

# NEIGHBORHOOD COUNCIL OF WESTCHESTER/PLAYA



Get involved in your community.



impact our quality of life. By creating a climate of fear and confusion, they are intentionally mixing facts to get their desired result. Make no mistake that safety makes for good sound bites, but once you scratch below the surface, it becomes quickly apparent that safety is not the primary factor driving the proposed movement of the runway more than a football field closer to our communities.

We hope you will take a few minutes to review the myths being perpetrated upon the public and the true facts in comparison.

Sincerely,  
Neighborhood Council of Westchester/Playa

### LAX EXPANSION – MYTH OR FACT

**Myth #1:** LAX is unsafe.

**Fact:** Even the FAA has clearly proclaimed that it “considers the airport safe to use today,” so unless you are looking to expand the airport, safety is not the real issue! (*FAA Record of Decision for LAX Master Plan Improvements, May 20, 2005, p.41*)

**Myth #2:** We must move North runways to permit future landings by the A380 and other “New Large Aircraft (NLA),” because the South runways do not meet current design standards.

### Dear Westchester/Playa del Rey/Playa Vista Stakeholders:

With great fanfare, Mayor Villaraigosa celebrated a victory over the forces of airport expansion in 2005 when he negotiated settlement agreements with our community that expressly require “minimizing environmental impacts on the surrounding communities.”

The Mayor promised us that we would be protected from the encroachment of the airport on our community. We now face the very real possibility of a runway moving more than a football field closer to our homes, schools, churches and community in general.

In January of this year, the Board of Airport Commissioners (BOAC) voted to proceed with an Environmental Impact Report

(EIR) for moving the runway much closer to Westchester and Playa del Rey and to make both North runways longer so that they could fly more and larger planes from our side of the airport than ever before.

By vote of the City Council in 2007 and signed by the Mayor, we were promised an impartial review to determine whether we even need any changes to the runway geometry, yet the decision of BOAC to push forward was made before the impartial review has even started!

By the time the comment period on this EIR closes, we will not yet have the findings of the study, as we were promised.

By now, it is painfully obvious that certain interests are in favor of the unlimited expansion of LAX and are prepared to ram through changes that will disastrously

(continued on page 4)

## IN THIS ISSUE:

### COMMITTEE UPDATES

LOCAL SCHOOLS MOVE TOWARD AUTONOMY

WSIA AND LMU RECEIVE FUNDING FROM CONGRESSWOMAN WATERS

## PRESIDENT'S MESSAGE: GET INVOLVED IN YOUR COMMUNITY

First, I want to thank Sibyl Buchanan and her Membership/Marketing Committee for its efforts in bringing these newsletters to you—our stakeholders. For many of you, these newsletters are the only form of communication and information you receive from your Neighborhood Council—and that is very, very unfortunate!!!

For years, your Neighborhood Council has tried numerous ways to reach out to you—our stakeholders—to get you involved in helping us focus on the issues that are most important to our community. Hopefully, these newsletters will prove to be our most successful effort thus far.

As you will read in this edition of our newsletter, one of the most pressing issues affecting our community, and one that has been discussed for years, is the proposed expansion of LAX into our neighborhood. While I am pleased by the amount of passion and involvement this issue has fostered among many in our community, we are still a long way from developing the type of universal involvement necessary from ALL of the stakeholders in the Westchester, Playa del Rey and Playa Vista communities. This will be necessary to stop the biggest threat to our neighborhood since the 1970s.

The proposed movement of the North runways at LAX into the Westchester/Playa del Rey neighborhoods will have a devastating

impact on countless homes, schools, businesses, parks and recreation facilities in YOUR community. If you are concerned about this proposed expansion—and have not yet become involved in this “battle” – I hope after reading this newsletter you will make a concerted effort to get involved. There are many opportunities to get involved. Your Neighborhood Council and its Airport Relations Committee are working closely with many elected officials and community/grassroots organizations to create a cohesive and coherent opposition to the expansion of LAX into our community.

