

## **Summary of January 31<sup>st</sup> Southeast Venice and Oxford Triangle Plan Meeting Public Comments**

### **Summary of Public Comments**

Below are the summary comments focusing on the Southeast & Oxford Triangle subareas in no order of ranking. Following that are the public comments made during that meeting.

#### Planning Process Related:

- I actually read all 110 pages of the draft Venice Community Plan. 107 were totally worthless, unless you wanted to read ad nauseam, "encourage developers to do this," "encourage joint efforts among these groups," "seek out beautifying the neighborhood." It seems that the community plans are cookie cutter, the same for each plan area. As is, it would be "welcome to Westside Village," rather than be tailored specifically to the Venice Community and the other communities.
- We are a coastal community and we have Sea Level Rise and the propensity for storms to occur that are going to be life threatening. If the EIR really looks at that closely, there should be no development west of Lincoln. It appears that that has not been studied to the degree that it needs to be. Venice is the only coastal community other than Westchester/Playa del Rey (which does not have the same degree of footprint within the Coastal Zone). Thus, Venice is very unique, and any increased density should be carefully analyzed in the environmental analysis.
- The draft community plan is looking at Venice as a commodity and not as a community. We need to shift that focus so that we can start thinking about how to build a vibrant, diverse, equitable community.
- What is proposed is drastically different than what we have right now in the Coastal Zone due to the protections in the Coastal Act, the Coastal Land Use Plan, and the Venice Specific Plan. If we don't know what the updated Local Coastal Program is going to propose, it's very hard for us to comment on the City's proposed draft Venice Community Plan maps and policies.
- There are a lot of violations that are not enforced. We need to call for enforcement that actually works, not enforcement on folks/the little guys, and the big guys get to run roughshod.

#### Residential Related:

- The Oxford Triangle should have the protection of FAR limits. The Oxford Triangle is very low density, single-family residential, for a reason. We need significant protection that we don't presently have, to protect the type of neighborhood that it is.

- I'm very concerned about the impacts from these plans--what it does to the sense of community, what it does to people being able to be neighbors and their ability to be mobile in their communities, and the opportunities to build relationships and to have recreational activities within the areas in which they live. A lot of what is proposed with these plans would make it prohibitive for people to be able to do that.
- The Azzurra building is 16 stories. The only reason why it doesn't create a ton of traffic is because it's right at the end of the 90. And that's why those buildings were put there. If we significantly increase building heights along Washington, Venice, and Lincoln, the traffic congestion will be impossible. There is no way that we can add any more cars to the road. Additionally, the nature of a building of that size is so completely out of character with what I like about Venice. Maybe the Planning Department thinks we can put up more 15 story buildings because buildings like the Azzurra are there. But it has 50% occupancy as many of the units in the building are owned by foreign owners who come only periodically, for a week at a time. Planning for significantly taller buildings is not going to solve our housing problem.
- Affordable housing is done by a City formula, so it changes from neighborhood to neighborhood. Affordable housing say in South Central Los Angeles might be \$1,200 per month. In Venice it's going to be over \$2,000 per month. I don't think that's affordable housing, that's market rate. I would propose that any density bonuses for all of Venice should be Very Low Income affordable housing. That will ensure our work force can work and live here. We need to know from the City what percentage low and very low income the units in these buildings, these 5 to 15-story buildings, are going to offer. That's a huge bearing on whether we can support this.

#### Commercial Related:

- Mixed use changes the impacts on residents because of the commercial element. Having a business below you impacts your life because of deliveries and the customers that are coming in and going out. They aren't just in the building but are going in and out. I know what it's like having a business in a residential area. We have to be so considerate of the residential neighbors. It's an impact and an inconvenience, but it's not just inconvenient, it can impact your quality of life. It's loud. There's more trash that you have to deal with. There're more services that happen. And that does impact people's way of life. We're led to believe that mixed use is just what we get now, but maybe that should be challenged.
- Mixed use is used by the City like chicken soup for fixing everything. But retail is suffering and it does not seem to be coming back any time in the near future. We should not put endless amounts of mixed use when there are store fronts vacant everywhere. It may sound good, but it's sort of magical thinking.

#### Parking and Infrastructure Related:

- One of the issues is that we don't have street sweeping, which has resulted in the Oxford Triangle becoming a LAX alternative parking area. People park there for a

couple of weeks at a time, especially during the holidays, and on long holiday weekends in the summertime. Ubers and taxis pick up and drop off people. As a result, there is a significant parking issue for us.

- Parking is scarce in the Oxford Triangle, especially on the northern end, because of all the business parking and people going to the restaurants, during the evening as well as during the day. There is also traffic that comes from the beach. It's nearly impossible sometimes to get in and out of the Oxford Triangle on a summer weekend, starting from about 3 o'clock, because everyone's exiting the beach area. Also, on weekday evenings traffic flows from Santa Monica, across Venice and up Washington Blvd.
- This is an area where the road infrastructure is already inadequate.
- In case of a Tsunami, earthquake, major flooding or a gas leak, there are 3,500 people who live at the beach now who would have to evacuate. Think about what that's like for you living in the Oxford Triangle, living along Venice or living along Washington, with that many people trying to get out. Then add on the proposal to change the densification of the Marina Peninsula by going from two to five stories, and from 3,400 to 8,000 square foot buildings. There's going to be a mass of people who live at the beach that will be coming east on Washington and Venice towards Lincoln. If these streets have significantly increased density, no one's getting out.
- Venice is a gateway to the ocean and it's also an escape route away from the ocean.
- There are many solutions for creating more on-street parking--restriping some of the wider streets, increasing diagonal parking, maybe making more one-way streets where it's very tight. The way it's done now is very unimaginative.

