

SUMMARY OF PUBLIC COMMENTS

Below is a summary of the Public Comments, in no particular order of ranking. Following that are the complete Public Comments made during the meeting.

Planning Process

The city proposes 15 stories along certain areas of Washington. Why would we want that is my question. Unless it's coupled with open space or transit or infrastructure improvements, it's kind of a one-dimensional story they're telling. What would be really helpful with these things is some sort of 3D massing that shows these changes. I think people would be shocked at what's proposed. And I appreciate that most of this is built out, but there's no "why" behind what the changes really represent. If you're up zoning a portion of the Peninsula that's already built out, my question is why. I just want to understand why that's good or what the City is trying to accomplish.

There is an idea that density is going to magically solve things. And it's not. We're losing population. Our businesses are fleeing. Our services are a mess. Look at this map. What do we see? We see water on every fringing side of the Marina Peninsula. What are they thinking is all I ask myself. What are they thinking with this? And we should demand an answer. It's also going to be a problem for insurance, present and future.

This is a changing process. So, don't be frustrated. The city is listening. Sean is here. Our council person is amazing. They listen to us. Changes are going on. I know you look at this and a lot of you feel like, oh my gosh, we have no voice, we have no say. That's not true. We do. So, keep at this. Keep staying active, keep coming. Email us. It's super, super important. This is an ecologically sensitive area. And it's not just belonging to us the people that live here. It belongs to all of Los Angeles and the world.

L.A. and Venice in particular is a very primitive urban structure. Zoning is a very primitive instrument to create cities. Look at many complicated cities--New York, Chicago--who deal with water, deal with infrastructure. And we are really at a very primitive state. I think we need more intelligence in how our city is planned, how our city is organized, we need to include many more elements than just zoning. The city has no tools to enforce sort of intelligent buildings for intelligent cities. Parking, traffic, environmental issues, solar access, all of these things should be considered.

It's very primitive what the L.A. Planning Department seems to be doing--totally ignoring traffic and the infrastructure and our water table, tsunami risk, and on and on.

Where are those elements that make a community a community, that make you want to live in a certain place, that make it possible for you to live in that place, to make it affordable and livable for you to live in that place?

I think next time we should actually receive a mailer, something so every household receives it, so it's not only the ones that are very informed or who're paying attention to what's going on in planning, but everybody can actually know about this opportunity because it is so important.

Isn't there supposed to be some sort of study to determine how much an area can deal with, with the amount of traffic that it has, and then you build accordingly and not the other way around?

Residential

A way they get around the FAR is using number of stories if there is no height restriction. So, you can build a story that's 20 feet floor to floor, and then you can put a loft in there, as long as your loft is something like a third less than the floor plan. If you're worried about how tall buildings are then we need a restriction on the floor-to-floor height. That is really key, more so than the number of floors.

Height restrictions are better to talk about than floors because we know how those can be manipulated.

I looked at the attached diagrams and was alarmed to see the proposed density and height increases and the elimination of the height as a measurement (in feet), substituted for height expressed in stories (from 3 - 5). I could reasonably predict that the proposed changes could be catastrophic for the character of our Peninsula West zone. A possible increase by one story or more with mezzanines, and a concomitant increase in vehicles, parking, congestion and density, and a radical decline in spatial variety, picturesque quality, ecological heterogeneity and all the values that I imagine residents of the 'zone' support.

For VEN 3, 6, and 7, which are now single-family zoning, I don't understand why they are being changed to multi-family (Low Medium Residential), with an imposition of FAR on those lots where it doesn't exist, and a limit on stories or height that's less than what's currently built.

It's clear that the number one objective of City Planning is to allow for as much housing as possible. It obviously makes no sense where you have single family residential in Marina Peninsula East that you would upgrade it to multifamily residential, because it's built out as single family. Why would the city do that?

Housing will materialize through all kinds of ways. One of them is production. We as a community need to participate in one way or another in accommodating these numbers. That being the case, it doesn't mean that the Peninsula is where you accommodate it. The Peninsula had the oil rigs 60 years ago and is now probably one of the most productive as far as housing of any area in Venice. Maybe we represent 14% of the population of District 11 on 4.6% of the acreage. So, we have a disproportionately high population already.

As a matter of principle --- I am hoping that the environmental quality of the walk streets will continue to be enforceable . . . with strict parking requirements limiting parking spaces and maintaining the walk streets as 'green' corridors. Indeed, I believe that 'requirements' could be articulated that would improve the present situation, and these should be a critical part of the 'plan.'

To reduce height and square footage allowances and to impose a FAR where there is none or reduce FAR where there is one existing is inappropriate. I don't think that if I buy a lot that I shouldn't be allowed to build what the neighbor to my right and my left have already built, to maintain an existing look and feel. I don't think taking away what's currently allowed is appropriate.

Increased height just destroys the character of the walk streets as does loss of proper setbacks.

Commercial

The parcels at the Washington and Pacific intersection are quite small (west of Pacific 30'x63', east of Pacific 28'x83'). This is a busy intersection in part because there is a pedestrian scramble phase. There are

no driveways in and out of these parcels now. They are 1-2 stories and rely mainly on walk-in traffic. If you have larger/taller buildings on these parcels (another difficulty given lot sizes) where are the on-site parking driveways? Driveways need to be as far away from such an intersection as possible. Otherwise, cars waiting for the light would block exiting or be caught up in right turn traffic or pedestrian traffic or both. Like Windward, the west end of Washington should be pedestrian-oriented with wider sidewalks, no street parking, and a lane in each direction to get to Speedway and beach parking. Any use that requires adding on-site parking, especially 5-story buildings, simply won't work in this area.

Parking and Traffic

Lower parking standards are important if they're coupled with mobility and access improvements.

You have the ocean on one side, so there's a low water table pushing underneath all that from the ocean, and you have the canals on the other side. So, you have this high-water table, and you can't just start digging down to do underground parking. So where are you going to put all the cars for these 5 to 15 stories that people are talking about? Because we know what happens in the summer with parking and it all bleeds into the surrounding neighborhoods.

Environment

It's hard for me to believe that the Coastal Commission will approve this kind of increased density because of sea level rise.

I have a friend who does low-income tax credits and builds a lot of affordable housing. He said that in any other place in the country you would not be building in ecologically sensitive zones, in flood zones and in fire zones.

I'm looking at this map of a basically entirely constructed peninsula, formerly a natural wetlands site, an estuary that is surrounded on all sides by water, and there's really not anywhere to easily divert runoff other than the surrounding ocean waters, tidal waters. It's a conundrum. And it makes it an environmentally sensitive settlement just by the sake of where it is.

We must also consider the elimination of extreme amounts of sun by the increased shadow length of the higher buildings which in turn decreases solar gain, and increases the use, and need for more heat; and decreases the required plantings' survivability due to decreased natural light conditions.

