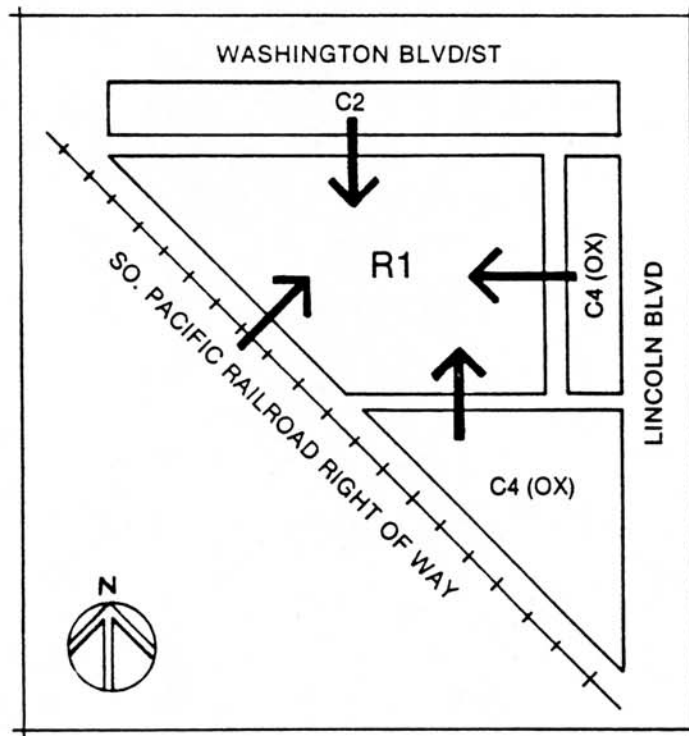


Oxford Triangle
Neighborhood Study
Presentation

Venice Neighborhood Study
Presentation Workshop

Development Standards
and the
Local Coastal Program

November 5, 1988



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Introduction

To the Oxford Triangle Neighborhood

The Venice Neighborhood Study process was initiated by the city Planning Department as a part of the development of the Coastal Land Use Plan for Venice. The first Venice Neighborhood Study workshop was held at the Penmar Recreation Center on Saturday August 13, 1988. Venice was divided into eight neighborhood groups, one of which was the Oxford Triangle. Each group was provided with a professional facilitator. A coordinator was selected to schedule the neighborhood discussion groups, and to organize the group's information in preparation for the November 5th workshop presentation.

The purpose of the workshop was to provide the Oxford Triangle residents with an opportunity to show the city planners and the community, how they see their neighborhood now, what they want to protect, and what they'd like to see changed. The emphasis was on zoning, building regulations, and changes that will affect the Oxford Triangle in the future.

In an effort to involve as many people as possible, seven workshops were scheduled and announcements, which included a schedule, were distributed throughout the neighborhood several times. Thirty-five residents participated-- a core of ten attended on a regular basis.

Workshop notes reflecting the participant's views were compiled and documented for inclusion in the presentation.

In addition to the workshop discussions a questionnaire was developed to encourage participants to submit written comments. Those comments are included as a part of this presentation.

Special thanks to those who attended the workshops on a regular basis and to those who submitted written comments.

This presentation is not final, but one of many steps taken to provide the community with a Coastal Land Use Plan and a Specific Plan. The Planning Department Staff will give the community an opportunity to review the draft LUP and the draft Oxford Triangle Specific Plan.

To the Los Angeles City Planning Department

It is the general consensus of the workshop participants that what we want preserved in the Oxford Triangle is its quiet residential nature. The fact that it is so definitely isolated from other residential neighborhoods is seen as a positive characteristic.

The Oxford Triangle is a middle income, family oriented neighborhood. It is comprised of one and two story single family homes. We see ourselves as a neighborhood in the process of becoming a better place to live. Young people are buying homes, upgrading, and establishing long term residency.

There are many concerns that were focused on in this workshop. Some are: traffic using the Triangle's residential streets as a shortcut, the steady encroachment of the commercial development on three sides, lack of transition and buffers between the commercial and residential, the future uses and lack of transition between the R1 and the C4 (OX); and the abandoned railroad right of way and its potential uses.

The participants took this workshop seriously, a great amount of time and effort have been dedicated to this presentation. We hope that our concerns, ideas and views will be given the utmost consideration when the LUP and Oxford Triangle Specific Plan are drafted.

We wish to thank Councilwoman Ruth Galanter and the City Planning Department, for giving us the opportunity to participate in this process.

Thank you Catriona Bryan and Peggy Malone for organizing the workshops and for your professional assistance and patience.

November 5, 1988

For More Information

Ruthann Friedman Carlisle, Oxford Triangle Coordinator, 821-7668

Catriona Bryan, City Planning Department, 485-3508

Acknowledgements

To Ruthann Carlisle, thanks for organizing the workshops, keeping copious notes, taking slide photos, typing 'til the wee hours and all tasks in between.

To Judy Wyluda and her good friends S.E. Macintosh and L. Printer, Thanks for your countless hours of writing text, walking the neighborhood snapping pictures, creating art work, pasting up and all tasks in between.

To Dan Whalen, architect, thanks for sharing all your valuable knowledge with us, for your written work, your "pictures worth a thousand words", for your infectious, good natured enthusiasm and for presenting our finished work to the community.

To Bill Johnson, thanks for being there and providing us with concept materials and data.

To Ilmara Mazeika and Russell Wyluda, thanks for your proof reading, editing, and pushing those red pencils.

To all the participants who gave up their evenings, even during the presidential debates, thank you all.

Thanks folks!