#### Open Space and Environment Related:

- Planning wants to build more dense buildings--wider and higher, more units. This is going to block the sea breeze coming from the ocean. Studies show that this changes the climate. The next step will be that the neighborhoods will be filled with air conditioners, which will contribute to the climate issues. These big buildings will create heat islands within the community, will restrict air flow, and will also have reflection off the glass that will be very challenging.
- When we allow these very large FARs, developers build out the entirety of the lot. That means the destruction of trees that are providing shade for their neighbors, and habitat for birds, including migratory birds, as well as the cleaning of the air. All of that dust and dirt that comes off of the roadways is caught by mature trees. When we allow the type of development that receives density bonuses that allow coverage of the entire lot, we are decimating what makes our neighborhoods livable and beautiful.

- We do need limits for FAR and ground coverage, in order to preserve open space. Even if it's your own backyard, it is also impacting the people who have a backyard next to you. For large homes that are two stories high and they cover the entire lot, that means that the person who once had a backyard that had sunlight, now has the shading of a two-story home. And whatever plants and trees they have growing there will be challenged by that ultra-large home.
- Regarding these FAR build outs and increased density, it will cause us to lose trees and vegetation, things that make life more pleasant. Not only that, but being around green space and vegetation affects our psyche and our wellbeing. Trees and plants provide what is called "eco-system services." They're doing stuff--they're cleaning the air, they're infiltrating run off when it rains--so it's not just going to the gutter and carrying pollutants to the ocean. This is very important where we live, by the ocean. All the plantable, permeable space that we lose, we're not getting it back. So, if we can't infiltrate, if we can't absorb runoff to our own properties, it's gone forever. Let's really think about that.
- Oxford Triangle is also experiencing a dearth of forest canopy and green space.
- For example, the house next to me used to be a Craftsman. It had a beautiful backyard, and it had fruit trees back there. I used to work in my dining room, but since they demolished the Craftsman and built a new 3-story, 5,900 square foot structure next door, I have to keep lights on because there's no sunlight that comes through my windows anymore. And so, I have to keep lights on throughout my house because the whole east side of my house is shadowed by this three-story building that's a huge monstrosity.

Miscellaneous:

- There's a linkage between density and equity. The more you restrict density, the more you limit equitable chances for people.
- The Thatcher Yard development is going to be another 98 units. The Oxford Triangle is the only neighborhood that is really growing.

\*\*\*\*\*

**Public Comments Made:**

January 31, 2024

Public Comment (Times are from recorder used by Committee Member):

.22 Judy Wyluda—I'm curious as to whether they have any plans for traffic mitigation in the proposed plans.

.37 Richard Stanger—No, not at this point. But like I said, the process is young. Although it's been going on for awhile, it's like a kid who never grows up. That may enter in the picture later.

.53 Judy Wyluda --I would think it should be something that is discussed early on, as it's obviously a problem now and it'll just become more exacerbated.

1:06 Richard Stanger--Traffic mitigation usually enters the picture when a project is proposed and it has to justify itself. But nevertheless, there are equations, so if you're in this kind of land use, you have to provide so much parking for this much space or for this much living area. We'll get to that later.

1:32 Dr. Naomi Nightingale—it's currently not included.

1:49 Steve Freedman—as you pointed out, traffic mitigation generally comes up when a project is proposed and has to justify itself. But this is a different story. They're increasing potential FAR and density and height very, very dramatically, in an area where the road infrastructure is already inadequate, so the typical procedure wouldn't make sense in this case, with the proposals they're putting forth.

2:50 Judy Wyluda --beyond parking, you're also saying emergency flow and traffic as well, so that's two things, right?

2:55 Steve Freedman—I didn't say anything about parking, I was talking about traffic.

3:01 Dr. Naomi Nightingale—the traffic patterns.

3:03 Judy Wyluda—so those will both be on record it sounds like, parking and traffic flow, emergency...

3:06 Sean O'Brian—do they want us to all be on bikes?

3:22 Mark Mack—in our survey there are questions about parking.

3:49 Sarah Wauters--I want to make some very specific comments with regard to the height of the buildings which I think is what's concerning folks who are talking about traffic. I live in the evil buildings that are really high. I live in the Azzurra, which is 16 stories. I wouldn't live there if my husband didn't insist on it. But I will tell you, the only reason why we don't create a ton of traffic is because we're right at the end of the 90. And that's why those buildings were put there. So, if we put buildings the likes of the building I live in, all the way along Washington and all of the way along Venice, it will be impossible. There is no way that we can add any more cars to the road. Additionally, the nature of a building of that size is so completely out of character with what I like about Venice. And I want to encourage all of you to make comments with regard to that. I have no idea where the Planning Department cooks up this idea that we can put another 15 stories. Maybe it is because those buildings, Azzurra and others like it, are there. But we have 50 percent occupancy. Many of the units in our building are owned by foreign owners who come for a week. This is not going to solve our housing problem. It will not. Zero chance. Because if developers see this opportunity to build a 15-story high building, they will not be doing it to house people who are the most vulnerable parts of our community. That is not going to help. So, let's be clear about that.

