

Title: <b>Request for Approval of Letter to MTA re: Crenshaw Corridor Line Light Rail</b> Item No. _____	
Meeting date: October 6, 2009	
Agendized by: Committee on Governmental Affairs	
Contact person: John-David Webster	Phone number: 310-645-4344 ext 23
Committee Vote (if appropriate): Committee on Governmental Affairs Sept 09. Unanimous Approval	
Does this item have a fiscal impact on the Neighborhood Council? ____ Yes XXX No	
Additional documents attached? ____ Yes XXX No	

**RECOMMENDATION:**

That the NCWP Board approve the letter stating our recommendations.

**BACKGROUND:**

The letter articulates well the issues and concerns.

**DISCUSSION:**

The committee on Governmental Affairs met on the Third week of the month for its regularly scheduled meeting. Based on the presentation by the MTA before the full NCWP board at the September meeting plus additional information supplied by well informed members of the committee, a full and robust discussion on the issue was generated. At the appropriate point a motion was put forward to summarize the discussion in a letter that would be drafted by Committee member Denny Schneider and presented to the board for approval. The vote was unanimous.

**FISCAL ANALYSIS:**

There is no financial impact on the NCWP. The committee chose to focus attention on issues that would impact the community. At the appropriate time, we will consider financial impacts if it becomes relevant to the ultimate decisions by MTA.

**ATTACHMENTS:**

The recommended letter is enclosed with this motion.

**MOTION:**

That the Neighborhood Council: approve the letter as enclosed with this document.

**SUGGESTED LETTER TO MTA:**

The Neighborhood Council of Westchester-Playa, the official LA City Chartered advisory organization for the communities of Westchester, Playa del Rey, and Playa Vista thanks the MTA for attending our board meeting on August 4 to inform us that the Crenshaw Corridor Line Light Rail is slated to go through eastern Westchester and that release of an EIS/EIR is imminent.

Our organization supports the development of an effective light rail system throughout the region and expects it to be supported with a feeder bus system resulting in convenient public transit for Southern California.

We have reviewed the portion of the subject project in our community and make the following general reservations and recommendations for further study by MTA before the project is finalized and approved:

1. A stop near Century/Aviation coinciding with a proposed LAX airport multi-modal project is desirable and appropriate.
2. Adversely impacting major highway/street traffic with at-grade crossings is unacceptable.
3. Train station accessibility should be as convenient to riders as possible with the minimum impacts on local businesses and residences.
4. Train operations near residential communities should be as quiet and air non-polluting as possible. We expect effective use of tussling and sound walls near our community.

Specific comments and recommendations regarding the proposed park and ride station and proposed maintenance yard in the Westchester area bounded by Osage on the west, 83<sup>rd</sup> Street on the north, LaCienega on the east, and Florence on the south:

1. The proposed “kiss and ride” at Hindry/Florence is far from optimal. It is adjacent to single family homes, currently contains community serving businesses, and a fifty year landmark operation in Westchester, the Kentwood Playhouse. An alternative station site could be located just south of the Manchester/Aviation/Florence intersection where, unlike Florence which has no bus service, has an established bus route which is significantly utilized. This proposed location will not adversely impact residences. This location is populated by commercial shippers and undeveloped land around/near the MTA right of way. Further, a Manchester station would be more convenient for travelers from the rest of our community.
2. Closure of Hindry Avenue at Florence for either a station or proposed maintenance yard is unacceptable. This street is one of the few egresses of that community. Any station near that intersection would cause increased cut through, neighborhood traffic onto the few remaining egresses.
3. The proposed station site near Hindry was once the location for a metal plating and fabrication facility that is under investigation by the DTSC. It is known to be a polluted area which will need extensive mitigation.
4. Whereas details of the proposed maintenance yard are sketchy at best, we oppose this location and recommend that it be located in a more commercial oriented area.

We look forward to working more closely with MTA in the future as this project becomes more fully defined.

Sincerely,

Cyndi Hench, President

Neighborhood Council of Westchester-Playa