Workshop Participants

Coordinators: Ruthann Friedman Carlisle and Judith E. Wyluda

Facilitators: Oxford Triangle Resident Daniel Whalen
and Bill Johnson

Participants:

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Russell Wyluda
Ilmara Mazeika
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J. Kevin Brunk
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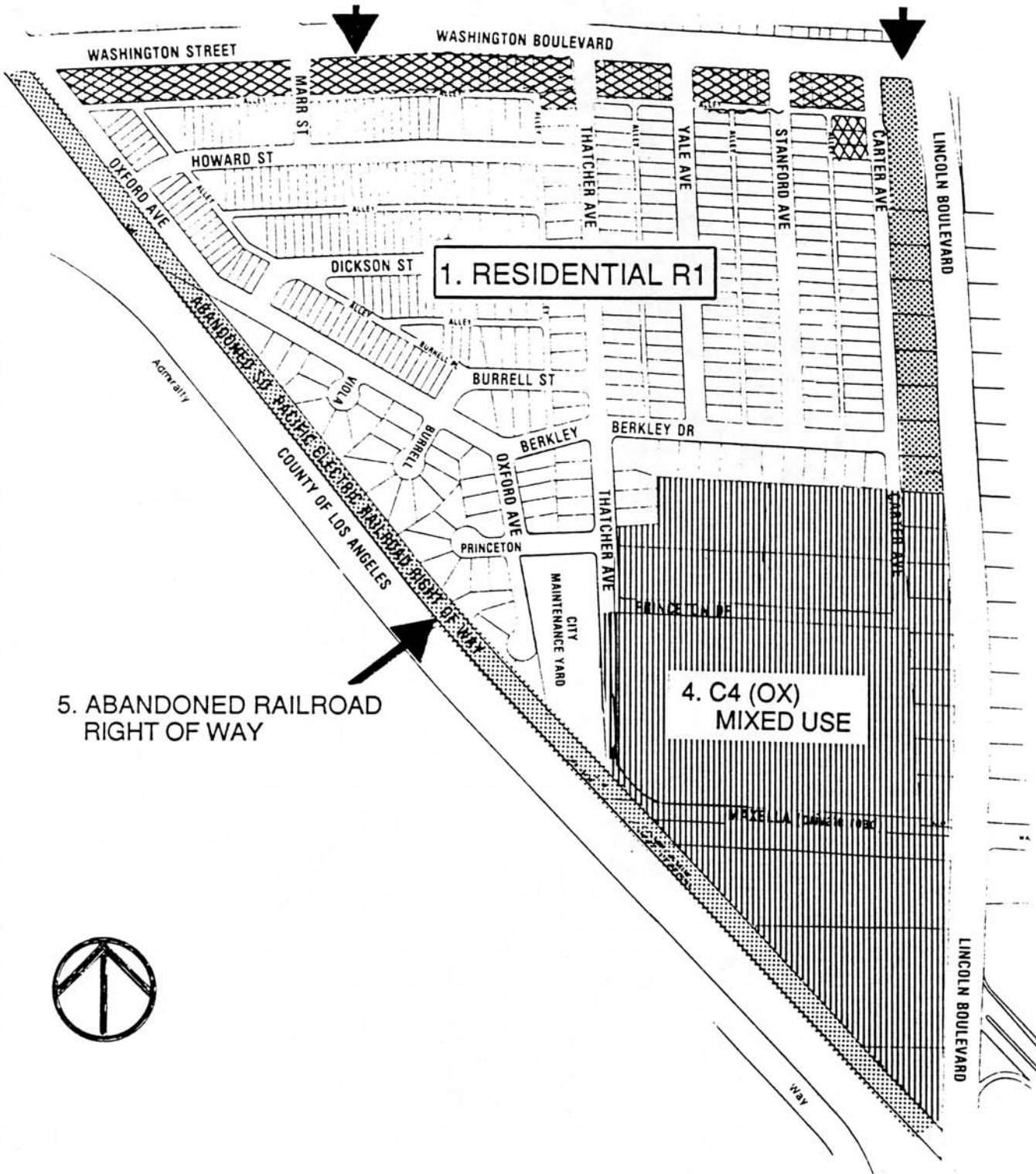
**A special thanks to the following
people for submitting written comments:**

Reta Moser
Felix and Helen Rozas
Carl and Diane Hoppe
Steve Freedman
Craig Richlin and Sandy Johnson