Please go to the Neighborhood Council website at [www.ncwpdr.org](http://www.ncwpdr.org) to find up-to-date information on the efforts being taken by your Neighborhood Council with regards to not only airport issues, but other issues affecting your community. Also, please make plans to attend the monthly Neighborhood Council Board meetings, which are held on the first Tuesday of the month at 6:30 p.m. in the Westchester Community Room, located at 7166 Manchester Ave.

Thank you for your interest and involvement in your neighborhood.



**Mike Arias, President  
Neighborhood  
Council of  
Westchester/Playa**

## AN OVERVIEW OF RESIDENTIAL DISTRICT 11

By Robert Dalton, Residential District 11 Representative

Residential District 11 (RD11) is the eastern-most residential district in the Neighborhood Council Westchester/Playa. Affectionately known as “Eastchester,” RD11 is the only part of Westchester that is east of the 405. Imagine a triangle with the base being the 405, the left side as Centinela Avenue and the right side as La Cienega Boulevard, with the tip as the iconic 50s style restaurant, Pann’s. Now, imagine a narrow arm that runs east on 63rd Street to La Brea Boulevard (see map on page 7). This appendage was created to geographically connect Westchester with Council District 8 and the rest of Los Angeles City. In the early 1990s, there was an effort by Council District 8 to annex the area that comprises RD11. The neighbors of RD11 fought very hard, making numerous trips to City Hall, to remain a part of Council District 11. As a result of this community effort, RD11 residents feel very strongly about their identity as part of Westchester and the westside.

On the north side of La Tijera, the residential area is all apartments, duplexes and condominiums, including the two largest luxury, gated apartments in Westchester. Villa Azure, on Centinela, has 624 units on 23 acres and the Heights, on Alvern Street, has 580 luxury units. There is a new condominium complex under construction across the street from The Heights on Alvern. At the end of The Heights, Alvern Avenue turns south and becomes Thornburn Avenue. On the corner of Thornburn Avenue and La Tijera Boulevard is St. Jerome Catholic Church. Built in 1950, the church property also has an elementary school and a convent.

Heading south on Thornburn Avenue across La Tijera Boulevard the neighborhood changes slightly to one of mostly single-family homes, with some apartments and duplexes on Kittyhawk and Ramsgate Avenues. South of Ramsgate Avenue, including Glasgow and Knowlton Avenues, are all single family homes built circa 1949. The owners of these single-family homes are extremely diligent about

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The Residential District 11 triangle is bisected by La Tijera Boulevard.



maintaining the quality of their neighborhood. Last year, a developer wanted to develop the property on the east bank of Centinela Creek next to the 405. The plans called for extremely narrow lots with little or no set backs. The development was completely out of character with the existing community, so the neighbors formed a group to fight the development. The project was appealed all the way to the West L.A. Area Planning Commission, where it was defeated. The neighbors of RD11 have no problem with development that is sensible and compatible with the existing community; however, they will fight any development that does not conform to the character of the neighborhood.

So, next time you are playing a trivia game with your Westchester neighbors, ask them how far east Westchester extends—most will say to the 405. Make them a friendly bet that Westchester extends to La Brea Avenue; they probably won't believe you. Just show them a map of Residential District 11, and you will win the bet.

## STANDING MEETING SCHEDULE

Airport Relations	Last Thursday at 8 a.m.
Budget & Finance	1 <sup>st</sup> Thursday at 5:30 p.m.
Bylaws	3 <sup>rd</sup> Thursday at 9:15 a.m.
Communications	As Needed
Education	4 <sup>th</sup> Tuesday at 6:30 p.m.
Elections	As Needed
Governmental Affairs/ City Services	3 <sup>rd</sup> Tuesday at 6 p.m.
Membership/Marketing	As Needed
Planning & Land Use	2 <sup>nd</sup> Tuesday at 6:30 p.m.
Public Safety	4 <sup>th</sup> Monday at 6:30 p.m.
Lincoln Streetscape	4 <sup>th</sup> Tuesday at 6:30 p.m.
Sepulveda Streetscape	2 <sup>nd</sup> Wednesday at 6:30 p.m.

