

Hi David,

I wanted to thank you for meeting with us on Wednesday, and discussing the potential zoning changes along Lincoln south of the I-10, and that Jory and Peter were available to participate.

I'm sure it is obvious that we are concerned, unified, and, with passionate constraint, attempting to work with the City in drafting the new zoning code that will impact our adjacent residential communities, and our quality of life.

We shared with you our perspective on how the zoning changes might be best structured to find that balance of satisfying the 'guidelines' of the LUCE with the needs and desires of the immediate adjacent community. We take away from the meeting that that does not require maximizing the revised zoning development standards to reflect verbatim that which is merely a 'suggestion' of the LUCE. Of the various issues, a primary concern of ours was to be certain that we do not see an increase, let alone a more than doubling of the FAR, as currently being suggested. An increase in density has never been a position expressed by the residents, and we are pleased that we were able to reinforce that notion yesterday.

While it remains a little confusing whether or not the proposed GC zone along Lincoln south can be re-designated NC or similar, we see as a reasonable alternative a sub-designation of GC-Lincoln South, with a reduced FAR more in keeping with the current C4 zone, use designations that will enhance community use, as opposed to regional or pass-thru use, requiring a CUP, with community review and other restrictions, on adult and social service uses. We recognize existing businesses have a vested right to continue operating, commonly referred to as 'grandfathering', but would like to see restrictions on drive-thru businesses, e.g. fast food, dry cleaners, etc. We discussed the uniqueness of the small lots, lack of alleys, atypical adjacencies of residences to commercial, noise issues, etc. We questioned lot consolidation for growing automotive businesses, as is outlined in the LUCE for north of the freeway, and encourage zoning language that will restrict such automotive increases or expansion onto adjacent commercial properties, which by our analysis are already about 35% of the businesses south of the freeway.

We only touched on parking, as that has apparently not yet been addressed by the City consultant, though we did discuss the pro and cons of 'shared' parking, where that can viably occur due to distances from businesses, and its impact on the residents. Development standards that are to be drafted will hopefully be available to us early in the process, for our review and input, so as to not be simply presented as a fait accompli.

Peripheral issues were discussed that we all hopefully will see implemented in time. Bringing the street, as entrance to Santa Monica from the south, up to a point of pride by enhanced landscaping, street amenities, and, hopefully a renewed architectural presence via adaptive re-use, as well as expected renewal. We are already working with code enforcement to urge clean up of existing sidewalks, planters, signage, trash, building violations, etc.. A survey is being prepared by our group to assess residents input regarding the street improvements, and a second survey will follow of businesses concerns. We hope the findings, which will be shared with you, will find their way into the final zoning ordinance and development standards. We look forward to continuing to work together and to receiving and reviewing the next position papers, as they develop.

Regards,

Bob Taylor, A.I. A.

Chair, Zoning Sub-Committee

Joint OPA/FOSP Lincoln Blvd. Task Force

Roger Swanson, Chair of Task Force

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Jim Lawson, OPA Board Member

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Zina Josephs, President FOSP