Inger Hartvig
Marc Mayer
Dee D. Giffin
DeDe Audet

2. COMMERCIAL ON WASHINGTON

3. COMMERCIAL ON LINCOLN



5. ABANDONED RAILROAD RIGHT OF WAY

1. RESIDENTIAL R1

4. C4 (OX) MIXED USE



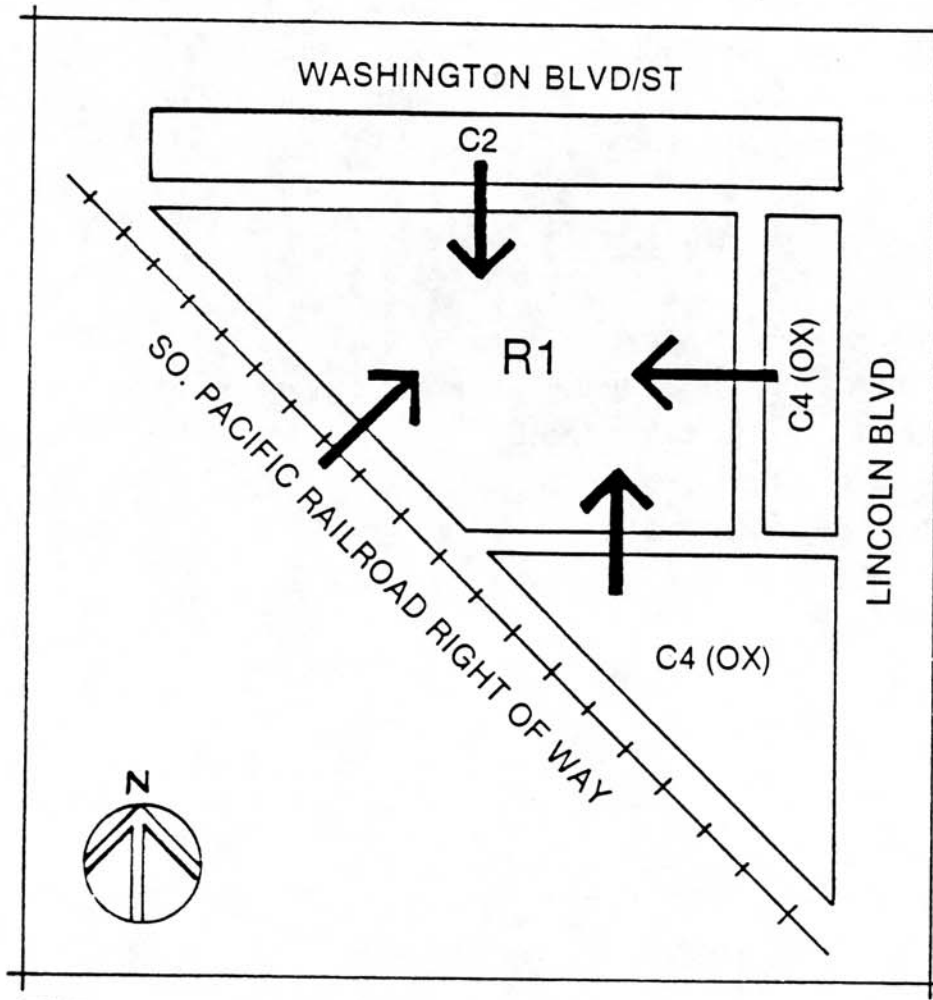
About This Presentation

When the Neighborhood Study first began it was decided that the Oxford Triangle could be divided into five geographic study areas. While these areas are different, because of zoning, they are interdependent--what affects one affects all.

This presentation is divided into five sections based on the five Oxford Triangle Study areas. Each section has a general description, and statements that focus on development standards such as: height, setbacks, etc. and areas of concern such as traffic, buffers and transition zones. The statements are followed by reasons, suggestions and possible solutions.

The five Oxford Triangle study areas

1. Residential R1 (Core)
2. Commercial on Washington Boulevard/Street (North)
3. Commercial on Lincoln (East)
4. C4 (OX) Mixed Use (South and East)
5. Abandoned Railroad Right of Way (West)



EXTERNAL PRESSURES

Overview

The core of the Oxford Triangle is made up of a solid cluster of R1 residential homes.

This core is similar to an island, surrounded on all sides by a variety of external pressures which, if unchecked, could drastically effect the quality of life for the residents.

To minimize the impact of these perimeter areas, we have developed the following strategies:

1. North - C2 on Washington Boulevard/Street
 - A. Develop the alley as a buffer.
 - B. Define the allowable uses for the C2 zone.

2. East - C4 (OX) Lincoln Boulevard
 - A. Recognize Carter Avenue as a "residential" street.
 - B. Define the allowable uses for the C4 (OX) zone.
 - C. Control vehicle access from Lincoln Boulevard.

3. South - C4 (OX)
 - A. Define the allowable uses for the C4 (OX) zone.
 - B. Encourage total integrated/coordinated development.
 - C. Control access to and through property.

4. West - Railroad Right of Way
 - A. Define the allowable uses for the Railroad Right of Way.
 - B. Prohibit parking or other transportation uses.

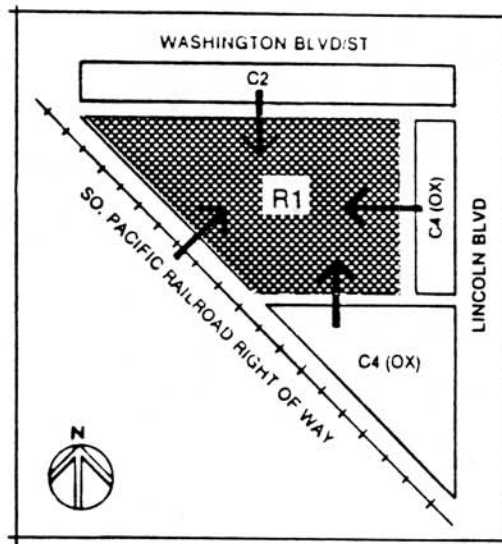
The following written presentation is based on these study areas.

Section 1. Residential R.1

General Description of Existing R1

The existing residential area is a mix of one and two story single family homes. There is a mix of standard, substandard and irregularly shaped lots. Architectural styles are varied.

The residential area is bordered by: commercial to the north (Washington Street) and east (Lincoln Boulevard); existing light industrial and new C4 (OX) to the south; and the abandoned Southern Pacific Railroad Right-of-Way to the west.