6:30 Stewart Oscar—What I see here in this plan is they want to build more dense buildings, wider and higher, more units. The plan seems to be promoting greater building density and taller and larger sizes. This is going to block the sea breeze, which is coming from the ocean towards the land. If you look at studies, they show that this changes the climate. This is going to be a big change of the climate. The next step will be that the neighborhoods will be filled with air conditioners. That will be the number one thing that destroys the climate, starting now. Our residential neighborhoods are just going to be utterly congested. There's also a proposal to use alleyways in these areas as connector routes. This is going to create danger in our neighborhoods, because all of a sudden all of our alleyways are going to be major traffic ways, just like streets. So, I suggest a couple things, a couple modules to use in this planning. We need to have a plan that works with the climate, so you actually look at what this has to do with the climate. And the other thing I have to wonder, I have a question: do you think we've overpopulated our planet? We have too many humans on the planet. There are people starving all over the place. There's not enough food. What's going on?

9:13 Darryl Dufay: I've been following this for years. I appreciate items like this. On the resources on their second meeting, they had something for East Venice. Then they had three of them, one for residential, or this, and I printed this. I now find there are a whole bunch of these that we don't have and are not on your website, so how can you discuss it? Part of this whole thing, and I appreciate the work, is that the City has drafted something. In 2020, they had comments all over, and that is also available. We'll finish the survey, but it doesn't help people to have a meeting on the 10<sup>th</sup> where the Ad Hoc Committee had met twice before. What has happened is that we started to have input from the public without having enough meetings prior, like this, so that we would know what you're talking about. I would hope these slides are in the resources on the website, etc. I'd like to come and speak to something that I had read like that. This is the idea of meetings, etc. etc., that tells you what they're planning to put there. If

you don't know that, and this is complicated, and Richard knows it more than I do--when you don't have information beforehand to clarify it, it's worse than confusing.

11:38 Lisa Redmond--I know the Board sent this parking utilization and transportation management strategies report for the Venice Coastal Zone, and I'm sure you're looking at it. But I just wanted to point out, it looked over all the different areas of Venice about parking and transportation management and basically said the Oxford Triangle has no problem. They're OK with parking, they're OK with transportation management. But I just wanted to share with you, as a resident, we do have issues. One of the issues is that we don't have street sweeping. So, we are a LAX alternative, alternative, alternative parking area. And people come and they park there for a couple of weeks at a time, especially during the holidays, on long holiday weekends in the summertime. Ubers and taxis are there, picking up and dropping off people. It's very common to see people park and transfer their suitcases. So that is a parking issue. If we're going to build 8-story towers up on Washington, there's also going to be issues with parking because we know maybe they'll give one parking space per unit. But people have three cars per unit, people have friends over. And we're already loaded, especially for us on the northern end of the Oxford Triangle, with all the business parking and people parking there going to the restaurants, during the evening and during the day. As well, let's talk about the traffic that comes from the beach. It's nearly impossible sometimes to get in and out of the Oxford Triangle on a summer weekend, starting from about 3 o'clock, because everyone's exiting the beach area. As well as weekday evenings too, because traffic flows from Santa Monica up Washington Blvd.

13:50 Steve Bradbury, I live on the Marina Peninsula--the reason I'm getting up to speak is this--I want to give you some food for thought. There're about 2,000 people who live on the Marina Peninsula and about 1,500 on the Silver Strand, so that's about 3,500 people. I went to the VNC Resiliency Town Hall about a week ago and looked at my odds. Think about this. If there's 3,500 people who live at the beach now who have to evacuate...the evacuation path is down Washington Blvd. The other evacuation path pointed out to me is around the Marina. If there's a Tsunami or a gas leak or whatever it is, think about what that's like for you living in the Oxford Triangle, living along Venice or living along Washington, with that many people trying to get out. Now, add on what the proposal is to change the densification of the Peninsula from two stories to five stories, from 3,400 square feet to 8,000 square feet. So, I invite you, when we have this meeting for the Marina Peninsula east and west on the 21st, to come. Think about the decisions you're going to make, because there's going to be a mass number of people that will be coming that live at the beach, that'll be coming your way, going down to Lincoln. If Lincoln has 15 story buildings on it, no one's getting out.

15:28 Paola Pini, I live in East Venice--I was part of the 52-person advisory group with City Planning. What I want to stress is that they are proposing mixed use almost throughout the community, which is not bad. The one thing we have to stress: what is proposed is drastically different than what we have right now, mostly because of the Specific Plan and how it protects you. If you take any commercial lot in any area of Venice, and you only look at its designation under the Los Angeles Municipal Code, you can see how its building size and height would be much larger, but the Specific Plan reduces all that [those limits]. So, if we don't know what the

Local Coastal Program is going to propose, it's very hard for us to comment on this map to begin with. That said, I think we have to start thinking about what we want in terms of mixed use, in terms of those tall buildings with limited open space. We have to tell the City what we want. Do we want larger sidewalks, to plant the medians? Do we want roof decks or no roof decks? We can't just say we don't want anything. Something is going to come. So, let's be proactive and say what we want.