Please check our website at [www.ncwprd.org](http://www.ncwprd.org) for meeting locations.

## LOCAL SCHOOLS MOVE TOWARD AUTONOMY

By Terry Marcellus, Residential District 4 Representative and Committee Chair

As a result of recent votes of parents and faculty at Westchester High School, Orville Wright Middle School, Kentwood Elementary School, Westport Heights Elementary and Cowan Elementary School, our local public schools have taken a major step toward autonomy and supporting their partnership with the School of Education at Loyola Marymount University.

In votes that reflected an overwhelming desire on the part of parents to be directly involved in school governance, these five schools will become a part of LAUSD's newly created Innovation Division, now known as the "iDivision." They will no longer report to the District's bureaucratic chain of command, but instead will report directly to the iDivision.

Drew Furedi, Executive Director of the LMU Westchester Family of Schools Project, stated, "This is a clear signal that the teachers, school staff, parents and community are ready for a new day in how we ensure success for all students. LMU is excited to serve as a leader and as a partner with the Family of Schools and LAUSD."

The NCWP has played an important role in the drive to achieve autonomy for our local public schools. The Education Committee has hosted some of the most influential people in Los Angeles public education, including Green Dot Public Charter Schools Founder, Steve Barr; UTLA President, A.J. Duffy; California Charter School Association Officer, Jose Cole-Gutierrez; and Dean of the LMU School of Education, Dr. Shane Martin.

Committee Chairman Terry Marcellus states, "These votes are a very good beginning for what could be a

breakthrough model for public schools citywide and statewide. If public education is going to be revived in Los Angeles, then the local community, not just current parents, must feel ownership in their schools, and that means more than just an advisory role. Local community members must have a seat at the table on school-governing boards, and that means our entire community, including local businesses and residents, even if they do not have children currently attending a particular school."

iDivision Director Kathi Littmann, who has spent many hours in Westchester explaining autonomy to teachers and parents, understands the key role that local community members can play in school reform. "It really is the involvement of the entire community that will sustain our school reform effort over the years," she stated.

LMU will now begin a process of training parents, teachers and community members so that they have the knowledge and skills to assume their governance role. Education Committee member J. D. Webster, commented, "The iDivision gives our community the opportunity to directly influence the operation of our schools. Now we really need to roll up our sleeves and go to work."

The Education Committee meets on the fourth Tuesday of each month in the Community Room of the Municipal Building at Lincoln and Manchester. All interested community members are invited to attend and to register their interest in participating in the governance of our local public schools.

# LAX EXPANSION :

**Fact:** The LAX South runways were already approved for use for the A380.

This is one of the favorite arguments of the proponents of expansion, but this argument is just smoke and mirrors. Why? Let the FAA explain for us: "Because FAA airport design standards have changed over time, certain features of the existing airfield do not meet current standards—these conditions do not create an unsafe environment." (*FAA Record of Decision for LAX Master Plan Improvements, May 20, 2005, p.6*)

Sure the design standards were changed after LAX approved the massive improvements it is just now finishing on the South airfield, but that does not make LAX unsafe any more than New York-JFK, Miami, San Francisco, Washington-Dulles or a number of other airports in the U.S. that have all been approved as safe for A380 flights despite not meeting "current design standards." Indeed, it is so common to deviate from design standards and still be safe that there is a procedure used by the FAA to approve variations which are referred to as "Airport Modification of Standards" or "MOSs." Every one of the airports mentioned and more will be operating A380s despite not meeting the "current standards." (*URS Corporation, Los Angeles International Airport North Airfield Assessment, May 2007, Appendix A*)

**Myth #3:** If we don't move the North runways and make them longer, traffic at LAX will be so disrupted every time an A380 lands, it will bring the airport to a standstill, and airlines will fly to other airports to avoid LAX.

