

Valley VOTE

Valley Voters Organized Toward Empowerment

March 17 Meeting Report

by
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Los Angeles is not the Kingdom of Heaven, but it does have Crusaders in the persons of Nury Martinez, the recently elected Sixth District Councilwoman fighting to reduce street prostitution and Cary Brazeman, a community activist trying to save our cratered streets and buckled sidewalks. Both visited Valley VOTE this month to share their visions of a better LA.



Nury Martinez

Working to Improve a Benighted District

Nury Martinez has no illusions about Sun Valley, the San Fernando Valley neighborhood centered in the Sixth District, which she represents. “My district is a home to most of city’s trash haulers, prostitutes, landfills and marijuana shops,” she admits. “Enough is enough. I just don’t need anymore. This district has enough strip clubs. I don’t have the stomach for it anymore. People go to sleep and don’t realize that this stuff goes on,” she says, referring to the prostitutes cruising Sepulveda Blvd. It’s human trafficking. You can’t tell me a 13-year old girl is selling herself on the corner of Van Owen and Sepulveda because she wants to.”

Martinez’ office is trying to clean up her district. She has partnered with the Mary Magdalene Foundation to help young girls get off the streets. Two patrol cars prowl Sepulveda and Lankershim each night looking for illegal activity. During the day, Martinez searches for investors willing to revive the old Montgomery Ward center in Panorama City, which has been shuttered since the Northridge earthquake.

Martinez favors eliminating Los Angeles’ business tax, but is honest enough to admit that it can’t happen until the city finds a way to make up lost revenue. She also favors tax incentives to keep movie prop, catering and equipment companies active in LA.

Some of the residents in her district are forced to follow film production companies to other states and Canada. Martinez would like to bring them home.



Carey Brazeman

Boulevardier Activism

As a neighborhood council board member and community activist, Brazeman believes the city should repair tree-damaged sidewalks, which have been neglected for a generation that negatively affect residential and commercial property owners. “We’re looking at \$1 to 2 billion in sidewalk repairs,” he says. “It’s not an insurmountable problem and I’m encouraged by the fact that at last the city is discussing ways to remedy the problem.”

Brazeman notes that the city always can find money to help rich property developers who generously contribute to political campaigns. “The city granted Westfield \$50 million in tax brakes to develop a Warner Center shopping center but can’t find money to redevelop the old Montgomery Ward site,” he sighs. “When LA wants something it seems to find a way to afford it.”

Looming on the horizon is a debate over the ReCode LA Zoning Code Evaluation Report. It is a three to five year project to rewrite the 1946 zoning code. The goal of the revision is to increase density in commercial and multi-family zones. Powerful developers and the politicians they support want to increase density in single-family zones and rewrite specific zoning plans to allow the division of plots and building of granny flats. Developers also want more parking on residential streets. “It’s not likely that specific plans will be eliminated entirely, but by taking an area out of a specific plan and making it subject to a zoning overlay you can accomplish the same thing,” he says.

The push to increase density near commercial centers and along transit lines is central to developers’ plans. Recently, Sacramento made it easier for municipalities to pass infrastructure bonds by reducing the voter approval threshold from 65% to 55%.

Valley VOTE Committee Reports

Vic Viereck – Tax & Real Estate

The Los Angeles City Council and Mayor talk about trying to attract business to Los Angeles. But then they pass policies that trash business. While environmental benefits can be achieved with the Exclusive Commercial and Multifamily Solid Waste Franchise Collection and Handling System, the city government has selected a policy that even the County of Los Angeles would not. The city's plan would limit the number of trash hauling companies to one in each of a set number (possibly 25) of areas. Many other long-term trash haulers will be put out of business.

If that were not bad enough, part of the plan would be detrimental and discouraging to the most prevalent group of small businesses – mom and pop apartment owners. The plan would cite apartment owners for failure of tenants to properly use the trash containers. That's in addition to the fast escalating cost of trash collection the Exclusive Trash Hauling plan would cause.

Additionally, the city is considering annual inspection of carbon monoxide detectors and smoke detectors. Those monitors are already inspected by the Systematic Code Enforcement Program that normally inspects them every three years. Section 8 inspectors also inspect them annually. Considering that the aforesaid SCEP program costs \$43.32 a year per apartment, even though the inspections are normally every three years, annual inspections would be much more. That would further discourage investment in apartments, preventing construction jobs.

Denny Schneider – Airport Issues

Helicopter noise remains a big issue throughout the County. Congressman Schiff added a rider to the funding bill last year that mandates that the FAA look into regulations to improve the noise impacts. So far there's been limited progress and impasse with local community groups. The FAA is still evaluating "voluntary" compliance which, to date, has not worked well. New in this conflict is an attempt to reopen the heliport at LAX using a lease to a public business. Several uses have been suggested for this location on the top of the Central Terminal Parking in front of the Tom Bradley International Terminal. Local groups are speaking out against the action, but it's unclear what LA will do yet. There's fear by some that helicopters will be used to deliver people and avoid all of the traffic jams. We might even start seeing well-healed people from congested areas (or those who have to pass through them) start using this as a means of faster community.

