Coordination with FTA and the Cities of Los Angeles and San Fernando

TRANSIT ALTERNATIVES -

Alternatives 1 and 2:

Bus Rapid Transit

Alternative 3:
Low Floor Tram

Alternative 4:
Light Rail Transit

The Next Steps – Public Debate

- Community Update, Early 2014
- Release Draft EIS/EIR, Late Summer 2014
- 45-Day Public Review Period Fall/Winter 2014
- Selection of Locally Preferred Alternative (LPA) Winter 2014-15



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