Does this plan that you're talking about, that the city has, make any consideration of the fact that there are many, many old wells, old well sites, capped wells, and non-capped wells?

Infrastructure

I've lived in Europe's most densely populated city, Barcelona, and that's a city that sort of works because they have lots of parks and lots of build out of public transportation. And if they want to put six-story buildings all up along Venice Boulevard and Washington Boulevard, so lots of different kinds of people live there, I'm sort of okay with that...if there's lots of parks, lots of access to public transportation.

We'd like to see a public subway down the length of Venice Boulevard or Washington Boulevard.

What about increased services? If we are talking about significantly increasing density, what about increasing our fire department and our police officers or any of these other services that are needed proportionate to the number of people that live in these neighborhoods? Do those things come congruent with these proposals? Are those things considered before these proposals are finalized?

I am concerned we're now facing traffic congestion in the Marina and in Venice like never before. Of course, the Silicon Beach traffic flows through also, which is another problem. So, I hope we're watching traffic.

Think about what happens if there's an emergency. There's a tsunami, there's an electrical issue, there's a gas issue, and there's about 2,500 people living on the Peninsula, and another 1,500 people living on the Silver Strand. This is a peninsula surrounded by water. There's not a lot of options when you need to get out of Dodge quickly. Just imagine everyone on the Peninsula getting ready to go up Pacific or around Via Marina all at the same time. If you're going to add bonus density you're going to turn the Marina into South Beach, which is essentially what this plan does, and you're going to add all those other people into this equation.

Yes, we can have increased housing development where we can accommodate eventually everyone. We have to allow more development. But we should also be accommodating parks, green spaces, and I'm always looking at how can we infiltrate stormwater runoff. We're going to have all this increased density and these high rises, but what about the actual infrastructure for the water, the runoff, where does it all go, how are we going to accommodate that? There's no mention of it.

The issue of needing the parks and the other infrastructure to go with the density is a huge issue...probably one of the biggest.

On the Peninsula telephone poles are really leaning. They're reinforced with little bits of metal, and they carry all the live wires. We've become so used to seeing them that we do nothing. And before we put a single person, one extra person, onto the Peninsula, we have to make it safe for us.

Below is the complete version of the Public Comments.

PUBLIC COMMENTS

(Times are from recorder used by committee)

Nate Cherry: [00:23:17] Hi everyone, I'm Nate Cherry. I live in Peninsula West. I have a couple questions and I'm not sure we're going to get the answers, but what would be really helpful with presentations like this is what are we trying to accomplish with these changes, what is the big picture? I understand the affordability but if it's just more density, it's kind of a one-dimensional story, isn't it, because there's no clear benefit, as a resident. I think 4 or 5 stories is okay for the Peninsula, but there must be a typo on one of these because it proposes 15 stories along Washington right here.

Richard Stanger: [00:24:05] No, it's not a typo. It's a 6.0 FAR. That's what the city is proposing.

Nate Cherry: [00:24:09] So the question is, what is the benefit? Why would we even do that? There is one 15 story building in the Marina and it's just totally over scaled. It's a crazy building. Why would we want that is my question. Unless it's coupled with open space or transit or infrastructure improvements, it's kind of a one-dimensional story they're telling here, it seems to me. I think multifamily is okay, to increase affordability, we have to keep our fair share. What would be really helpful with these things is, the numbers are helpful but, some sort of 3D massing that shows these changes. I think people would be shocked at what's proposed. And I appreciate that most of this is built out, but there's no "why" behind what the changes really represent. If you're down zoning a portion of the Peninsula that's already built

out, my question is why. I just want to understand why that's good or what we are trying to accomplish. I think lower parking standards are important if they're coupled with mobility and access improvements.

Dr. Naomi Nightingale: [00:25:32] So I just want to say that on the part of what the city proposes, we don't have the why except that the city as a part of its General Plan has 35 different areas within its General Plan. And every 20-25 years they come back to review the plan and see what changes they think are needed in reference to what the city is looking forward to in terms of property tax base, in terms of density and complying with the state mandated 465,000 low-income housing units. The city's plan focuses on land use, open space and housing. So, when you see things that don't make sense to you or that look ridiculous, they probably really are. But it's their view that we are telling you about and we also want to know exactly what you said – as we think that doesn't make any sense. What is the reason for this? The why is a question for the city. But we're asking what you do want.

J Kurland: [00:26:46] Hello. I work for a general contractor that actually builds multifamily housing, low-income housing in West L.A., all over L.A., so that's where my comments are coming from. And developers do cheat the system. We have an example right here at The Shores. You're familiar with the building in the Marina. The southern corner was supposed to be a floor lower. That was what went through plan check. That was on the architect's drawings. But lo and behold, what was really built, it was not respecting the neighborhood. They built the same five stories all the way across. So, you go through and [get] your permit and say, this is okay, but that's not really what's done. So, another way they get around the FAR and things like that, you can build a loft and as long as your loft is something like a third less than the floor plan, you can get a free loft and all these scenarios. You're just talking about a number of stories, but there's very few have the height restriction. So, you can build a story that's 20 feet floor to floor, and then you can put a loft in there. And if you're worried about how tall buildings are then we need a restriction on the floor-to-floor height, and that is really key I think, more so than the number of floors. And my last point is low-income housing or very low. It's been a requirement. What's becoming more prevalent is, the developers are able to move that off site. What they do is they give that money to [organizations like] CCSM [Community Corporation of Santa Monica], the Santa Monica agency that is now helping all of LA. So, the developer merely writes a check so somewhere else they can contribute towards low-income housing. And it's not. The low-income housing doesn't end up in that building [but they still get the density bonus at the originating location]. No one's getting low-income housing in Marina del Rey, we're not helping the community. The developer writes a check. It's built elsewhere. So that's kind of a crock too.

Dr. Naomi Nightingale: [00:28:51] That's good information. Thank you. We've got to watch out for that.

Fred Siegel: [00:29:01] Good evening. Hi. My name is Fred Siegel. And just a little bio: In the 50s and 60s, I can remember visiting my grandmother on Dudley Court, near Rose and the boardwalk, and taking an electric tram along the boardwalk and taking a trolley down the median of Venice Boulevard to downtown. So, when this gentleman mentioned public transport and public space, what we would like to see is on the corner of what I call the Islands lot, from Via Dolce to Via Marina. We'd like to see a park there. And we'd like to see a public subway down the length of Venice Boulevard or Washington Boulevard. And then I've lived in Europe's most densely populated city, Barcelona, and that's a city that sort of works. And it does so because they have lots of parks and lots of build out of public transportation. And if they want to put six story buildings all up along Venice Boulevard and Washington Boulevard, so lots of different kinds of people live there, I'm sort of okay with that...if there's lots of parks, lots of access to public transportation. So that's what I have to say. Thank you.