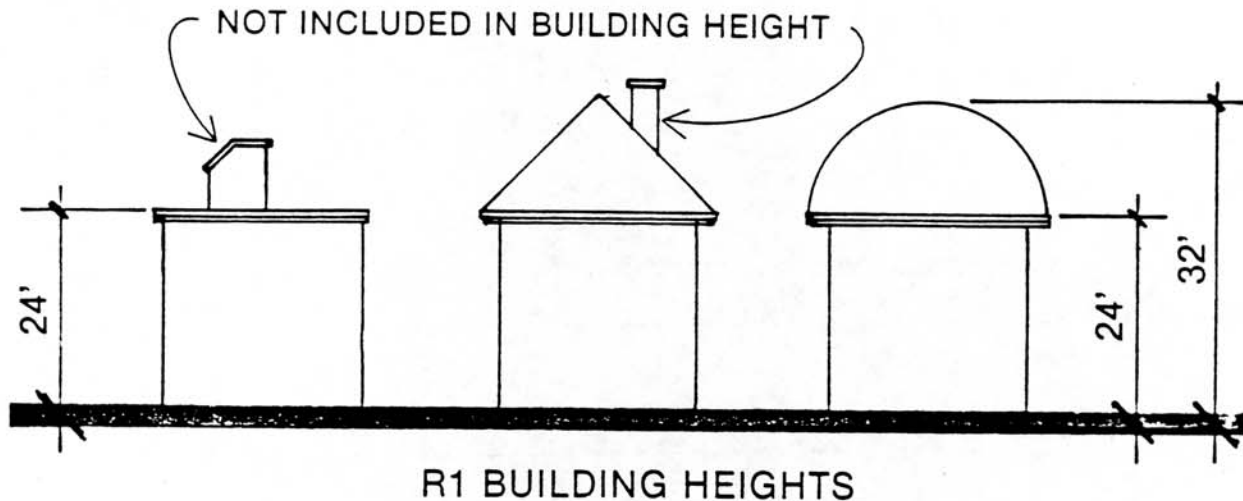
1. Height and Rooflines

Option A. Increase building height to 28' from existing 25' limit.

Option B. Limit the building height to 24' from grade for projects with a flat roof. Projects that are designed with sloped, curved or a varied roofline can build 24' from grade to the cornice with a maximum of 8' for the roof, for a total of 32' from grade to the top of the roof ridge.

Option C. Two households would like to keep the height limit at 25'.

Height does not include rooftop access stairwells, satellite dishes or chimneys provided these are not visible from any point on the sidewalk. Limit all projects to two story.



Reasons: Option A- Allow for more interesting rooflines since 25' height is only adequate for two stories with minimal a roof.

Option B- The 32' height incentive is to encourage interesting architectural forms while limiting the mass of flat roofed boxes to the existing maximum height of 24'. The 24' height limit from grade to the cornice should prevent the addition of a third floor.

2. Density

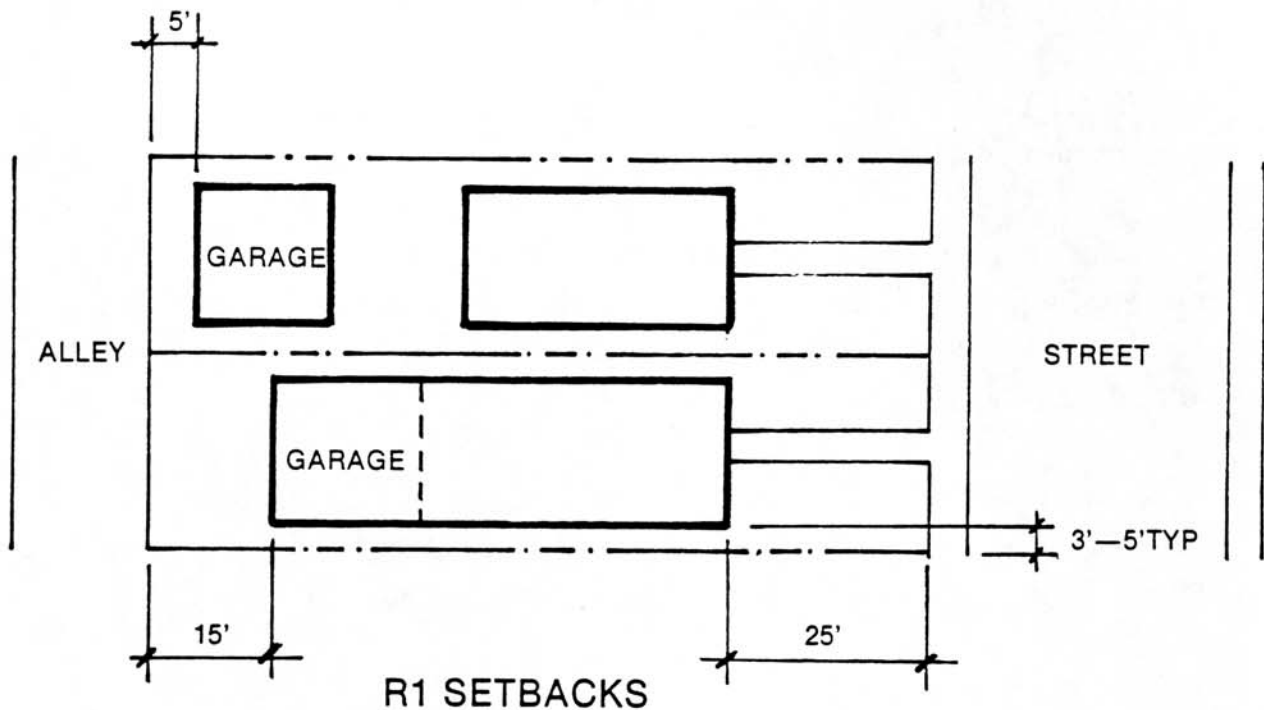
Single family one and two story. No three story. No multiple dwelling in R1. Set conditions on "mother-in-law" units requiring them to look like they are a part of the home and not like multiple units or dwellings.

Reasons: The existing R1 mix of original one story and new or re-modeled two story homes is desired by residents. With the increased cost of housing the need to improve and increase the size of the smaller homes in the Triangle is becoming greater. The consensus is for the option to build up to two stories. All agree that more than two stories would negatively affect the character of the neighborhood.

3. Setbacks

Front Setbacks: The average of existing setbacks on the entire block. Establish a minimum of twenty five feet on any new development.

Side Setbacks: 10% of lot width with a minimum of three feet for lots under thirty feet wide. A provision should be made allowing older houses on substandard lots to remodel without having to conform to these standards unless they tear down all but one wall. In the case of nonconforming existing setbacks, only safety should be considered for requiring a new setback for a property.