17:30 Erica Moore—I have a quick comment about mixed use. One of the things about mixed use that I think needs to be considered, wherever you put it in any city, is it does change the impact that the residents have because of the commercial element. Having a business below you impacts your life in ways because of deliveries and the customers that are coming in. They aren't just in the building but going in and out. I can see the value of having a Gelsons. I just saw a building the other day that has that. And I thought, that's great. If you're an older resident and you don't drive, and things like that, that's fantastic. They can just walk downstairs and do all their shopping. But I know what it's like having a business in a residential area. We have to be so considerate of our neighbors. And it's an impact and an inconvenience, but not just inconvenient. It can impact your quality of life. It's loud. There's more trash that you have to deal with. There're more services that happen. And that does impact people's way of life. And that does impact the green space as well. So, we should be thinking about those things when we're thinking about this.

19:04 Liz Wright, I live in the Oxford Triangle--I actually read all 110 pages. 107 were totally worthless, unless you wanted to read ad nauseum, "encourage developers to do this," "encourage joint efforts among these groups," "seek out beautifying the neighborhood." If you read all of it, it would be "welcome to Westside Village." The real depth of it, the Plan, is in the last three pages, which gives the list all of the programs they've already put in place.

20:18 Barry Cassilly—I'm doing this for somebody else, so I'll do the best I can. Frank Murphy. He wanted to make a point. As I think everybody knows, Frank deals with data a lot and is very dense. So, I will try to make this point. There's a lot of stuff on... [changes to this comment being on behalf of himself.] My reading of this document says I think the intention of it is to point out that in Venice the only subarea that saw a significant increase in dwelling units was the Oxford Triangle. And it was a large increase. It was a 316% increase, between 1990 and 2000. I'm looking at this from an equity perspective. During that same period, the black population of Venice as a whole declined by 44.8%. The only subarea where the black population increased was the Oxford Triangle. Although it started with a small sample, the black population in the Oxford Triangle increased 892%. My point is that there's a linkage between density and equity. The more you restrict density, the more you limit equitable chances for people. And I'm just using this one population group to illustrate that point.

22:30 Ken Alaway, I live in the Triangle--I don't know what the plan is for this PowerPoint, but I think you would be well served to make sure it gets out to every resident in the Triangle. There are 60 of us here. I think you need to make sure everybody gets this information so they're



aware--by mail, or by dropping it off at every house. Don't wait, don't limit it to this group. Just go out and push the information out there. Don't wait for them to go to a website, push it out to them.

23:27 Angela McGregor, live in the Triangle--I wanted to mention, it's really interesting about the increase. The green area [on the map] is now the Thatcher Yard. But it's going to be another 98 units. So once again we're expanding the population of the Triangle. And I thought of that when Barry spoke because that's, again, fascinating to me that we're the only neighborhood that's really growing. I think she made a good point, we can't just say no, no, no. It's concerning that they're going to try to make Lincoln look like Wilshire going through Westwood with these high-rises. But I think there's a negotiation that needs to be made, because we clearly need more housing to be able to expand the opportunities for people to live here. And so, I'm not 110% against 5 story buildings on Washington. As far as the FAR restrictions on residential development in the Triangle, one of the things I love about the neighborhood is how eclectic it is, architecturally. So the notion that we can't have a 5,000 square foot house on a 4,000 square foot lot because it won't look like everything else, I like that it doesn't look like everything else, honestly I do. We have every kind of house.

25:46 Sean O'Brien—If they're going to go up to 15 stories on Lincoln Blvd, they have to bury the telephone lines, the power lines. I worked with LUPC and the VNC Parking & Transportation committee a couple years ago, and the City pushed back on that and said it was too expensive. That would be the first thing. I think we're all being sold a crock from the City to the developers about affordable housing. Affordable housing is done by a City formula, so it changes from neighborhood to neighborhood. So affordable housing, say in South Central Los Angeles, might be \$1,200 per month. In Venice it's going to be over \$2,000/month. I don't think that's affordable housing, I think that's market rate. I would propose that any density bonuses for all of Venice should be Very Low Income, Very Low affordable housing, instead of just affordable housing. So, that will ensure our work force can work and live here, our teachers, our aides, whatever, and as well people who are experiencing poverty.

27:24 Steve Freedman—I'd like to address the recent comment on equity that came from Frank Murphy's notes. I'm pleased as punch if the black population in and around the Oxford Triangle has increased very significantly. I haven't seen it, I can't say I've noticed it. But the discussion about equity...there's all kinds of equity and I know that equity is very important. But I would think that the notion of equity would have to do with the sort of housing that's available. And the additional housing that increased the population in the Oxford Triangle so much is very expensive condos and very expensive apartments. We're not getting any of that sort of equity whatsoever, even though I believe for the moment there is that additional racial equity, even though I haven't noticed it.