Catherine Fishman: [00:30:17] Hi, my name is Catherine Fishman. I live in the Peninsula East I think. It was a little hard to tell from your map. I have three questions. The first is, going back to your slide regarding the commercial use on Washington. So, is the proposal that we are rezoning this area such that it would be mixed use?

Richard Stanger: [00:30:44] It's adding an element to commercial that includes mixed use, but I'm not sure if it's rezoning.

Robin Rudisill: [00:30:54] It's Neighborhood Center.

Mark Mack: [00:30:56] Commercial and residential.

Catherine Fishman: [00:31:19] Okay. So, then I suppose, like the other gentleman said, it would be really much more helpful to have like a 3D rendering or something, so we all understood what we were talking about. And then my other question is, how much is this stuff going to cost homeowners? Do we get to vote on it?

Dr. Naomi Nightingale: [00:31:37] You get to say what you want to have in those places instead of that, and we get to report that to the city and represent and advocate for the information that people are giving to us this evening.

Catherine Fishman: [00:31:50] So, how is all of this going to be funded?

Dr. Naomi Nightingale: [00:31:55] Property tax probably.

Catherine Fishman: [00:31:57] So is it going to be like a proposition or something that we have to vote on?

Dr. Naomi Nightingale: [00:32:00] Well, we don't know that. They haven't said that. We don't know that. And I can tell you, in the last plan, I don't remember any property taxes that were initiated, except that maybe people that were buying into the area as new homeowners or purchasing property, probably any tax initiatives or increases were on those properties, but not a blanket bond or property tax initiative that was imposed upon existing residents.

Frank Murphy: [00:32:39] Now, I'm not sure. I might be confused as to the question. What we're talking about is what's allowed to be built. The people that will build it are private builders, so it doesn't cost the government anything. It's just that's what they're allowing to be built. It doesn't mean it'll materialize. It just means that that's what's allowed, per the code.

Catherine Fishman: [00:33:14] Sure, but there's enforcement costs. And then if we need to build parking structures or we need to build parks.

Frank Murphy: [00:33:21] That's on the builder.

Catherine Fishman: [00:33:24] Builders don't build parks.

Frank Murphy: [00:33:26] Yes, you're correct.

Catherine Fishman: [00:33:28] The roads or the subway or other mechanisms that make the builders' things accessible.

Frank Murphy: [00:33:35] Right. And the increased housing then also helps to offset that cost to the existing people that live there.

Catherine Fishman: [00:33:47] More tax base.

Alix Gucovsky: [00:33:48] Correct. But here's another way to look at it. If you're familiar with, for example, I think there's Arbor, there's Hinano, there're all those cute little stores. And when you allow for, say we can build up to five stories with bonuses, you have now increased the value of that property, incentivizing sales. So, there is a potential loss of these smaller businesses. And there is no guarantee. Right? You're not paying for it as a taxpayer, but you are potentially losing small businesses with no guarantee of what's going to be replaced. So that's something to think about. And again, to Frank's point, that's not saying it will happen, right. It's just a possibility.

Catherine Fishman: [00:34:33] Which is why I was asking if you get to vote on these things or if it's just an informal anonymous piece of paper kind of thing. And also, what about increased services. If we are talking about significantly increasing density, what about increasing our fire department and our police officers or the sheriffs or any of these other services that we are provided, which are proportionate to the number of people that live in these neighborhoods? Do those things come congruent with these proposals?

Dr. Naomi Nightingale: [00:35:09] It's a part of how the city looks at its General Plan so that those things are not looked at by what it is that we're doing here. But when they talk about what the Housing Element is and how it provides services to people that need housing, then commensurate with that, what are the grocery stores that are needed in the area, what are the parks that are needed in the area, what are the other services that are generated as the population and as the building increases, whether you're building commercial or you're building housing or you're building mixed use. So, the Southern California Association of Governments, which is our regional planning agency, will also be looking at how those things are calculated as it looks at how they meet the needs from their General Plans, from their Specific Plans.

Catherine Fishman: [00:36:13] But are those things considered before these proposals are finalized? In other words, are we going to have these proposals where people can start building 3 or 4 or 5 story places or multifamily housing where there wasn't already multifamily housing, and so obviously they're going to increase the population, and then we're going to decide, maybe we need another fire station, or maybe we need another police station?

Dr. Naomi Nightingale: [00:36:36] You mean like they do now?

Catherine Fishman: [00:36:38] Yeah. Well, that's why I'm asking.

Dr. Naomi Nightingale: [00:36:40] I don't mean that as a joke, but it's basically how it does happen or how it has happened. Ideally you would have all these heads thinking and planning together so that there's linkages to the resources and how they're built out and how those needs are being met commensurate with what's being built. Ideally. But it doesn't happen that way.

Pamela Abelson: [00:37:20] I'm Pamela Abelson. I live at 130 ?. I would like to know, has anybody addressed the traffic that will come? I mean, there's already density growing--a lot of apartments and condos--and there's a lot of traffic, the traffic has changed a lot. So, I would like to know if anybody has

addressed how the people who are driving around in the cars, how that's going to work and the streets... [They want to close the freeways.]

Dr. Naomi Nightingale: [00:37:58] Yeah, we actually were blessed with given that responsibility, along with all the other stuff that we're doing here. So, parking and... Sorry, Richard?

Richard Stanger: [00:38:11] No, there's no associated traffic studies, but City Planning has asked and a consultant has prepared a parking utilization study within Venice to determine how effectively the parking is being used over time and in the peak seasons. And this committee will be looking into that and recommending from that study what might be priorities the VNC would want to implement from that. But there's no traffic related studies.

Pamela Abelson: [00:38:54] Isn't there supposed to be some sort of study to determine how much an area can deal with, with the amount of traffic that it has, and then you build accordingly and not the other way around?

Robin Rudisill: [00:39:10] I agree with you. That should be planning 101. Why they have the...

No name provided: [00:39:17] Parking has caused huge traffic issues. They're doing a study now. Five years later.

Pamela Abelson: [00:39:24] So, the only other question that I had was, this other lady was discussing services. So, the Sheriffs have closed, they closed their office. There's only a skeleton crew there at the Sheriff's department in our neighborhood.

Dr. Naomi Nightingale: [00:39:51] LAPD is city. County is Sheriffs.