**Fact:** Neither Airbus itself nor even one single airline has said we need to move the North runways closer to our community.

When proponents of expansion realize that their safety and design standards arguments have been exposed as a myth, they next move to the efficiency argument as a backup. Unfortunately for them, out of the hundreds of flight operations a day at LAX, it is not expected that there will be more than a whopping grand total of 19 A380 flights per day for many years to come! These can easily be handled on the South runways that are plenty long enough for the A380. Yet, trying to artificially contort a necessity where there isn't one, expansionists even like to argue that we must be able to handle simultaneous A380 flight operations! We ask, is it really necessary to impose substantial noise and health problems on our citizens just so they can fly two at a time? Hardly. A380/NLA flight operations can be staggered so that they come and go one at a time on Runway 25L, which has the length and width specified by the FAA to handle these aircraft.

**Myth #4:** Our economy will suffer if we don't move runways; we need this in order to be competitive in the future.

**Fact:** In just the first three months of 2008, nine new international air carriers have added 63 weekly round-trip flights at LAX, and airport officials boast that even more new international routes are expected to be announced in the coming months. In fact, during the first two months of 2008 (even before these 63 new routes started), LAX set an all-time record for the number of international passengers. (*Los Angeles Times, March 1, 2008, "International Traffic at LAX on the*

*Rise*") Contrary to the position of the expansionists, LAX is apparently competing very well indeed—without moving any runway!

**Fact:** It is the experience the traveler has on the terminal side of the gate that counts toward competitiveness, not the configuration of runways! We need new terminals, not new runways. J.D. Power, the customer satisfaction experts that rank cars, exhaustively studied LAX, and concluded in 2005 that LAX "falls way short of meeting customer expectations ranking 68th of 76 global airports in overall airport satisfaction." J.D. Power found that the "key priorities for improvement are: Baggage Claim—speed of baggage delivery; Airport Accessibility—attractiveness and ease of flow; and Terminal Facilities—level of comfort in airport." Not once does the 60-plus page report even mention runway configuration as a factor in improving LAX's position at the bottom of airports worldwide. (*J.D. Power and Associates, 2004 Global Airport Satisfaction Index Study, "Key Findings" p.7*)

**Myth #5:** BOAC is focused on the competitiveness of LAX to draw air traffic and business to LAX.

**Fact:** The current BOAC canceled both the Concessions Master Plan and the Information Technology Master Plan that were well under way when they took office. These master plans would have directly addressed the quality of the passenger experience at LAX and improved our competitiveness as compared to other airports by, amongst other things, adding substantial concessions space and remodeling the terminals (we have half of what is expected in a modern airport). Apparently ignoring what J.D. Power was hired to determine, BOAC has focused its energy on the expansion of the airport rather than the improvement of the facilities in existence. They should be held accountable by the City Council for doing nothing to improve competitiveness where it matters. In fact, the current Executive Director of LAWA recently said that at best, she hoped some progress would be made on these issues in a "piecemeal" fashion in the future. This is not an acceptable answer if competitiveness is the real issue.

**Myth #6:** Incursions on the North runways will be solved by moving the runway north and adding a centerline taxiway.

**Fact:** A better solution is the use of runway status lights and other safety measures.

**Fact:** Changes in geometry are not necessary because the incursions on the North airfield are far fewer in frequency and severity than the ones on the South airfield and/or they are being created by the temporary construction to the south.

Air Traffic controllers at LAX, now 14 short of the number negotiated between the FAA and the union, stated that far greater safety gains would be made by adequately staffing the LAX control tower than would a parallel taxiway costing \$500 million to \$1 billion. Michael Foote, President of the LAX Tower said in a September 2007 safety report "that this very expensive improvement will bring far less in safety than simply attracting and retaining an experienced controller  
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# MYTH OR FACT

work force at LAX Tower.” The report states that just improving staffing alone not including runway status lights and other safety measures, would be eight times as effective as moving the runway! (To read the Air Traffic Controllers’ report, please go to <http://westchesterparents.org/wpcontent/uploads/2007/10/safetyvsstaffing.pdf>). On the other side of the coin is the failure by the FAA to implement promised new upgrades. LAX and the FAA have been very slow to implement its Next-Gen ATC that includes an aircraft and air traffic control version of GPS called ADS-B, ground management (think runway stoplights and you have the idea), ASDE-X, etc.