28:58 Sarah Wauters--my comment is going to be related to what I spoke about last time. I came to the East Venice meeting also. A group that I'm part of is planting trees throughout every single Venice neighborhood or sub neighborhood. And so I have gotten to know the neighborhoods very well. My neighborhood, which is Oxford Triangle, is also experiencing a

dearth of forest canopy and green space. And so I really do want to express that my opinion is that we need to have 3/30, which is to say that within 10 years of this plan being passed, every resident in my neighborhood should be able to see at least three trees. Now I'm told that people can look out and see three trees, that's not a problem. But for people who live in first story low rise [1-4 stories], everybody should be able to look out and see three trees. And we should have 30 percent canopy over that space. And we are very short of that now. When we allow these very large FARs, people build out the entirety of their lot. And that means, and I'm sure you've seen it, the destruction of trees that provide shade for their neighbors, and habitat for birds and migratory birds, as well as the cleaning of the air. All of that dust and dirt that comes off of the roadways is caught by mature trees. So, when we allow that type of development, we are decimating what makes our neighborhoods livable and beautiful. So, we really have to have our eye on that. And I will say once again, I do not support allowing any bonus density at all, because any time a bonus density is given, the setbacks are reduced to zero or very low. So those buildings, you can see the big white building on Lincoln, there's no trees. None. Zero.

31:15 Dr. Naomi Nightingale—thank you for your public comments. It's worth repeating that to say what you would like is very important. I was in Venice when this plan came up before and they had these kinds of meetings 20 some years ago. And you can complain a lot and say what you don't like in their plan, what you don't want in their plan, but if we don't have a plan, if we don't have proposals to put forward to them, they will do exactly what they presented.

32:20 Sean Silva, Council Office—I've attended all these so far and so I've seen each of the neighborhoods and each of the separate groups who have attended, and it's really important for our office to see this. For the last three months of 2023, our office conducted listening sessions to try and amplify the effects of what Planning had already been working on in the sense of community outreach. We felt the outreach was not adequate. We understood that to be the belief of many people, many constituents. So, we augmented that by having our own listening sessions, the results of which we have actually shared with the VNC since we were able to compile everyone's listening sessions from all four community plan areas. We were actually able to send that over to Planning and I've since given that out to all the Neighborhood Councils in the areas where there are Community Plans. So, not every part of CD-11 is going through the plans but of the four areas that are, Venice is one of them. The other three are also included in that report. So, you can get that report through the VNC. I don't know if Brian has shared that with you but if not, I would like to share it with you especially as when we created it, your committee was still nascent, so we have not had the chance to do so. But that said, you can read the results of what our initial outreach sort of netted, and the process continues. The Planning department has told us recently that the new set of drafts were based off the outreach that both our office conducted and their own processes, whatever those might have been, during this last period of time. They told us that they are expecting new draft maps to come out of that. Those maps were expected by the end of this month or sometime in February. They told us that the addition of our listening session notes gives them more to incorporate and that they would like more time, which we understand. So, I at this point don't have a timeline per se. But those new draft maps that are being released will supersede these maps essentially, and will reflect changes. Hopefully you see in that, if you've been part of the process for a long time, you

see some of the things you've been requesting in your areas. If you do not, it is then appropriate to continue the outreach to our office and tell us there are still things you do not like about this, and there are things you do like about this, or there are things that you like but you still do not see. Any sort of subset of those is very helpful to the planners as they continue in the process.

34:58 And I will say that there is one final update, which is that all these Community Plan updates must go through an EIR process. That EIR process is slated to begin in the spring. We don't have a date yet. We're thinking April/May. Frankly, it's better that there isn't a date, because that means it'll get pushed back and there will be more time for community engagement frankly. There was a push to hasten this process, which our office heavily advised against, because we said we would be losing a lot of time to influence the process by doing so. So, the end result here is, the EIR will be on a separate but parallel track, again, in the Spring, whereas the third round of input from the communities that are impacted by community plan updates will be starting as soon as those maps come out. We will be renewing our outreach from our office. Planning will be renewing their outreach efforts and we've asked them to augment the time as we felt they were inadequate in the previous term. And the EIR will begin with its environmental studies which, to answer a previous question, will include impacts such as parking, traffic, impact to natural resources, impact to cultural and historic resources, and a number of other things. So, that is where those things will be analyzed, within the EIR. The community plans, in other words, are designed to purely show you where they're anticipating the density and the changes in residential, commercial, and industrial land use. And the EIR is designed to tell us the impacts of their proposed changes to the environment.

37:00 I assist our planning and transportation deputy as a planning liaison. So in other words, I assist our planning deputy and basically do part of his work with him, because it's a big topic, especially knowing that we have these community plans, especially because there's citywide housing implementation stuff that is going on. There's always something going on in our district that relates to planning and land use, so our office felt that it's best to have someone. When they hired me, I said I'd like to do both due to my background, as I was engaged in planning before this role. But my experience lent itself to my being included on the planning and transportation staff in our office, so that is my role.

37:51 Sarah Wauters--does the EIR include a study of the impact Steve Bradbury raised, which is that we are a coastal community, and we have Sea Level Rise and the propensity for storms to occur that are going to be life threatening and will cause... If you really look at that closely there really should be no development west of Lincoln. Is that going to be in the EIR?

38:34 Sean Silva—I can't speak to that, that's the Planning department's purview. So, something that is within the EIR is obviously the impact for situations like that. I know that if you think it's not studied to the degree that you think it needs to be, you should definitely comment now to us about the importance you feel about it. And it might be appropriate for the committee or the VNC to take that stance because you are the only committee other than Westchester/Playa del Rey, which does not have the same footprint along the Coastal area, within the Coastal area,

within our district, that is getting these plans. So, Venice is very unique in that way, and so you should definitely make that opinion or idea, or sentiment known to us.