Lee J. Byrnes: [00:40:21] Hi, my name is Lee J. Byrnes. I have been a landlord and tenant, I've been a developer, and I'm a homeowner. I lived in the Peninsula East. I intend to at the end. And I want to say that I believe that limitations on square footage, on height and on FAR are appropriate in my mind to maintain an existing neighborhood's look and feel. I think to reduce height and square footage allowances and to impose a FAR where there is none or reduce FAR where there is one existing is inappropriate to scale a neighborhood down. I don't think that if I buy a lot that I shouldn't be allowed to build what the neighbor to my right and my left have already built. So, I think to maintain an existing look and feel, that's the use of that sort of police power, to keep all things even. But I don't think taking away what's currently allowed is appropriate. So, I know that's not a popular opinion in this room, but it's my truth. And I just wanted to say that. And I wanted to also echo the traffic piece, that I really would like to see the city holding the developers to traffic studies and requirements especially. I know we're not talking right now about Maxella and the Barnes and Noble to Designer Shoe Warehouse or whatever. It's already there. But I am concerned that we're not getting policing around the traffic requirements, and we're now facing traffic congestion in the Marina and in Venice like never before. Of course, the Silicon Beach traffic flows through also, which is another problem. So, I hope we're watching traffic.

Alix Gucovsky: [00:42:11] So I think the distinction in the FAR, from what I've seen, and I think it's an important one--and Richard, correct me if I'm misunderstanding this--but it's to really drive multifamily building and sort of punish the homeowner. And that to me is sort of disingenuously lowering FAR. Do you see what I'm saying?

Lee J. Byrnes: [00:42:42] Not exactly. Explain what you're saying.

Alix Gucovsky: [00:42:43] So, they want to limit FAR. But simultaneously while they're doing that, they want to allow density bonuses. So, it's pushing bonuses to a developer to build multifamily and to basically chip away at the single-family nature of the neighborhood. And so, I think that's an important distinction because, again, I agree with you, your neighborhood is your neighborhood. Does that make sense to everyone? And Richard, am I correct in my assessment?

Richard Stanger: [00:43:23] That would be one aspect of it.

Lee J. Byrnes: [00:43:26] I'm so glad you clarified because I had intended to say I'm only really speaking about the Peninsula and single families in general. I didn't mean to address multifamily density and bonuses. I understand that's part of what we're talking about, but I don't have an opinion about that.

Alix Gucovsky: [00:43:41] But you have to understand, that's why those changes are being proposed. And if you look and see what's existing versus what's proposed and what's the bonuses, you can't look at it in isolation. That's all I'm suggesting.

Lee J. Byrnes: [00:43:55] I'm only looking right now at [VEN] 3, 6, and 7 that are all currently zoned single family and an imposition of FAR on those lots where it doesn't exist, and a limit on stories that's less than what's currently built. I'm talking about [VEN] 3, 6, and 7, which are only single family. That's all. So, your differentiation is important and the balance between them is important. I'm only concerned with single family neighborhoods, whether it's the Oxford Triangle or whether it's the Peninsula.

Steve Bradbury: [00:44:42] Hello, everyone. Good to see a lot of you here. I'm Steve Bradford again. I live on the Marina Peninsula on Hurricane Street. Things like basic services, clearly no plan for fire, water, electric. [Ambulances.] There're no plans involved in any of this. Let's just put that aside for a second. I think I might scare a few with this... Think about what the beach looks like between April and November. We have a lot of people coming basically all the time. Now, think about what happens if there's an emergency. I live on Hurricane Street. The vat plane blows up, there's a tsunami, there's an electrical issue, there's a gas issue, and there's about 2,500 people living on the Peninsula, and another 1,500 people living on the Silver Strand, something like that. Those numbers may be off, but basically, go with me. 4,000 people. How many of you know where you have to go to evacuate? You have to go to Washington Boulevard, or you have to go around the jetty to Admiralty. How many of you are going to be capable of getting up and running, let alone walking, as far as Lincoln Boulevard, to get away from where you have to get away from? How many of you think you're going to get in your car and drive down Pacific, one street, down Pacific, and all the other people who can be feeding into Washington, by the way. None of this has been considered in any of these plans. Now, if you're going to add a bonus density and all of a sudden, you're going to turn the Marina into South Beach, which is essentially what this plan does, you're going to add all those other people into this equation. And unfortunately, this is real. It could happen tomorrow. It could happen next week. So, if you're not capable of getting out and running three miles or getting on a bicycle and riding, how are you getting out? Add more density, and then we'll find out. So, one of the things we're trying to do is put a bridge on Driftwood to have another way to cross over.

Steve Bradbury: [00:46:52] Sorry, I'm going to run a tad over here, but that's something that's just a lot of concern. Traffic flow people have raised. I went to LAPD and said, hey, why don't you put a substation on Washington? They said, we would love to, but we don't have the money to do that. So, there's a services issue that's going on. And the last thing I'll say, if you could bring up the commercial one. So, I ask that the next piece be put on here, but it's not so I'll tell you what it is. So, this is between the pier and Via Dolce. Between Via Dolce and Via Marina, which are now one-story buildings, it's going to be anywhere from

seven stories or with a bonus, 15 stories. That's what's proposed in this plan. What's on Venice, parts of Venice Blvd.? 15 stories. And by the way, what's on Lincoln Boulevard, between Venice and Marina Point, which is where the Ralphs is and those buildings are--15 stories. So, think about it from traffic safety, all of those issues. I mean, there's a lot of other stuff here. And I thank you all for being here and bringing up a lot of these things. But that's the thing that concerns me the most. I'm on Hurricane. I'm in the middle of the Peninsula. I can probably get out. My wife and I can probably get out and run or bike to get out, but a lot of other people can't. So, think about how this all impacts you just on that one point alone, let alone all the other things going on.

Alix Gucovsky: [00:49:26] Thank you guys for all coming out. It's really great to see some new faces here. Some of you have heard me say this before, and the question is, are we a commodity or a community. And this plan is acting as a commodity, not as a community. And we deserve better, and we should demand this. Two, I'm forgetting your name but to answer your question "what are we trying to accomplish," that's a really difficult question in that a lot of the land use issues are being dictated from Sacramento. I personally believe the RHNA numbers are garbage. I can refer you to people who do all sorts of studies on that but watch the land use laws and you'll see there is an idea that density is going to magically solve things. And it's not. We're losing population. Our businesses are fleeing. Our services are a mess. Larger conversation. Second, look at this map. What do we see? We see water on every frigging side of the Marina Peninsula. What are they thinking is all I ask myself. What are they thinking with this? And we should demand that. It's also going to be a problem for insurance, present and future. It's going to be a huge environmental problem for an earthquake zone as well. I don't know if all you guys have seen the flooding with the rains that we've had. These are all issues that need to be taken into consideration when we think about that. I mentioned the point about potentially losing our neighborhood businesses. If things get sold and we get bigger units and that space isn't rented out, that's a disservice to us as a community--when we lose Bob Carlson from Arbor, when we lose Hinano, when we lose all these great places. So, we need to think about that.