**Myth #7:** “Load Balancing” is needed and desirable.

LAWA’s “Concept Development Goals” released in 2007 state that it should be a goal for the airport to balance long-haul departing aircraft operations between North and South airfields.

**Fact:** The flight operations between the North and South runways are in balance and do not need to be changed.

LAWA itself admits that “Existing North and South airfields are generally in balance based on Total Operations.” “Load Balancing” is nothing more than a euphemism for El Segundo Mayor Kelly McDowell’s desire to see that the current balance of flight operations is altered so that more flights occur on the north side than in the present mix. He even said so in print: “Four out of five jumbos take off from the south side of LAX. That means less safety and greater noise and pollution impacts for the south side neighbors, the residents and workers in El Segundo...LAWA needs to improve the north side so that it can handle more heavy jet takeoffs.” (*El Segundo Herald*, 4/5/07)

But in order to change the mix to allow more flights on our side of the airport, longer runways would need to be built to the north! The shame in this is that never before have the communities to the North and South been pitted against each other. Until recently, opposition to airport expansion was something upon which the neighbors on all sides of the airport could agree. Now, El Segundo wants to change the balance of flight operations at our expense. Imagine how Mayor McDowell would scream if the City of Los Angeles, on our behalf, started to advocate moving more flights to the El Segundo side of the airport!

**Myth #8:** The North runway configuration proposals will receive an impartial independent review.

**Fact:** Despite a City Council motion mandating an independent review, the BOAC has pushed forward with an Environmental Impact Report as quickly as possible so that the independent review by NASA will not be available before public comment period on the EIR has closed. In fact, BOAC did not even put the EIR out to bid—the normal process to maintain impartiality in the contracting process—instead, hand selecting the company to do the study without any competitors or open process. And why should we think the EIR will not be biased with that process?

A hand-selected group made up evenly of airport insiders and community representatives pursuant to the City Council’s mandate

was formed (NRSAC) and voted unanimously to move forward with an impartial study. The BOAC has decided it will not wait for the facts which might get in the way of expansion! It should be noted that no changes were made to the South airfield until not one, but three, complete simulations and studies of the options were conducted by NASA. We should get no less.

**Myth #9:** We need to create jobs by building the runways.

**Fact:** Building runways produces relatively few jobs for the cost, estimated to be approximately \$800 million for the Northside runways alone. Far more jobs would be created by focusing on modernizing the aging terminal facilities originally built in the 1960s, which would also address the safety issues raised by RAND in its analysis of terrorism risks at LAX, which have yet to be implemented after several years waiting for BOAC action.

**Myth #10:** There will not be any more land taken by eminent domain.

**Fact:** The FAA has expressly stated that “In order to redevelop the airport to accommodate [new] standards, additional land to the north and south would need to be acquired.” (*FAA Record of Decision for LAX Master Plan Improvements, May 20, 2005, p.6*) In March, LAWLA’s Executive Director said we could ask for a waiver, but that we would not ask until after they have approved moving the runway! So then, we are told we should hope against hope that the requirement will be waived, but if it is not, we will be stuck with the decision anyway.

**Myth #11:** BOAC can be counted on to protect our communities.

**Fact:** The Board of Airport Commissioners (BOAC), serving at the pleasure of the Mayor, is pushing hard to expand the airport right into Westchester and Playa del Rey. At any time, the Mayor could send a clear message to his hand-picked representatives on BOAC that he does not accept any alternative that moves runways farther north than former Mayor Hahn’s Alternative D. Our community did not support the Mayor’s election, thinking he would deliver us something worse than we already had on the table.