Rear Setbacks: Option A- Fifteen feet for an attached garage. Five feet for detached garage. Option B- Increase from fifteen feet to eighteen feet to allow for adequate off street parking.

Setbacks for Irregular or Odd Shaped Lots: Setbacks should be considered on an individual basis. In instances where a variance is needed to build or improve on an irregular lot, the owner should seek approval from 2/3rds of the property owners surrounding the site.

Reasons: To provide physical and visual open space. Create spaces for light and air flow. Provide sufficient fire breaks and fire department access.

4. Lot Consolidation

No restrictions on R1 lots.

Reasons: R1 densities will prohibit over building on consolidated lots.

5. Landscaping

Street Landscaping: Increase the number of street trees. Discourage low bushy shrubs which allow hiding for potential criminals.

Landscaping on Private Property: A reasonable amount of landscaping and a plan for it should be required and submitted along with building plans for new construction. There are several people who disagree with requiring landscaping plans to be submitted with building plans.

Reasons: Trees and landscaping will make the neighborhood more attractive and benefit the environment. We request assistance to develop criteria to review landscape plans. Some people feel this is not enforceable.

6. Fence Requirements

Keep existing fence requirements except in transition areas between incompatible uses and residential where fences may go to ten feet high.

Reasons: Existing fence codes are adequate except in instances where residential abuts incompatible uses. Examples of incompatible uses are: the industrial abutting residential on Berkely; commercial abutting residential on Lincoln and Washington; C4 (OX) abutting residential at south end of Triangle; and residential abutting the railroad-right-of-way. Ten foot transition walls

between residential and incompatible uses will help protect residences from noise, light, and visual intrusion.

7. Privacy Screening

Privacy Screening should be allowed on those streets (Carter, Thatcher and Oxford) and alleys where the residences are subjected to traffic, noise, and elements that are visually unappealing or intrusive.

Reasons: Any commercial buildings which are adjacent to the single family residential neighborhood shall be designed to prohibit any visual intrusion into the residential. Residences on Carter, Thatcher, and Oxford are subjected to heavy traffic noise and pollution.

8. Alleys

Alleys should be kept clear of parked cars, debris, overgrown trees, weeds and graffiti. Post no parking signs in all alleys. Pave the dirt alley between Stanford and Yale.

Reasons: Alleys are for fire equipment, water run-off, and parking access. Alleys that are cared for discourage crime and the illegal dumping of abandoned cars and trash.

9. Parking and Access

The current parking requirements for R1 are adequate. All new R1 projects should be required to use the alleys for parking access except where the alleys are not paved.

Reasons: Alley access to parking will encourage off street parking and allow for more landscaped front setbacks.

10. Traffic on Thatcher, Carter and Oxford

Eliminate traffic cutting through the Triangle from Washington to Lincoln and Lincoln to Washington. Block off Thatcher at the South end. Block of ingress and egress through Commercial development onto Carter.

Post signs prohibiting vehicles over 6000 pounds from using residential streets.

Reasons: A large number of cars cut through the Triangle via Thatcher and Maxella in order to avoid the traffic controls at Lincoln and Washington. Most often they travel at very high speeds without regard for the neighborhood.

Cars also cut through the businesses on Lincoln and dump onto Carter. Brennan's Pub was frequently used as a cut through until they put up a wall on the Carter side. The Carter residents would like to see the other businesses do the same.

There is also a great deal of concern about the traffic that will be generated by the proposed developments on the C4 (OX) parcels at the south end of the Triangle. Most agree that there should be no pedestrian or vehicular ingress or egress from these projects.

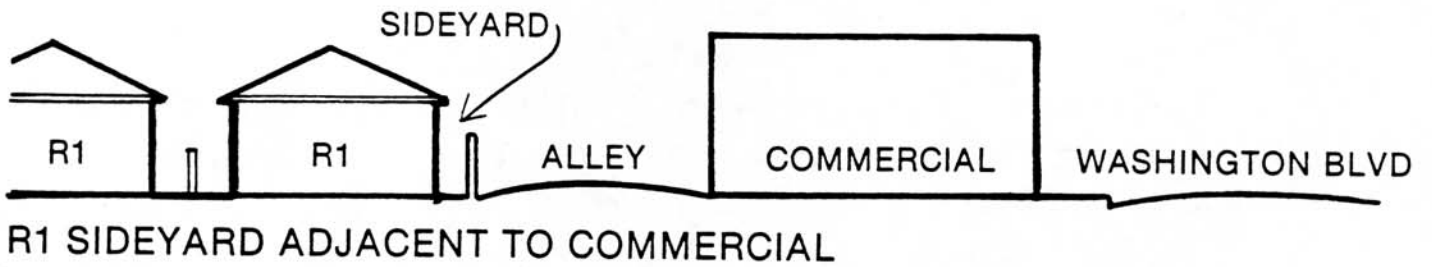
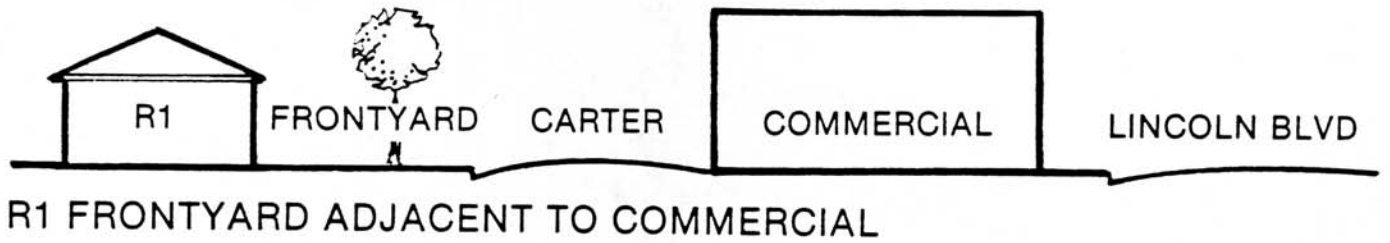
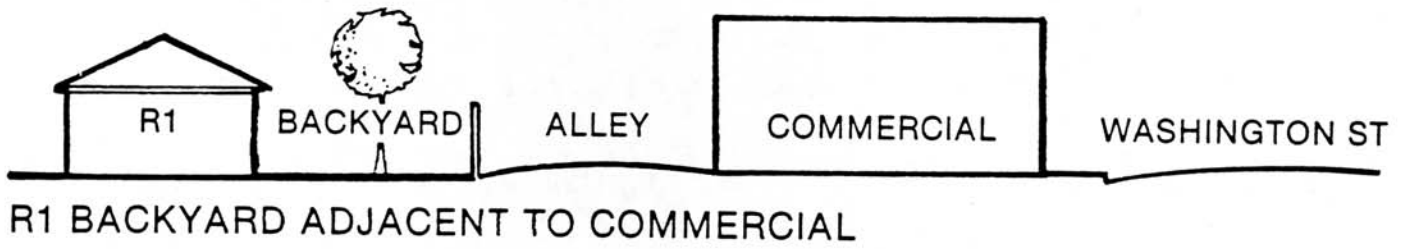
Many large trucks cut through the neighborhood creating noise, pollution, and damaging the streets.