Alix Gucovsky: [00:51:09] As to the traffic issue, I can speak to this quite realistically. Some of you know, I'm a surfer. I live over on Grayson. I remember one summer walking from Grayson Avenue down Washington with my surfboard, and I saw a car. And I walked down to the beach, and I jumped in the water, and I surfed for an hour. And as I walked out to go back to my house, the car that was on Grayson Avenue and Washington was just pulling into the parking lot. Okay, that is a regular occurrence in the summertime. Yeah, wow is right. I think you guys all have valid comments. And then finally to speak to the issue that we always talk about, this is a changing process. So, don't be frustrated. The city is listening. Sean is here. Our council person is amazing. They listen to us. Changes are going on. I know you look at this and a lot of you feel like, oh my gosh, we have no voice, we have no say. That's not true. We do. So, keep at this. Keep staying active, keep coming. Email us. It's super, super important. This is an ecologically sensitive area. And it's not just belonging to us the people that live here. It belongs to all of Los Angeles and the world. And to the point of affordable housing, I'll bring one thing in, which is that I have a dear friend who does low-income tax credits and builds a lot of affordable housing and we've had long conversations about this. And he said, in any other place in the country you would not be building in ecologically sensitive zones, in flood zones and in fire zones. Look at what's happening in New Orleans. So, we need to be mindful of that.

Steve Williams: [00:53:09] Yeah, you guys brought us some really great points. I'm going to mention a few, because I think that's our duty as sort of the guys to reiterate, make sure it's well heard. Some folks mentioned, and I think we're all agreed, we need to see some models, like the three-dimensional modeling somebody brought in last week. It was great to show what these things are going to look like on the ground, get some perspective. We heard you. That's a great idea. Height restrictions are better to talk

about than floors because we know how those are manipulated. Good point. Yes, we can have increased housing development where we can accommodate eventually everyone. We have to allow more development. But we should also be accommodating parks, green spaces, and that's kind of my thing. If you guys don't know, I'm a biologist too. And I'm always looking at how can we infiltrate stormwater runoff. I'm looking at this map of a basically entirely constructed peninsula, formerly a natural wetlands site, an estuary that is surrounded on all sides by water, and there's really not anywhere to easily divert runoff other than the surrounding ocean waters, tidal waters. It's a conundrum. And like Alix alluded to, it makes it an environmentally sensitive settlement just by the sake of where it is. So that also ties into, there was some mention about where's the parks, especially you're talking about around Washington, near the beach and stuff. And you have the ocean on one side, so there's a low water table pushing underneath all that from the ocean. And you have the canals on the other side and that whole area. So, you have this high-water table, and you can't just start digging down to do underground parking. So where are you going to put all the cars for these 5 to 15 stories that people are talking about? Because we know what happens in the summer with parking and it all bleeds into the surrounding neighborhoods.

Steve Williams: [00:55:14] So that is a complete shit show. Sorry, I can't think of a better word. Endless dewatering, endless pumping, which is insane. That seems to be happening. The infrastructure is not being talked about, but as you guys mentioned, we're going to have all these more people and all these increased densities, high rises and stuff, where are all the extra policemen, firefighters, where's those entities, but then also just the actual infrastructure of water and like I mentioned runoff. Where does it all go? How are we going to accommodate that? There's no mention of it. Thank you, Steve, for bringing up the evacuation issues here again, because it's this is a peninsula surrounded by water. There's not a lot of options when you need to get out of Dodge quickly. And, let's be honest, if we ever do get that on the Peninsula there, it's going to be a lot of money running all the same direction all at once. And that's a problem, if you build it up like you mentioned, with so many more people.

Marianne: [00:56:32] Hi, my name is Marianne and I've been living in Venice since the 80s, and right now I live in East Venice. And my question is, if you look at the old photographs of that area and other places in Venice, including the Marina that's been developed, you see in the old photos, derrick after derrick, after derrick, after derrick. And these wells, in some form, they still exist, in some form, they're capped, and in some form, they blow up like that one did in the Marina. So, my question is, I don't know what the plan looks like, but does the plan make any mention... The water table was a good idea because when they used that structure, our old post office, they hit the water table. They had big ideas, but they hit the water table. Does this plan that you're talking about, that the city has, does it make any consideration of the fact that there are many, many old wells, old well sites, capped wells, and non-capped wells? Does the plan talk about that at all?

Dr. Naomi Nightingale: [00:57:50] I haven't seen or read anything in the plan that talks about it. There's a separate entity, environmental entity, that is supposed to be a part of the considerations for the plan.

Robin Rudisill: [00:58:03] In the EIR.

Dr. Naomi Nightingale: [00:58:05] Yeah, but as I see it, each of these components have not yet found a way to collaborate so that there is discussion around the table about impacts of decisions that are being made as it relates to those three areas--open space, housing and land use--and all of the ancillary issues that come along with it that have been mentioned here this evening: the parking, the traffic, the resources, the infrastructure, the livability of a community, in case some of what the city is proposing is in fact done.

Marianne: [00:58:51] So if you think this is a valid thing to be considered, just write oil wells on your survey. Well, that's a consideration I think somebody should look at.

Robin Rudisill: [00:58:57] We will bring it up. I've noted everything you said. Thank you.

Dr. Naomi Nightingale: [00:59:06] Absolutely.

Mark Mack: [00:59:09] I have a short comment. Many good things are being said here, but I also want to say that L.A. and Venice in particular is a very primitive urban structure. Zoning is a very primitive instrument to create cities. Look at many complicated cities from New York, Chicago, who deal with water, deal with infrastructure. And we are really at a very primitive state. I think we need more intelligence in how our city is planned, how our city is organized, we need to include many more elements than just zoning. So, I appreciate all these things which are coming up, but what kind of tools... We rely on developers to just create intelligent buildings, but most of them are not that intelligent. So, the city has no tools to enforce sort of intelligent buildings for intelligent cities. Parking, traffic, environmental issues, solar access, all of these things should be considered. But it's a very complicated thing, so it just can't be done just casually.