39:13 Dr. Naomi Nightingale—I want to give the committee a chance to have dialog about this. There are many components to this process—the EIR, the Coastal Plan. I asked Richard to put this chart back up because I wanted the group to see the interrelationship of the plan, the work we’re trying to do, and the work of the Coastal Commission and the City, the interrelationship there. So, at these points where you see the arrows going across, for the Local Coastal Program and the Venice Community Plan, we’re working together. And the Coastal Commission certifies the LUP, and then the City prepares the Local Implementation Plan, which the City Council has to approve. So, when we complete the work that we’re doing here with you all and the other neighborhoods that come to the meetings, and we’re just going to talk a little more about maps and what’s going to be put on the website, then that information gets incorporated into a report of recommendations to the Venice Neighborhood Council. And we’re expecting that that recommendation is reflective and representative of the things that you want to see in a plan, not necessarily what they’re saying, and what we don’t want them to have in the plan. And a lot of what you said this evening about what you’d like to see—the trees, and the open space and the setbacks—that information needs to be reiterated.

I’m also very concerned about community impact on these projects, what it does to the community, what it does to people being able to be neighbors and their ability to be mobile in their communities, and the opportunities to build relationships and to have recreational activities within the areas in which they live. And I see a lot of what is proposed with these plans would be prohibitive in terms of people being able to do that. So, I’m happy to hear the things that you say you want to see. I would like to hear more about that.

42:31 Richard Stanger—it takes time to make these slide shows, even though some of them are the same, but I’ve caught up. And now I’m able to post these slide shows ahead of time if that’s what you all want. It seems to be something that will be helpful. So, I will post it for the next meeting, say next Wednesday’s, I will post its slide show on our website by Friday. So, you’ll have five days to see that. [A suggestion was made to also post on NextDoor. Per Dr. Nightingale, we can only post on the VNC website.] I’m open to that now that I’m sort of ahead of the game. As far as providing copies to everybody in the neighborhood, I was surprised when I went to Staples to ask how much it would cost to print those three printed pages of the survey—that it was 87 cents per page for black and white. That runs into hundreds of dollars just preparing the surveys. To do an eight-page color thing would be thousands of dollars. So, the compromise is to post it. So, I’ll post it early. It’s available to everyone who has a computer. You just go to VNC, go to calendar, go to February 1, and click on this committee. The screen will come up and on the upper right you’ll see committee web page. Click on that, and then you scroll down, and you’ll see our PowerPoint, and click on that. So, I’ll do it ahead of time and that’s accessible to everyone.

45:11 Steve Williams—thanks everyone for coming out and speaking tonight. I appreciated all of your comments. I think it’s really important that everyone’s here and weighing in. Some of the

things I heard tonight that I wanted to recognize and maybe add my comments to is, I agree with what someone said about how we need to know from the City what percentage low and very low income some of these units in these buildings, these 15-story buildings, are going to offer. That's a huge bearing on whether some of us are for or against it. I'm not convinced, like I said before, that we need more market rate housing. I think we need more affordable, well, I don't like this word affordable because really, it's just low and very low income so it's not confusing. As one gentleman said tonight, affordable could be over \$2K in Venice. Let's be clear about using low and very low income. So, that's one thing. One comment was interesting—mixed use seems to be a given with these larger developments, these larger buildings, having commercial on the bottom and residential above. That was a good comment that that could be an impact to people, that could be a problem for some. We're led to believe that mixed use is just what we get now. And maybe that's not just the best thing. We need to hear about that, thanks for that comment.

46:45 Someone commented that we should go door to door in everyone's community and make sure they get this information. We're trying and it'll be online. We also ask you guys to reach out to your neighbors. If you have email networks or any kind of communication network in your community, please send folks to these meetings, send them to the website. The surveys will be up there, and we do want everybody to participate. But I can't guarantee that we're all going to be canvassing the neighborhood. Another comment was regarding these FAR build outs and increased density that we're losing trees and vegetation, things that make life more pleasant. Not only that, this effects your psyche and your wellbeing, being around green space and vegetation. Trees and plants provide what we call "eco-system services." They're doing stuff, they're cleaning the air, they're infiltrating run off when it rains so it's not just going to the gutter and carrying pollutants to the ocean. This is very important where we live, by the ocean. I'm pretty involved in that stuff with Surfrider, so it means a lot to me. All the plantable, permeable space that we lose, we're not getting it back. So, if we can't infiltrate, if we can't absorb runoff to our own properties, it's gone forever. So, let's really think about that.

48:30 The only other thing I wanted to say is, what are a bunch of rules for if they're never enforced. There's a lot of stuff that's not enforced. L.A. City I'm looking at you. I can point out a couple that some may think are minor ones, but things like gas powered leaf blowers, all day long, buzzing by your window, the smell of gasoline and oil in your house. How about fence heights and hedge heights, these walled things. We already have walled streets, with these hedged walls and corridors. Now it's going to be 15 story, a whole other kind of corridor and canyon we'll be traversing. Another thing is residences are responsible for on-site parking and it's built and they're often converted and filled with other things. Who's enforcing that? I know that next door to me they converted all the garages into weight rooms and filled them with other stuff, and I've reported it and the City never enforced it. This is where we're at, and we need to call for enforcement that actually works, not this preferential enforcement on folks/the little guys, and the big guys get to run roughshod.