In fact, when the Mayor settled the lawsuits, the worst possible outcome should have been no worse than what was already on the table! As noted by LAWLA, the LAX Specific Plan Amendment Study called for by the Settlement Agreement requires that “Potential environmental impacts that could result from replacement of the Yellow Light projects with the Alternative Projects, and potential mitigation measures that could provide a comparable level of mitigation to that described for the Yellow Light Projects in the LAX Master Plan Program EIR.” (*See [http://www.laxmasterplan.org/pdf/N\\_Airfield\\_-\\_Land\\_Use\\_112206.pdf](http://www.laxmasterplan.org/pdf/N_Airfield_-_Land_Use_112206.pdf) p.6*)

As aptly put by Representative Maxine Waters, “This is a debate that should not be taking place.”

Myth or fact? Which do you choose to believe?

For more readings and facts, we suggest you go to: [www.regionalsolution.org](http://www.regionalsolution.org) or [www.westchesterparents.org](http://www.westchesterparents.org)

## NC COMMITTEE AIMS TO RESOLVE QUALITY OF LIFE ISSUES

By John Ramey, Residential District 8 Representative and  
Governmental Affairs/City Services Committee Chair

The Government Affairs/City Services Committee of the Neighborhood Council of Westchester/Playa was formed to provide a practical and direct resource for stakeholders needing the services of government agencies and city services to resolve quality of life issues. The Committee has adopted a vision statement, which is to “identify issues of concern to the community and then develop, in a timely manner, information and guidelines that will provide stakeholders with the resources that are needed to be proactive in resolving their concerns. This information will be collected by the Committee and then distributed and continually updated in print and via the internet.”

In furtherance of this purpose, the Committee holds regular monthly meetings, at which time stakeholders are given the opportunity to present concerns and comments regarding issues such as traffic and traffic safety, road construction and street services, parking restrictions, crime prevention, and community beautification, including graffiti removal and improvements to local park and beach facilities. Recent actions taken by the Committee, in response to issues raised by stakeholders, include passage of motions to submit to the full Neighborhood Council board regarding recommended improvements for traffic on local streets, establishment of overnight parking districts to cut down on extending parking on local streets by LAX travelers and greater policing of our community by the LAPD.

In addition, the Committee has hosted a series of community meetings to present information on a variety of topics, which have included special speakers and question-and-answer sessions conducted in a town hall forum to allow stakeholders to ask questions and present issues of particular concern to city officials.

Last October, in partnership with the NCWP Public Safety Committee, one such community meeting included presentations by Captain Joseph Hiltner and Senior Lead Officer Tony Ramos from the Los Angeles Police Department, Pacific Division. Captain Hiltner and Officer Ramos took questions from more than 50 stakeholders in attendance on such issues as community policing and crime deterrence. They offered suggestions on personal safety and ways to reduce the potential of becoming a crime victim. In addition, those in attendance were treated to an entertaining and informative presentation by the K-9 Unit from the Los Angeles Airport Police, which included a demonstration on the capabilities of the canines in bomb and contraband detection.

This past January, another community meeting was held with special guests from the City of Los Angeles’ Bureau of Street Services and

Department of Transportation. After introductory remarks from our own 11th District Councilman, Bill Rosendahl, the more than 75 stakeholders in attendance heard from Bill Robertson with the Bureau of Street Services on sidewalk repairs, street resurfacing, tree removal and trimming and pothole repairs. Mr. Robertson was accompanied by staff members to meet one-on-one with those in attendance to address issues of particular concern to them. Mr. Robertson responded to a number of questions from the audience concerning the Bureau’s areas of responsibility. Ray Lau, a transportation engineer with the City’s Department of Transportation, presented on the subject of parking, including issues such as on-street parking, restrictions on overnight parking, creating permitted parking districts and parking for oversized vehicles. Afterwards, Mr. Lau also took questions from the audience on such issues as enforcement of parking ordinances and the creation of preferential parking districts.

