

Council

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passes will be required so Point Dume Village employees do not park in spaces Dume View Villa and Heathercliff Condo residents said they rely on for hosting guests, handymen or plumbers.

"We can't have visitors, we can't have workers," said Heathercliff condo resident Jenny Ogden. "We have to literally block our neighbor's garage doors if we can't find parking on the streets for workers. We're regularly hollering over the balconies if we need to move our cars. It's silly."

Residents said they often see Point Dume Village employees park in front of the condo complexes for up to 10 hours a day. Point Dume Village management last year began encouraging workers to park along the shoulder of Pacific Coast Highway instead of residential streets, but condo residents said that did little to free up street parking.

Mayor Pro Tem Skylar Peak

voiced some trepidation about a possible trickle-down effect in surrounding neighborhoods. Point Dume Village employees might just start parking farther away along residential streets, he said.

"I would hate for us to then be coming here in a year or two...and have the next row of houses along Dume Drive, Heathercliff and Wandermere say, 'Now everyone is parking at our house,'" Peak said.

"Sometimes in Malibu we take for granted that we can just park right in front of our house," Peak said.

Public Works commissioners also worried about starting a trend toward preferential parking elsewhere in Malibu when they considered the matter in October.

"We just don't want to start something and have everyone come to us for parking pass systems," Commission Chair Steve Karsh said.

Malibu has only one other

neighborhood parking-pass system: the Malibu Country Estates. MCE requires a pass from 2 a.m.-5:30 a.m. to discourage Pepperdine University students from parking overnight.

The Public Works staff must now process a coastal development permit, notify neighbors and bring back an ordinance to the council establishing the preferential permit parking in the area. Once the system is in place, the City Council plans on reviewing its effectiveness following a one-year trial period.

Council supports storm drain art project

The City Council also voted 4-0 to create an innovative art and media project to raise awareness to the importance of limiting stormwater runoff in Malibu's ecologically unique western coast.

The city hopes to commission a muralist to paint several storm drains along the western coast with

Malibu-inspired public art, with the goal of catching bystanders' attention. The painting process and the purpose behind it would be filmed and then distributed via social media.

Head start on housing element

In another unanimous 4-0 vote, the City Council put to bed a thorny issue that has plagued the city for the past several years—the General Plan Housing Element.

"We are actually ahead of the game and on time," said Planning

Director Joyce Parker-Bozylinski.

State law requires California cities to periodically submit guiding policies for future development to allow the potential for housing for all income types, including low- and very-low income. Incorporated as a city in 1991, Malibu did not submit a housing element to the state until 2011, despite being required to do so. That refusal became problematic when faulty population projections by a state group in 2011 calculated that Malibu would poten-

tially need 442 units of affordable housing, which forced the city to rezone several parcels of land to comply with the 2008-2013 housing cycle.

For the current vote, for the 2013-2021 housing cycle, Malibu is required to zone for just two units of low-income housing, due to its estimated population of 12,645, according to the 2010 U.S. Census.

Knowles Adkison contributed to this report.

Mountain lions

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lion population in the state."

While parks officials say the cubs appear to be healthy, repeated inbreeding over time can lead to physical problems such as heart issues and sterility. Riley and other experts said the only way to prevent future inbreeding is to create a wildlife corridor across the 101 Freeway.

"Unfortunately, this litter of kittens is the latest example of first-order inbreeding in which a father mates with his offspring," Riley said. "Allowing safe passage from the Simi Hills into the Santa Monica Mountains is our best shot at addressing the lack of genetic diversity in the local population."

The cost of building a tunnel under the freeway has been estimated at \$10 million.

The 101 and 405 freeways as well as farming and development completely surrounding the Santa Monica Mountains are barriers to the movement of most four-footed wildlife, essentially confining them to an island.

P-12 is the only radio-collared mountain lion documented to have successfully crossed the 101 Freeway in the 13 years the big cats have been studied. He crossed from the Simi Hills over to the Santa Monica Mountains near the Liberty Canyon exit in Agoura Hills in 2009.

The Liberty Canyon exit has long been identified as the best location for establishing a wildlife crossing because of the natural habitat on both sides of the freeway and its connection to vast areas of open space.

In October, a mountain lion attempting to cross into the Santa Monica Mountains was struck and killed by a car in the same location.

"The fact that this young male chose to cross, unsuccessfully, at



Kim Barker

The Santa Monica Mountains-born litter of kittens appears healthy, but repeated inbreeding over time can lead to physical problems.

Liberty Canyon shows how critical this wildlife corridor is for maintaining genetic diversity in the Santa Monica Mountains," said Riley. "If this most recent lion had successfully crossed and mated, he would have brought new genetic material to the population south of the freeway."

The NPS has twice applied, unsuccessfully, to secure \$10 million in federal transportation funding to build a tunnel under the freeway. Kate Kuykendall, public affairs officer for the Santa Monica Mountains National Recreation Area, said a third attempt will be submitted shortly. The project would likely involve collaboration between a number of public and private agencies, such as the national Department of Transportation, Caltrans and the National Wildlife Federation, she said.

The *Los Angeles Times* reported last week that the Santa Monica Mountains Conservancy (SMMC) is considering whether to provide \$200,000 to the California Department of Transportation (Caltrans) to study wildlife crossing alternatives at Liberty Canyon. Dash Stolarz, director of public affairs, confirmed that the issue is expected to be on the agenda for SMMC's board meeting February 27.

Joe Edmiston, SMMC's executive director, favors a landscaped crossing over the freeway. Such crossings have been used successfully in Canada, Europe, and the U.S. Northwest, but the estimated cost of building an overpass as opposed to a tunnel, "is yet to be determined," said Stolarz.

"I'm arguing pretty aggressively for an overpass," Edmiston told the *Times*.

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