50:01 Robin Rudisill—one of the key things here is this first cut by the City is too cookie cutter. I think Liz explained it very well. It wasn't until the last three pages that there was anything

meaningful. One thing I'm curious about from this group is how you feel about having a FAR limit in your neighborhoods. No one really picked up on that issue that Richard has highlighted. One of the problems here with all of these tall buildings, the City hasn't told us what they need to do in our area, in terms of an increase in units, increase in density. And so, I get the feeling they're just putting out there as much as possible the maximum that I'm sure anyone could ever imagine. I'm sure we won't need that much and so I'm hoping that'll be clawed back in the next go round. In terms of the Local Coastal Program, this Community Plan is going to be reconciled with that, and I know there are some very specific areas, like along Ocean Front Walk, that I can't imagine the Local Coastal Program will allow increases up to five stories, etc., because sea level rise is coming, it's coming faster all of the time, we're seeing more flooding events, etc., so I think once they start considering these environment things, not just in the EIR, but also in the Coastal plan, hopefully we'll see some changes and some more reasonable expectations for density.

51:55 Alix Gucovsky—Thank you all for coming out. I hope you all come to the next ones because it's not just your area of Venice that matters. We all travel and live in this community together. I'll start from the big zoomed out angle, which is we need to say not just what we don't want, but what we want to see. And I think that's really challenging, because as we go through these plans the big question for me is are we a commodity or are we a community. And the community plans I'm seeing look at this place as a commodity and not as a community. And we need to shift that focus so that we can start thinking about how to build a vibrant, diverse, equitable community. To the conversation about density, that density gives equity, this is utter garbage. Our housing production right now is currently outstripping population growth. And if you look at Oakland, I referenced this in the last meeting, Oakland was the poster child for building the most housing. They had 8,000 units built, but decreased 14,000 people, meaning their number of people per units went down. So, what is happening is we're building for single people, we're not building for families. Let's be really clear about that. And families make up our community. I want to address some of the climate issues as well, which are super important to me because, if you know me, you know that I'm a surfer and I'm super passionate and I love the birds and the trees. I think it was Steve who mentioned the impact of these big buildings. We will create heat islands within the community, we will restrict air flow, and we will also have reflection off the glass that will be very, very challenging.

53:48 We have a water processing plant, the Hyperion plant. I am in the ocean 6-7 days a week. We have sewage spills. How are we going to keep our water clean and our sea life clean? Last year, we had the worst acid, toxic algal bloom in our ocean that drastically impacted our sea life. It was devastating. And from a tree and bird perspective, to speak to Sarah's point when she comes up and speaks about that, we have so many different bird species here. We're part of a migratory pattern that has to be protected, that makes it an incredibly vibrant and unique community and not to get hokey, but we're all God's creatures and we need to figure out how to live here together in harmony. It's magical that we have owls and hawks, and I think Ian told me last week, Blue Jays, how lucky we are!

54:42 Infrastructure is another big thing that I didn't hear mentioned by people. Where are we going to get the water, where are we going to get the power? We can't sustain this right now! Parking and cars were mentioned as well. And I just want to let the room know, that the ideology in California that's coming from Sacramento is that we're all going to be riding our bikes and not using cars. I walk, I ride my bike, I take my skateboard and I use my car. I'm multi-modal in my transport. But this is bullshit. L.A. is built, fortunately, as a circulating out City. We don't have the mass transit right now. We don't know what we're going to evolve to. But to think that we're going to not be mobile is just not accurate. And so, we need to start getting realistic about that. I'm not saying we should stay a car culture by any stretch of the imagination. But maybe we should start thinking about pushing a policy of remote work, so that we have less people on the roads. I think there are conversations that we can have. And finally, the last thing is mixed use. Richard said it best—that mixed use is like a chicken soup for fixing everything. I don't know how many of you drive all over the City. Retail is suffering, it does not seem to be coming back any time in the near future. To think that we're just going to put endless amounts of mixed use...there are store fronts vacant everywhere. As many of you know, Sweet Lady Jane just closed. Many businesses are closing, and I don't see those being filled. So, it may sound good, but again, it's sort of a little bit of magical reality thinking. So, thank you guys all, and I hope that echoes some of your concerns and is food for thought.

56:43 Edward Ferrer—the City is trying to listen to the State. And I think the City basically wants to increase their tax base and it seems to me that's the most important thing to them. As people have pointed out, Lincoln is a disaster already, at 5 o'clock every day [audience indicated as early as 3 pm]. I have water about 4 feet under my lot and I expect it to increase. And certainly, as sea level rises it might get up to 1 foot. But I don't think the City is paying attention to that. As has been mentioned, on and on and on, they just want to keep building, building, building. So, I'm here because I'm hoping that they will hear the problems we have here on the street.

57:50 Mark Mack—I have just one comment: when the representative from Traci Park talked about the listening sessions and that the City now is taking that into consideration and it delays the draft maps, it should be delayed more so they can also have this input into the draft maps. They should not produce a draft map that has to be changed because we have another input two months later. So, I think they should hold it back so they do not do double work. That's my procedural comment.

58:40 Dr. Naomi Nightingale—we are in touch with them and have shared all of this information with them.