The Committee meets on the third Tuesday of each month at 6 p.m. at Westchester Christian Church, located at 8740 La Tijera Boulevard. Agendas for the meetings are posted throughout the community and on the NCWP website at [www.ncwpdr.org](http://www.ncwpdr.org). Your attendance at the meetings is most welcome.

## PUBLIC SAFETY COMMITTEE TO HOST EMERGENCY PREPAREDNESS COURSES

On Monday, June 23, at 6:30 p.m., the NCWP Public Safety Committee will host the Los Angeles Fire Department’s Disaster Awareness Course (DAC) at the Westchester Senior Center, located at 9740 Lincoln Boulevard in Westchester.

This two-hour training course will provide a basic overview of Disaster Preparedness and serve as an introduction to the comprehensive, 17 1/2-hour, Community Emergency Response Team (CERT) training, which will be offered again in our area in August, 2008.

The NCWP Public Safety Committee will host the LAFD CERT training. The classes will be held from 7:00 p.m. to 9:30 p.m. on Monday nights from August 18 through September 29. Classes will be held at the LAFD Station No. 5, located at 8900 South Emerson Avenue in the LAFD Community Room. To learn more, please visit [www.cert-la.com](http://www.cert-la.com) and visit [www.ncwpdr.org](http://www.ncwpdr.org) for sign up information.

Spread the news about these FREE programs!

## WSIA and LMU Receive Funding From Congresswoman Waters

By Geoff Maleman, Recognized Community Volunteer Organization Representative

Congressional earmarks may have received a lot of negative attention lately, but there are at least two Westchester groups that are all for them.

As part of a nearly \$7 million package of earmarks for her district, Congresswoman Maxine Waters announced on February 22 a \$1 million award to Loyola Marymount University and another \$1 million award to the Westchester Streetscape Improvement Association (WSIA).

Funding for both projects was included in the fiscal year 2008 appropriations legislation passed by Congress and recently signed into law by President Bush.

"I worked with leaders in Congress to make sure that the highest level of scrutiny was given to each project funded this year and am confident that this money will be put to good use in our community," Waters said. "I am pleased with the progress we are making in improving the lives of our residents, and I will continue to work to ensure that we have all possible resources available to continue this progress." Waters announced the awards during a ceremony at the Flight Path Learning Center.

LMU will use the funds to renovate and equip existing lab and classroom space, expand its innovative Rapid Prototyping and Nanotechnology research programs and construct the new Frank R. Seaver Science and Engineering Complex on the Westchester campus.

Fr. Robert Lawton, the university's president, was on hand to accept



the award and said the funds will help the university meet current and future employment needs in the science and engineering industries.

Waters said the \$1 million earmark for WSIA will help fund beautification efforts on Sepulveda Boulevard along the area north of Manchester.

The organization, which began seven years ago, has developed a vision for beautifying that stretch of boulevard that has included a wide array of input from the community at several design workshops.

WSIA's President, John Ruhlen, accepted the award and said the funds will enable WSIA to create a vibrant and welcoming introduction to Los Angeles for visitors from around the globe and to improve the day-to-day feel of the street for local residents and business owners.

## FOR YOUR INFO

Notices and meeting agendas will be posted on [www.ncwldr.org](http://www.ncwldr.org) site as well as being posted at four community locations:

Westchester Community Center/ Municipal Building  
7166 W. Manchester Ave.

Loyola Village Library  
7114 W. Manchester Ave.

Westchester Senior Center  
8740 Lincoln Blvd.

Playa Vista Library  
6400 Playa Vista Drive

## Neighborhood Council Map



Residential Districts of the Neighborhood Council of Westchester/Playa del Rey (amended September 7, 2004)

In addition to the 15 residential seats identified on the map at left, the NCWP board of directors includes five at-large members and seats reserved specifically for groups such as Loyola Marymount University, Los Angeles World Airports, the business community, clergy, community organizations, income property owners, education, volunteer organizations, youth groups, seniors and service/fraternal organizations for a total of 31 directors.