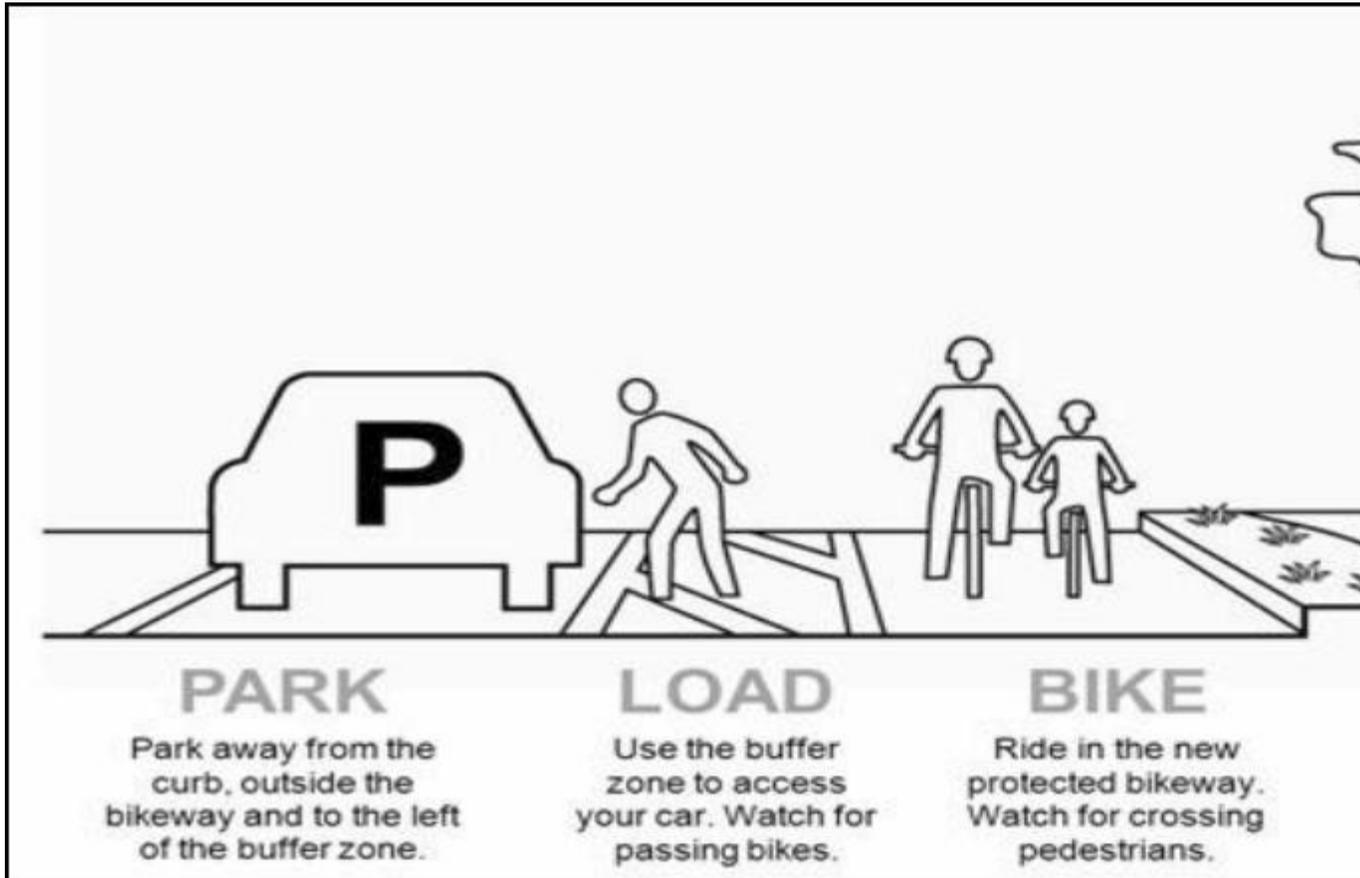
LAX continues its modernization at major clip with its new proposed Midfield Satellite Concourse project. The EIR was released last week and the public meeting is to be held tomorrow night. It's supposed to be able to handle as many as 29 ADG VI sized aircraft like the A380. LAWA plans to start with the north portion, but has a lot of infrastructure to complete first – like a check in facility in the parking areas of the CTA in front of Tom Bradley International and the approved, but not built Taxiway to support it. There are numerous combinations and permutations of this project including a new Terminal 0 to the east of Southwest Airline's Terminal 1. I say Southwest's terminal because they are taking over the rest of the facility and will be updating the area to accommodate faster TSA service.