Frank Murphy: [01:00:50] Thanks, so I wanted to go back to the why you were asking about earlier. And one of the statements the L.A. City Planning Department put out is, they asked the question, what is Los Angeles RHNA allocation? In accordance with SCAG and RHNA, this is, quote, in accordance with the SCAG RHNA allocation plan adopted March 2020, the city's 21 through 29 Housing Element must accommodate a total of 456,643 units, of which 184,721 units must be affordable to lower income households, very low and low. Now, what that means is housing will materialize through all kinds of ways. One of them is production. We as a community need to participate in one way or another in accommodating these numbers. That being the case, it doesn't mean that the Peninsula is where you accommodate it. The Peninsula, after all, as you stated, had the oil rigs 60 years ago and is now probably one of the most productive as far as housing of any area in Venice over the past 60 years, except for the Oxford Triangle, amazingly enough. This type of planning...we have an opportunity to affect the planning of our area. We have to address what those numbers are. But that doesn't mean we have to meet all the numbers. Maybe we represent 14% of the population of District 11 on 4.6% of the acreage. So, we have a disproportionately high [population already]. But then again, we were never meant to be a suburb by the sea. We were always meant to be, it was designed to be an urban setting close to the beach. This was Abbot Kinney's plan. This is all what we have to take into account in addressing how we want to see our community impacted by the requirements placed upon the city of Los Angeles. They're going to have to accommodate it somewhere. It doesn't have to all be here, but it has to be somewhere. And we need to have a coherent response to City Planning. They will listen to us because they're looking for the path of least resistance. And if they get any kind of affirmative input from us that will credit us a lot. Anyhow, that's all I have to say.

No name provided: [01:04:25] I have a quick statement regarding the HLA proposition. If that gets passed, things are going to even be worse.

Robin Rudisill: [01:04:33] Okay, thanks. I'm Robin Rudisill and all of your comments have been great. I have the job of summarizing comments from each of these subarea sessions, and so there will be a lot of them from this one. I want to stress that what you saw tonight in the presentation that the city is proposing is the first draft. And that's why it's so important that we're collecting this feedback from each area to share with planning--first to the VNC, and then they'll make a recommendation to planning. And I don't know for sure that it will change, but I suspect it will, based on what we're hearing from the neighborhoods,

including you guys. The issue of needing the parks and the other infrastructure to go with the density is a huge issue...probably one of the biggest and it's going to be the hardest. So, we'll put that right out front. The issue of increasing density on a peninsula, the issues that Steve Bradbury mentioned, that's a real concern. There are the ongoing traffic issues, let alone issues like evacuation in an emergency. I used to live in Hawaii, and I've been through a tsunami, and it's very scary. You have to go. You can't stay and pack all your favorite things. And just imagine everyone on the Peninsula getting ready to go up Pacific or around Via Marina all at the same time. Steve wasn't kidding when he said, you know, you better get in shape because you may need to run or get your bike or something because with the cars, there will be gridlock. That's what happens.

Robin Rudisill: [01:06:10] And it's also hard for me to believe that the Coastal Commission will approve this kind of increased density, given that kind of consideration and also because of sea level rise, which they're studying all the time, and it sounds like it's rising faster than we thought. And then lastly, as I said, I live on the Marina Peninsula. And so, sea level rise, tsunamis, all that is in the back of my mind anyway, And I love living here. But as I've said before, there's a price for Paradise. We live in a very special place, and so we have to think about these things and be prepared. And I just want to share some information about a book I bought recently. Living where we do, every one of us should probably be reading it. I'm about halfway done, and I highly recommend it. The author is Rosanna Xia. She's the L.A. Times writer on environment, and she came out with this book late last year and it's just excellent. It talks about all of these things--sea level rise, groundwater rising, saving the golden shore, all the grappling with retreat, all those kinds of things. So, I highly recommend you check out this book. It's required reading for us. It's called California Against the Sea, by Rosanna Xia.

Ken: [01:07:48] Hi, my name is Ken. That looks like we're isolated. The thing is, on the other side of Via Marina, the county is building massive, massive structures. But the infrastructure is not changing. And so any change to what exists for us is definitely going to overload any possibility of anything happening. I mean, the other side, they're just building and building on the county side, as high as they can, as commercial as they can. So, we need to know we're not alone. I wish we were, Richard, but we're not.

No name provided: [01:08:35] All of those fingers [into the Marina] have been developed. There has been big apartment building after building.

Robin Rudisill: [01:08:49] Let's get that bridge over Driftwood. Come on.

Richard Stanger: [01:08:57] I'd just like to say, having gone through this for most of Venice already, it's clear to me that the number one objective of City Planning is to cram as much housing as possible, at least allowing for as much housing as possible, in the places where they think they can do it. It obviously makes no sense to me that where you have single family residential in Marina Peninsula East that you would upgrade it [densify] to multifamily residential, because it's built out as single family. So why would you do that? I think that they are trying to get as much housing in and then realizing they're going to have to negotiate with the neighborhoods to mitigate what they're afraid... They're afraid they're going to have to build so much and they're trying to cover their bases, and all of that is up in the air, and it'll probably end up in courts for a long time, but I think that's what they're doing. And we will be able to interact with them and tell them no, moderate a little bit. You're doing too much here and you're doing too much there. And we want to see this here and that there.

Dr. Naomi Nightingale: [01:10:29] We demand...

No name provided: [01:10:34] I think that's the point of what you said. We have to come up with a plan and do the presentation to them and educate them about us and what is here, what's underneath us and how we get our security. How do we help you to make that presentation?

Robin Rudisill: [01:10:49] Well said.

Ed Ferrer: [01:10:54] As Alix said, are we commodity or community? And as Mark said, it's very primitive what the L.A. Planning Department seems to be doing. I mean, totally ignoring traffic and the infrastructure and our water table, tsunamis, and on and on. So, we have a lot to say to the city and hopefully they will listen. Thank you.

Dr. Naomi Nightingale: [01:11:32] So, when I listen to what the city is proposing, I'm asking myself, where is the humanity in the plan, where is it about the people, where is it about the neighborhoods and the ability for people to have a livable environment? Because, as we said earlier, it's about building structure. It's about what they say, density, and it's about the planning aspect of it. But where are the people and where are the services? And where are those elements that make a community a community, that make you want to live in a certain place, that make it possible for you to live in that place, to make it affordable and livable for you to live in that place? And so, when I think about the community that I live in, Oakwood, and I was here or had just moved back into the community in 1995 when they did a plan. What I do know is that if you don't have a plan, they will do exactly what they want to do, bar none. And what we're doing here has not been done before. Having these small neighborhood meetings, wanting people to come in and say what it is that you want to have, what you want to see, what you do not want to see, is important. And I'm going to ask Sean to speak in a moment, and he will tell you that even though there are discussions and meetings going on around the city, that having these kinds of little mini meetings is not really happening in other places. I've been going to meetings with the City Planning Department for the last 6 or 7 years, where they've had meetings here at the library, at Mark Twain, at other places. I do serve on the West Los Angeles Advisory Committee. It is advisory only. We don't vote. We listen. Most of the time we're listening to things that have already been done, and we're now hearing what's already been done, and we have an opportunity to speak to that. But the meetings are few and far between, and I think we've already had the third, the last of the West L.A. Advisory Committee meetings. I think they are proposing new ones, but we don't know yet if the people that were on the past Advisory Committee are also going to be on the new Advisory Committee, or we're going to continue or not. But I can say without a doubt that your input is extremely important, what you say and the effort that's being put in to capture every word. And I'm telling you, we owe a debt of gratitude to Robin because she does, in fact, write it all out, transcribe it all out. And that is a lot of tedious, time-consuming work to do. Transcribing. Oh my God, if you've ever been a secretary or you've done a dissertation or anything like that, to transcribe is like...God bless you.