11. Transition Between Commercial and Residential

A major concern is that the existing residential be properly protected from the existing and any future commercial development on Washington and Lincoln.

There is no transition zone between the the existing industrial uses and the residences on Berkely. A viable transition zone must be designed and established between the C4 (OX) and the residences at the south end of the Triangle.

A clean quiet and serene alley between the R1, and C2 zones should be established to act as a buffer between the noisy commercial activities and the quiet residential neighborhood.



Adjacent single family residences should be buffered and isolated from commercial uses including: parking lots, sources of noise, lighting, odor, dumpsters, service vehicles and other annoyances inherent to commercially zoned projects and incompatible with existing residential homes.

Rear setbacks for parking or other uses should be discouraged at the rear of the commercial. A ten foot high reinforced, split faced masonry block wall should be built along the alley property line of the commercial project at all locations not occupied by a building.

Reasons: The alleys and Carter Avenue are the only means by which to buffer the residential from the commercial and they are inadequate. We feel that these strict requirements should be made and adhered to.

12. Commercial Parking on Residential Streets

Permit parking on Carter Avenue with strict enforcement. Permit Parking may need to be considered in the future for Thatcher, Stanford, and Yale.

Reasons: The commercial parking on Lincoln is not adequate. Employees, patrons, and service vehicles take up most of the parking on Carter. Carter residents have asked for Preferential Parking.

13. Design Considerations

All new and remodeled residential buildings must look good from all sides. The architectural detailing should continue around to all sides of the building. Design review should be made available to those people living within 150 feet of any new project.

Reasons: To have residences present themselves nicely to the neighborhood. We would like assistance from the planning department in developing design criteria.

14. Neighborhood Utilities

A. Street lighting: The residential streets all need more lights.

Reasons: To prevent criminal activity and promote and general safety.

B. Power and Telephone lines: We would like these utility wires to be underground.

Reasons: It gets rid of unsightly utility poles and overhead lines.

15. Oxford Flood Control Basin

The Oxford Flood Control Basin is approximately 10 acres bounded by Washington Street to the north, the Bicycle Path to the east, Admiralty Way to the South, and a parking lot to the west. This flood control basin is on the Los Angeles County side of the county/city boundary. The floods, however, are on the city side of this boundary and flood an area of the Oxford Triangle roughly from Washington Street south past Dickson and across Oxford Avenue up Howard to Marr Street.

The problems associated with this flood control basin are twofold.

1. The farm animals that are being encouraged to proppagate within this basin have caused extensive damage.
2. The county has not done anything to correct the problem.

The city agencies must work with the county agencies to work towards a solution to these problems.

16. City Owned Lots

Zoning preferences: The city maintenance yard and other city owned lots in the residential area of the Oxford Triangle must remain R1.

Allowable uses: There shall be no parking, shuttle or otherwise on the city owned lots in the Oxford Triangle.

Reasons: All of the city owned lots are adjacent to the R1 neighborhood. There is no way to access the main Boulevards without passing through the R1. On days when a shuttle lot might be full there would most certainly be parking on the neighboring streets.

Section 2. Commercial on Washington Blvd/St

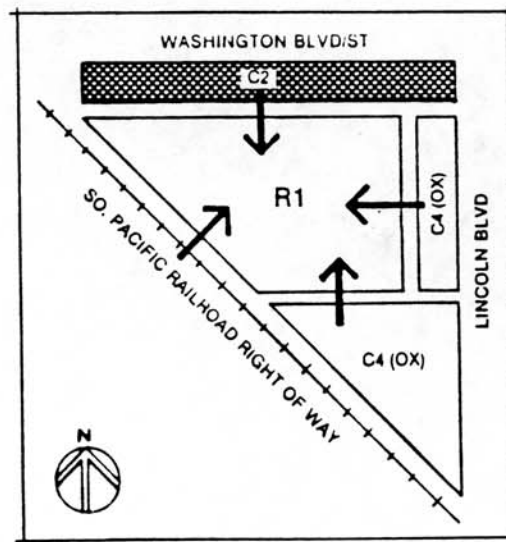
General Description of Washington Boulevard Commercial