Bart Reed – Transportation

The San Fernando Valley Council of Governments held its 3rd Annual Mobility Summit on Wednesday, March 5 in Burbank. There were a number of panels examining various Valley transit issues. Los Angeles City Councilmember Tom LaBonge moderated one of the most interesting panels. It dealt with the proposed San Fernando Valley to West Los Angeles rail

tunnel.

This proposed rail tunnel would be in the best interest of the San Fernando Valley, when Measure R 2.0 appears on the ballot in 2016. Other issues included converting the Metro Orange Line into light rail from North Hollywood to Chatsworth and extending the Orange Line east to the cities of Burbank and Glendale. The work product of the SFV COG will be incorporated into Measure R 2.0.



The Transit Coalition is currently working on these projects: creating Cycle Tracks for Safety on San Fernando Valley Streets, adding a Saticoy Street Bus Stop on the Orange Line, adding an Olive View Mental Health Center Bus Stop, repairing the Olive View Line 224 terminal loop, extending Metro bus service from California State University Northridge to Sylmar-San Fernando Metrolink Station via the Chatsworth Street corridor, adding night and weekend service on Metro Line 230 from Sylmar Metrolink to LA Mission College and El Cariso Park, adding additional Metrolink service to and from Chatsworth and the Santa Clarita Valley from early in the morning to later at night connecting to Downtown Los Angeles and extending Santa Clarita Transit bus service to service to Olive View Hospital and the Metrolink Station in Sylmar. Initiate a new Saticoy Street Station for the Orange Line to serve unmet community needs.

During the months of February and March the Transit Coalition met with several San Fernando Valley elected officials and staff to gain their support for our projects. Included are the offices of: Councilmember Paul Krekorian, Councilmember Bob Blumenfield, Assemblyman Adrin Nazarian, Assemblyman Matthew Dababneh, State Senator Alex Padilla and Los Angeles County Supervisor Mike Antonovich. In each meeting the Transit Coalition talked about our current projects and what they would mean for the transit future of the San Fernando Valley.

Joe Vitti- Energy Issues

Senate Bill 1305 requires retail suppliers of electricity to disclose to consumers "accurate, reliable, and simple-to-understand information on the sources of energy that are (being) used. (Public Utilities Code Section 398.1(b)) The law basically requires that these suppliers tell consumers about what type of resource is used to generate electricity. The suppliers are required to use a format developed by the California Energy Commission called the **Power Content Label**. This data provides consumers clear information on existing and new electrical power sources.

The following **2012 Power Content Label** is from the California Energy Commission web site for the Los Angeles Department of Water and Power (Values for 2013 are not currently available from the Commission website).

POWER CONTENT LABEL

Annual Report of Actual Electricity Purchases for LADWP Calendar Year 2012

ENERGY RESOURCES	LADWP Power ACTUAL MIX	LADWP Green Power ACTUAL MIX	2012 CA POWER (for comp
Eligible Renewable	20%	100%	15%
-- Biomass & waste	5%	22%	2%
-- Geothermal	0%	0%	4%
-- Small hydroelectric	2%	0%	2%
-- Solar	0%	0%	1%
-- Wind	13%	78%	6%
Coal	33%	0%	8%
Large Hydroelectric	4%	0%	8%
Natural Gas	21%	0%	43%
Nuclear	10%	0%	9%
Other	0%	0%	0%
Unspecified sources of power*	12%	0%	16%
TOTAL	100%	100%	100%

* "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources.

** Percentages are estimated annually by the California Energy Commission based on the electricity sold to consumers during the previous year.

The Energy Sources from the Power Content Label values reported for 2009 by the LADWP provide a measure of the reduction in the use of coal in the generation of power for Los Angeles. In 2009, coal as an Energy Resource was 44 %. That has been reduced to 33% in 2012. This trend will continue, as the LADWP will be cutting back to remove this polluting fuel source from its power grid. The increase in the use of Eligible Renewables by the LADWP, provided a 6% improvement from 14% in 2009 to 20% for 2012. This benefit will continue as solar and other renewables projects are added to the power system grid.

Sound Off! Public Comment:

Ralph Kroy – The Bee Canyon stream that goes underneath Balboa is full of trash and graffiti, I have tried to get city to clean it up but receive no response. Storms wash everything to ocean.

Sid Gold – Valley VOTE should get back to its core issue. The Valley is being screwed. We fund projects but never get money back from the city. The Los Angeles River improvement project is a perfect example. Improvements are all in the city and we foot the bill. The city council is inept. Witness its deliberation and vote to ban vapor cigarettes. They find the time to discuss this meaningless issue yet won't look at how the city has been corrupted by money. The city does not recognizing the needs of the Valley.

Ernie Hilger – What's going on is an insult to educated people. We need to come out with some strong statement that takes a position on the proposed 15-cent a gallon gasoline tax.

Guillermo Salamanca –Lt. Patrick Domez is running for sheriff of LA. He wants to help our community.

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