Robin Rudisill: [01:15:17] So I get a little help with it from AI, a cheap program.

Dr. Naomi Nightingale: [01:15:27] So what you said about us developing the plan and the us is every person that comes to these meetings that since we started the meetings on January 10th to help put together the components and the pieces of these plans and what it is that you want it to look like, and we will come back to you collectively from all the information that we've gathered that gets submitted to our Neighborhood Council, who then will further glean things together before we submit something to the city. But in the meantime, there is dialogue that's going on with the city to ask questions--what do you mean by this, what are you talking about there, this doesn't make any sense, are you crazy, can you tell us what you're really planning to do here? I don't really say that, but they know sometimes that's what I'm

thinking. And so, please do have your neighbors come. Even if it's not your neighborhood, they can still come to come to a meeting.

No name provided: [01:16:53] I came in late. So sorry I missed a lot of this, but I don't know if anybody addressed or talked about disrepair. I live on the Peninsula. I've been walking up and down Speedway noticing these telephone poles that are leaning. Really leaning. Scary. I've taken a lot of pictures. It's really scary. I mean, they're reinforced with very little bits of metal, and they carry all the live wires, everything. And one goes down from a car accident or a flood or anything... Think of Maui. I mean, it is the scariest thing and I think we've become so used to seeing them that we do nothing. And before we put a single person, one extra person, onto the Peninsula, we have to make it safe for us. That is not safe and that needs to be addressed. I don't know if that would be addressed in this plan or whatever, but that is a serious thing that I think we're overlooking. It needs to get done. It'll be one of those things that is going to eventually tumble and we're going to have a fire and it's going to take out the Peninsula. I mean, just because we try and fail...we should continue. I just noticed them. I took a ton of pictures and I'm going to start, but if they haven't done it by now, we're going to need support to do it. I mean, I intend to contact them. I don't know how to start a campaign like that, but I really think all this stuff is useless if there's no Peninsula and there's no Peninsula if just one of those things. They were going to charge each building ten grand or something. Well, everyone said yes. Yes, it wasn't just me that reveals everyone. I mean, I don't know, but I'm just putting it out there so you have it.

Robin Rudisill: [01:19:08] We wrote it. Thank you.

Dr. Naomi Nightingale: [01:19:21] There was a question earlier about flooding and Speedway, and flooding manholes. So just what the role and responsibilities of CD-11 is.

Sean Silva, CD-11: [01:19:39] I'll try to be brief, because I also want to talk about this and then also return the meeting to you. So about the issue with the power lines. Since we haven't heard about it, it sounds like you just sort of consciously noticed them recently. Please send that to us and we could reach out to DWP about that.

No name provided: [01:19:56] I have 20 plus pictures. I'll send you all of them.

Sean Silva, CD-11: [01:20:01] Five to eight works. So, we'll talk about that for sure. But with regard to some of the other concerns you're talking about with infrastructure and things like that, as it relates to the Community Plan update--by itself, the Community Plan update is something that the city undertakes. The Department of City Planning routinely updates the city's Community Plans. The city has a General Plan for land use, and it has 35 separate community plans. On a routine basis, the Department of City Planning updates the community plans in waves. So recently, the Hollywood Community Plan happened, the downtown Boyle Heights Community Plan, and some of the Harbor plans. On the west side, planning is working on four areas inside our district. Venice is just one of them. Westchester Playa is another. The Del Rey and Mar Vista area is another, and West L.A. Sawtelle is yet another. So those four are all being updated concurrently. And those are within our district, part of West L.A. Sawtelle is in CD-5. What is happening is, they are proposing new land uses, and they're actually also changing the zoning codes as they're doing it, to modernize the zoning code, which hasn't happened since the last time it was modernized in the 40s, just so you know. So that is a process that they're also working on, and they've decided to introduce that as they go, as they're updating. There's actually quite a lot going on and this committee is indispensable. Something that I believe Dr. Nightingale mentioned earlier is not a lot of other areas in the district are having such intensive meetings that are area specific within their community plan. We're just talking about one area within the broader Venice Community Plan tonight. I've been at every

one of these meetings since January 10th to make sure that I'm getting the full picture and can take back what I'm hearing. But also, our inbox is open, our phone lines are open. We do want to hear from you. Last year, from September to December, we ran our own council office listening sessions to supplement what we saw and what we've since acknowledged many times over as inadequate outreach from the Planning Department about some of these things. So, we keep hearing that many people hadn't heard about these or this process at all.

Sean Silva, CD-11: [01:22:22] I think you can hear me. Let me just say, we conducted our own listening sessions, and the important part of that is that we put together a listening session report, which was given over to VNC and to the other neighborhood councils in the areas that are affected. And it's a public document. So, if you ask me for it I will also send it to you directly. But you can request it through VNC. And the upshot of this is when the last draft maps were released, the ones that we're examining now, that was last summer, spring, and since then we did our own round of outreach. The upshot of that is that the Planning Department is getting ready to release their third round of draft maps, so those maps will be available hopefully by the end of the month or early March. But they are shooting for the end of the month to drop these. How that will impact this committee is up to them to parse because they could look at the new maps going forward. But then there's probably some element of rehashing changes that have been made in other areas that now will have changes. And actually, they stalled the release of these maps so that they could include our feedback. We had 30 something listening sessions with over 150 people in the district who reached out to us. We're going to be reopening the gates to those and doing those again when the new maps come out, because we want to make sure that you're never feeling like you're not part of the process.

Sean Silva, CD-11: [01:23:40] So, those are just my general notes. I don't know if you want me to hit on anything else, but one thing that I should note is, as these maps are being produced, this is the last round of maps, right? So, a third is coming out. They're still open to changes, but from here they're also starting an Environmental Impact Report process. So what that means is that collectively the amount of units proposed to be increased or added to the community plan area--not so much the specifics of where they are, what street or here and there, what the zoning looks like, but rather just the total amount of units that reflects the state's housing goals as they come down onto our area as a city and then onto our area as a community plan--those things are being assessed through the Environmental Impact Report. All that means is that there will be a parallel process where the city is studying the impact on traffic, on air quality, on noise and vibration as construction occurs, as they would with any major project. So that's a requirement of the California Environmental Quality Act. So ultimately, some of those things are being studied for those of you who are wondering, well, what about traffic or things like that. The freeway?

Sean Silva, CD-11: [01:24:53] It could be environmental, but for the community plan area, I don't think that that's part of it, just because the freeway is not in the city's jurisdiction.