58:48 Mark Mack—I think it's that the agencies are working parallel and not together so somebody needs to push that button. I'm here because I'm a resident of 30 years in Venice. I love the diversity. I love that Venice is a place to live and it is also a destination for other people, for many people to come here. It's a gateway to the ocean. It's also now an escape route away from the ocean. In terms of traffic, it is a short cut. People try to weave through Venice to get to the freeway or to get south. Venice has become the way to get quickest to Lincoln or something

like that. So, alternate traffic studies are under way. I have seen a study, we are looking at a study which identifies many different issues, analyzes what parking is available and what parking could be. For instance, restriping some of the wider streets, increasing diagonal parking, maybe making a management of one-way streets where it's very tight. There could be many recipes or solutions for how to lighten the load in creating more on-street parking, because it's very unimaginative how the solutions are right now.

1:00:40 Do you want FAR limits in your residential neighborhoods?

1:01:24 Steve Freedman—I very much think the Oxford Triangle should have the protection of FAR limits. The Oxford Triangle is very low density, single-family residential, for a reason. It's interesting that the illustration did a comparison on lots that are 40 feet wide. The majority of lots in our neighborhood are less than 40 feet wide. That's the reason it's particularly low. We need the protection that we don't presently have, significantly, to protect the type of neighborhood that it is. Floor Area Ratio—we aren't protected in that way now although many other neighborhoods with bigger lots are. [No one in the Coastal Zone has a FAR limit, only East Venice has a FAR limit.]

1:02:40 Paola Pini—I live in East Venice, where we do have FAR. But I think that we also look at FAR and lot coverage together. Those two elements really make lots more friendly and with open space. Everywhere else in the City lots have FAR and lot coverage limitations. That's what we have in our large single-family area of East Venice. Commercial space doesn't have lot coverage regulations. And one thing we should really push for is to implement open space at the ground level for commercial lots—where we can be planting real trees on the ground instead of putting them on the roof. Somehow, some peculiar landscaper or entity told the City that having a tree on the top of the roof is the same as having a tree planted on the ground. Publicly accessible open space at the ground not only allows for vegetation to thrive, but also allows for interaction of people, a place to meet with everyone that passes by, instead of having all the green space “behind closed doors” within the lot. Open space at ground level and along the street re-vitalizes the street and enhances public spaces and the pedestrian experience. Not only that, it creates more interesting architecture and improves everyone's quality of life.

1:04:16 Ruthanne Carlisle, living on Howard St. for 50 years—and I've seen all the changes, and I feel like a steamroller is coming. We have fought off a freeway down Oxford. All those houses are there because we stopped the freeway from coming and dumping out on Washington. There's a steamrolling coming. I feel like we're fiddling while Rome burns. Honestly. Open space—that development at the end of the freeway on Lincoln, those giant ugly towers. They were supposed to be open space. You should have seen the plans they showed us, under the open space plan. There is no open space, there is no room for open space. You put a tree on the roof?! I mean, come on. I'm not going to be here, I'm going to be 80, I'm not going to be here in 20 years when this whole neighborhood becomes condominiums, because that's what they want and I'm emotional about this right now because I feel like we're fiddling while Rome burns.



1:06:02 Sarah Wauters—I'll reiterate what was said, and what I said before. We do need a FAR, and the limitation on how much ground coverage is covered, in order to preserve open space. Even if it's your backyard, it is also impacting the people who have a backyard next to you. And I'm sure all of you have seen large homes that are two-stories high, and they cover the entire lot. And that means that the person who once had a backyard without the shading of a two-story home now doesn't have that any longer. And whatever plants they have growing there, and trees, will then be challenged by that ultra-large home. The other thing to point out is that size is not density. A 5,000 square foot home for a three-person family is not increased density.

1:07:25 Dr. Naomi Nightingale—as far as yard space, there's a house, I wouldn't call it a house, there's a building next to me that takes up all the front space, from the sidewalk to the edge of the alley. It's 3 stories high, and 4-5,000 square feet [subsequent research shows that it's 5,900 square feet on a 5,557.4 square foot lot]. It's a side-by-side [small-lot subdivision], so it's two on a lot. Remember two on a lot was supposed to create density? And when that house was built, or before that house was built there was a California Craftsman. It had a beautiful backyard, it had fruit trees back there. I used to work in my dining room, but since they built this house I have to keep lights on because there's no sunlight that comes through my windows any more. And so, I have to keep lights on throughout my house because the whole east side of my house is shadowed by this three-story building that's a huge monstrosity. And about the sea rising, I have to have sandbags on my garage because my garage floods every time it rains. So, I understand. And I say that because I want it to be understood that the people on this committee are people that live in this community too and are seeing and feeling and being aware of all of the things you're bringing to our attention. We're not just a body of individuals who don't hear you and don't see you and cannot relate to the things that you're saying.

1:09:23 Barry Cassilly—I just wanted to address a couple of technical points about FAR. You can accomplish the same thing with building volume and regulating building volume as you can and maybe better ways, than limiting the FAR. You can determine where stuff goes on a lot, give people specific numbers of building volume and allow the building designers to decide where that actually goes. With respect to the Mansionization Ordinance and FAR, the average lot size to be used in calculating the BMO was 7,000 square feet. The average lot size in Venice is 2,700 square feet [several people in the audience stated that the average is 3,500 square feet. That is my business to know, per CJ Cole, realtor]. So, if you literally applied the .55 allowance for building size on a 2,700 square foot lot, you would end up with a total building size of 1,480 square feet in Venice, on average, which I don't think anybody thinks is adequate.

1:10:45 Richard Stanger—I live in a house that's approximately that size.