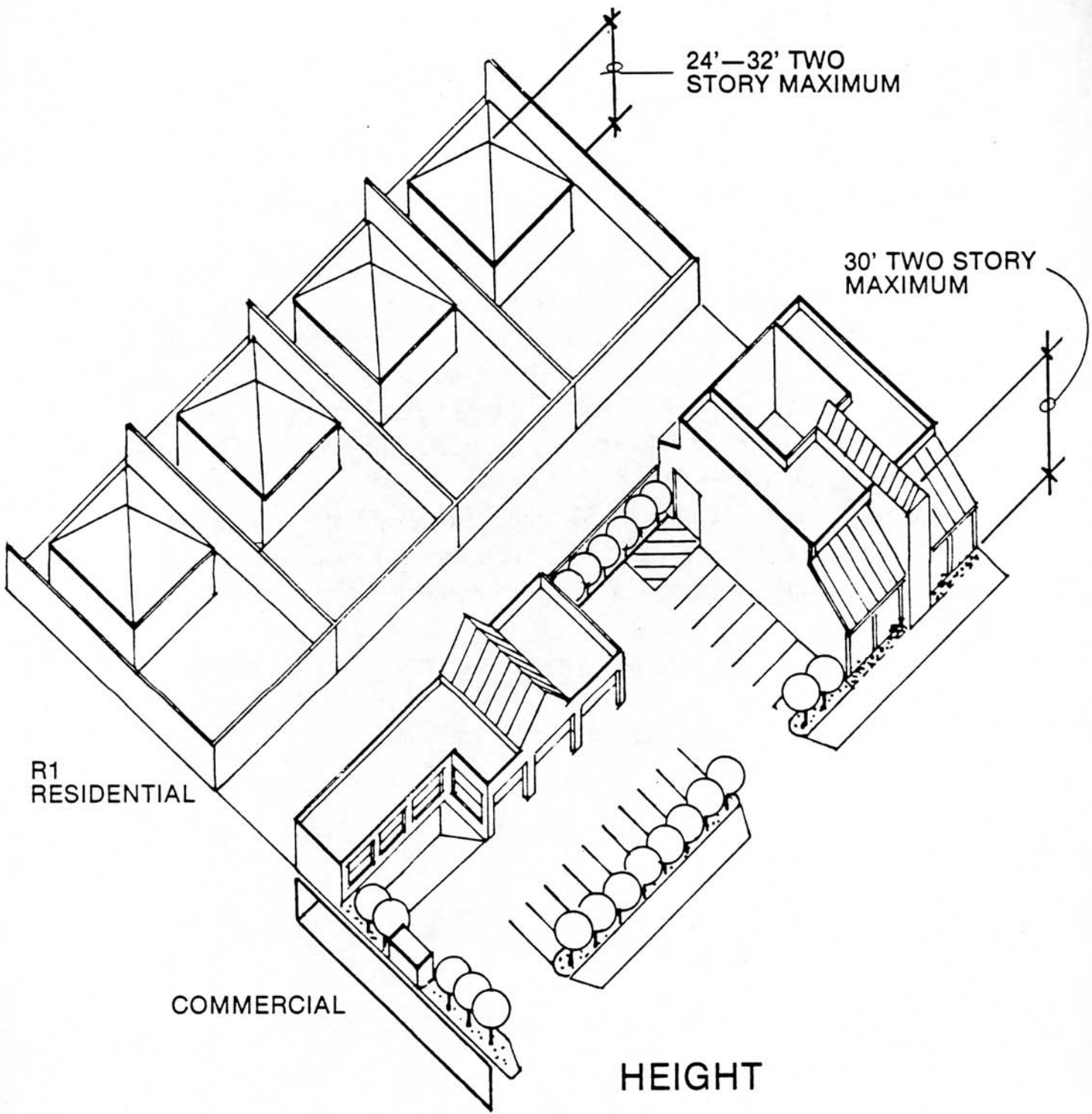
The existing commercial zone is a mix of: 1 and 2 story buildings and parking lots bordering residential (R1) properties. Architectural styles are varied; old 1 and 2 story residential converted to commercial and retail uses; more recent commercial and retail developments such as Executive Savings, the Bovee Harris building, The Sizzler, and the Marina Printers building.

Parking and service deliveries are accessible from either Washington Boulevard/Street or the residential alleys.

This area is defined by: Washington Boulevard/Street to the North; residential alleys to the South abutting R1; Lincoln Boulevard to the East; and Oxford Avenue and the abandoned Southern Pacific Railroad Right of Way to the West.

The alleys are the transition between the commercial on Washington Boulevard and the residential homes to the south. As such it is very important that they be well maintained and used as a buffer zone.





1. Height

Limit building height from grade to 30 feet. Limit all projects to two stories. Second stories should be stepped back to reduce massive appearance.

Reasons: To keep the height of the commercial zone in line with the adjacent R-1 properties. Since this commercial zone directly borders single family residential property, a 30 foot maximum height would be more compatible with the scale of the R1 neighborhood.

2. Density/Density Bonuses

Limit buildings to a maximum Floor Area Ratio (FAR) of 1:1.

We really do not like density bonuses, however, density bonuses would be acceptable to encourage office/commercial uses as opposed to other, less desirable, uses.