No name provided: [01:24:58] But if they're adding more people, how are they going to get them out.

Sean Silva, CD-11: [01:25:04] Well, sure. I don't think that they're ignoring the freeway. I just am meaning to tell you they're analyzing the impact in the community planning area. So, they will consider all those things. They consider traffic as part of the EIR, and those will all be public documents, and we'll have a public process.

No name provided: [01:25:23] I just want to make a comment about traffic reports because I was involved as we're on Via Marina. We've got the county on one side and the city on the other, and they did a traffic study impact and all of that with the hotels and the apartment complexes that went up. We've got one way

in and one way out. And they said, with all 5,000 new people and employees and all of that, there was no impact. None. I also dealt with them on Via Marina because we were requesting another traffic light, because people are just using it as a freeway, a speedway. And it was so difficult. There was one guy who was receptive, and they were timing it. What they didn't want from the environment standpoint was going to a light and people standing there and the fumes that were coming out versus they should still be speeding up the streets. So, whatever they tell you they're doing, I don't believe any of it is going to come out to make it better for us.

Sean Silva, CD-11: [01:26:18] Okay. That is your prerogative. I'm not a traffic engineer, so I can't speak to their methods. I know they've changed recently, the way that they assess vehicle miles traveled, they changed from their old statistical method of measuring traffic to a new model. I don't have a lot of commentary on that because, again, I'm not a traffic engineer, but I hear what you're saying. I mean, there will be a robust study of this as part of the EIR process, as a part of what is happening with the community plan update.

No name provided: [01:26:42] Sean, do you want to talk about the executive directive quickly, the new directive out of the mayor's office that may get turned into a council file [ordinance].

Sean Silva, CD-11: [01:26:52] Are you talking about ED-1? [Yes.] ED-1 is an executive directive essentially that allows for the streamlining and the ministerial process streamlining of new development, although R-1 zones are exempt from it per a clarification from back in June. R-1 is exempt after community input clarified that that should be the case.

Robin Rudisill: [01:27:18] New affordable housing development, correct?

Sean Silva, CD-11: [01:27:21] Yeah, I mean, if you don't know what ED-1 is, then this is not the venue for me to sit here and explain it because it can take a while. But essentially it helps streamline affordable housing projects.

Paola Pini: [01:27:43] So there was 27 people in attendance, that participated in the listening session, 27 out of 35,000 people. I think that the council office tried to do the outreach. It was not very successful, but it's better than nothing. I think next time we should actually receive a mailer, something so every household receives it, so it's not only the ones that are very informed or who're paying attention to what's going on in planning, but everybody can actually know about this opportunity because it is so important.

Sean Silva, CD-11: [01:28:13] Well, that's why I'm really happy that this committee is here, because they're amplifying. Keep in mind, the Planning Department is actually the body that's supposed to be doing the outreach. So, our efforts and our staff time directed towards that program was definitely additional. And it definitely took a lot of time for us to make sure that we were making inroads to the certain groups that we knew had already reached out to us, and we encourage people to come to us, but ultimately, we have very little control over who comes to us in that regard. But going forward, we hope to have a broader impact.

Dr. Naomi Nightingale: [01:28:40] So, we continue to work to do the outreach to get people interested in coming, but public relations and knocking on doors and how many people actually show up is very difficult. So out of 35,000 people, 10% would be an excellent turnout. But I don't know that we're going to even get that. But we have to also make it part of our responsibility to tell our neighbors and to have our neighbors tell other people so that they can be aware and learn from what it is that we're trying to do. So, I appreciate everyone that has come here tonight. Please tell your neighbor we have a meeting next Monday, and so you can send questions to us. You can go to our website at Venice Neighborhood Council

and see what presentations will be coming up and look at the information that's there prior to the meeting. The things that you all have said this evening are very important. Continue to come and state your concerns, because at each meeting I hear something different. Every neighborhood has something that's a little bit different from the other neighborhoods. And we learn a lot from what's going on. And I'll say it again, that Oakwood community is the only area that has three lot ties. Every other area is two. So that means that developers can buy three lots together and build on that, but only in Oakwood. And at the Oakwood meeting, I have a lot more to say about that. But thank you all for coming. We appreciate you so much. Thank you.

Written comments

David Turnbull: I looked at the attached diagrams and was alarmed to see the proposed density and height increases and (apparently) the elimination of the height as a measurement (in feet), substituted for height expressed in stories (from 3 - 5). In the context of our recent challenge to the proposed increase in height of No 15 Westwind Street, where the issue was resolved using a dimension . . . walk street height, vis a vis the developer's use of a mezzanine to make a 3-story building that was really 4, I could reasonably predict that the proposed changes could be catastrophic for the character of our Peninsula West zone. As a matter of principle --- I am hoping that the environmental quality of the walk streets will continue to be enforceable . . . with strict parking requirements limiting parking spaces and maintaining the walk streets as 'green' corridors. Indeed, I believe that 'requirements' could be articulated that would improve the present situation, and these should be a critical part of the 'plan'. The big issue seems clear to me - namely a possible increase by one story or more with mezzanines, and a concomitant increase in vehicles, parking, congestion and density, and a radical decline in spatial variety, picturesque quality, ecological heterogeneity and all the values that I imagine residents of the 'zone' support.

Evelyn Tickle: I believe that all of our arguments about 15 Westwind would go into the complaints and opposition to the proposed height increase. Also included would be the elimination of extreme amounts of sun by the increased shadow length of the buildings which in turn decreases solar gain, and increases the use, and need for more heat; and decreases the required plantings survivability due to decreased natural light conditions. The expectation with the developers increased profitability would be that in 20 years most of the historic buildings would be wiped out and 5+ [story] buildings built in their place.

Richard Stanger: The parcels at the Washington and Pacific intersection are quite small (west of Pacific 30'x63', east of Pacific 28'x83'). This is a busy intersection in part because there is a pedestrian scramble phase. There are no driveways in and out of these parcels now. They are 1-2 stories and rely mainly on walk-in traffic. If you have larger/taller buildings on these parcels (another difficulty given lot sizes) where are the on-site parking driveways? The driveways would have to be near the Pacific/Washington intersection and generally driveways need to be as far away from such an intersection as possible. Otherwise, cars waiting for the light would block exiting or be caught up in right turn traffic or pedestrian traffic or both. Like Windward, the west end of Washington should be pedestrian-oriented with wider sidewalks, no street parking, and a lane in each direction to Speedway and beach parking. Any use that requires adding on-site parking, especially 5-story buildings, simply won't work within a block or so of this intersection.

Ernestine Elster: The emails from Evelyn Tickle and David Turnbull, both architects, reflect my thoughts also, especially concerning height on the walk streets and on the Peninsula. Height just destroys the character of the walk streets as does loss of proper setbacks.