## KNOW YOUR NEIGHBORHOOD COUNCIL OFFICERS

<b>President</b>	Mike Arias	<b>Residential District #15</b>	John-David Webster
<b>Vice President</b>	Francis Stronks	<b>Member at-large</b>	Judith Ciancimino
<b>Recording Secretary</b>	Judith Ciancimino	<b>Member at-large</b>	<b>Cyndi Hench*</b>
<b>Corresponding Secretary</b>	Mary Taylor	<b>Member at-large</b>	Mary Taylor
<b>Treasurer</b>	<b>Cyndi Hench*</b>	<b>Member at-large</b>	<b>Nora MacLellan*</b>
<b>Residential District # 1</b>	Don Doyle	<b>Member at-large</b>	Open
<b>Residential District # 2</b>	Terry Issac	<b>Business</b>	Sibyl Buchanan
<b>Residential District # 3</b>	William (Bill) Ballerini	<b>Community Organizations</b>	David Voss
<b>Residential District # 4</b>	Terry Marcellus	<b>Education</b>	Richard Nelsen
<b>Residential District # 5</b>	Stephen Bentley	<b>Income Property Owners</b>	Patricia Lyon
<b>Residential District # 6</b>	James Ferro	<b>LAX</b>	Nancy Niles
<b>Residential District # 7</b>	John Ruhlen	<b>LMU</b>	<b>Clarence Griffith*</b>
<b>Residential District # 8</b>	John Ramey	<b>Recognized Community</b>	
<b>Residential District # 9</b>	Francis Stronks	<b>Volunteer Organization</b>	Geoff Maleman
<b>Residential District # 10</b>	David Coffin	<b>Religious</b>	David Gray
<b>Residential District # 11</b>	Robert Dalton	<b>Senior Citizens</b>	Doug Ehlers
<b>Residential District # 12</b>	Denny Schneider	<b>Service Clubs and</b>	
<b>Residential District # 13</b>	Kathy Santos	<b>Fraternal Organizations</b>	Tom Flintoff
<b>Residential District # 14</b>	Steve Donell	<b>Youth Organizations</b>	Mike Arias

\*New members of the NC are in bold.



## ABOUT WESTCHESTER/PLAYA NEIGHBORHOOD COUNCIL (NCWP)

The NCWP is a quasi-governmental agency of the City of Los Angeles intended to give the residents, property owners and persons working in the Westchester/Playa del Rey/Playa Vista neighborhoods a stronger voice in the governance of the City. NCWP is a part of the city's neighborhood council system that was established in June 1999 following the passage of the new Los Angeles City Charter.

NCWP went through a two-year process of organization, was certified by the City and held its first meeting in November 2001. The purpose of this meeting was to elect a board of directors. The new board held its first meeting on December 3, 2002. There are 31 members on the board of directors, representing the various stakeholders in the Westchester/Playa del Rey/Playa Vista neighborhoods. Today, the NCWP has 7,464 registered stakeholders, who, by participation, influence the direction of our community.

A stakeholder is defined as any person living in, working in or owning real property within the boundaries of the NCWP (see map on page 7). Stakeholders must register with NCWP in order to become voting members or to hold elected office. The responsibility of the members

of the board of directors is to determine and to communicate to the pertinent city officials those issues, needs and concerns of importance to the stakeholders. NCWP is an integral part of how local government operates, providing a direct line of communication between the community and its elected officials and the city departments. NCWP will also be privy to an early notification system to make certain that City Hall doesn't do anything to impact our neighborhood without first allowing us to express our views on the matter.

Your participation in our Neighborhood Council helps influence the direction of our community in its city chartered advisory capacity to our city leaders and departments.

The registration form can be downloaded from [www.ncwpdr.org](http://www.ncwpdr.org) or be obtained by contacting the NCWP via mail, phone call or at any of the NCWP board or committee meetings. Proof of eligibility must accompany the form. A driver's license, identification card, utility bill or rental/lease agreement, payroll check or company badge and a real property tax bill or deed to real property may be used depending on which status one qualifies as a stakeholder.