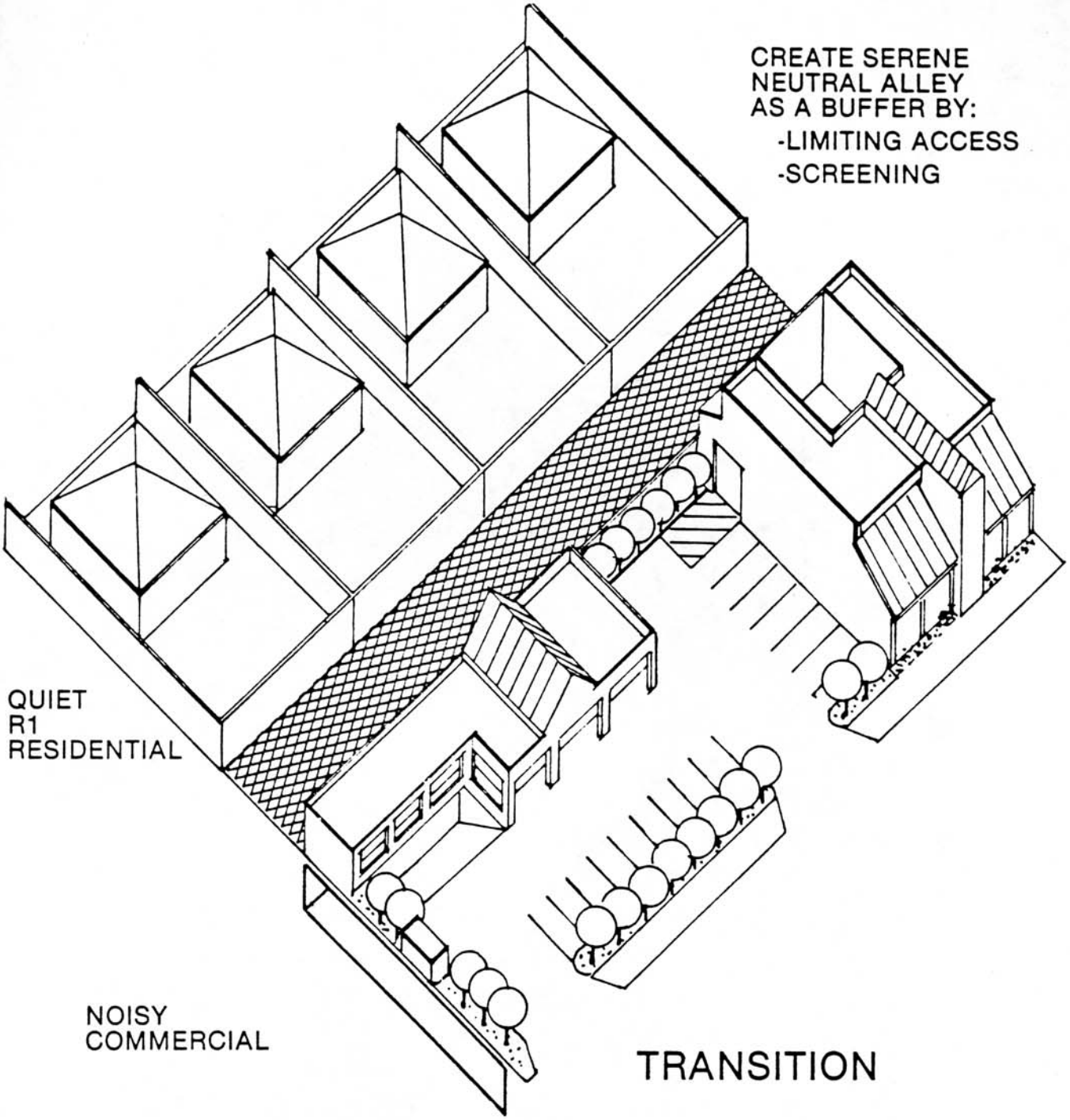
Reasons: This density allows for sufficient on site parking and landscaping without sacrificing the leasable area in new commercial projects. We would like to keep the density to a minimum in order to prevent adverse impact on the neighborhood.

3. Allowable Uses

Modify the uses currently allowed and not allowed by the C2-1 zoning. Appendix A lists our desired allowable uses.

Reasons: The list of allowable uses for the C2-1 zoning in the Land Use Plan (LUP) draft does not consider the location of this commercial zone which is immediately adjacent to residential single family homes. The majority of the uses (e.g. Adult Theaters, Automobile Exhaust test stations, Night Clubs, etc.) listed in the draft LUP for C2-1 are not appropriate located immediately adjacent to R1 zoning. Some uses (e.g. professional offices, dwelling, etc.), are not allowed by the LUP but would be much more appropriate next to R1 zoning.

CREATE SERENE
NEUTRAL ALLEY
AS A BUFFER BY:
-LIMITING ACCESS
-SCREENING



QUIET
R1
RESIDENTIAL

NOISY
COMMERCIAL

TRANSITION

We prefer commercial office buildings such as Executive Savings, on the corner of Thatcher and Washington. Buildings such as these require less parking. Business hours are from eight to six with no weekend or evening uses.

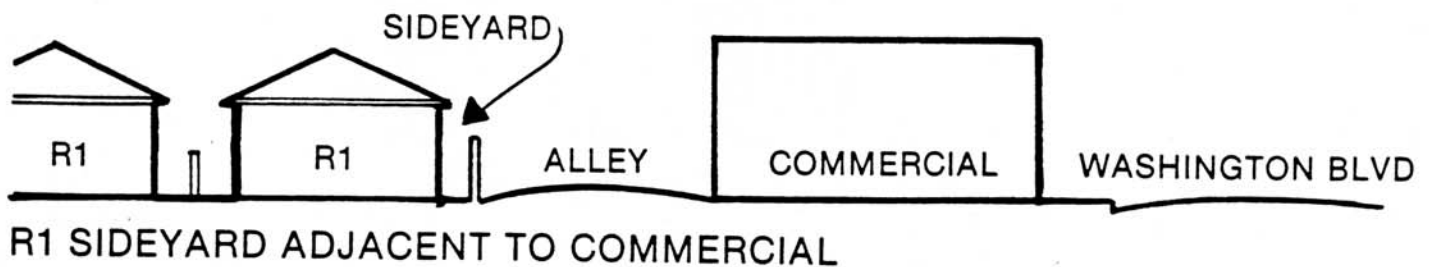
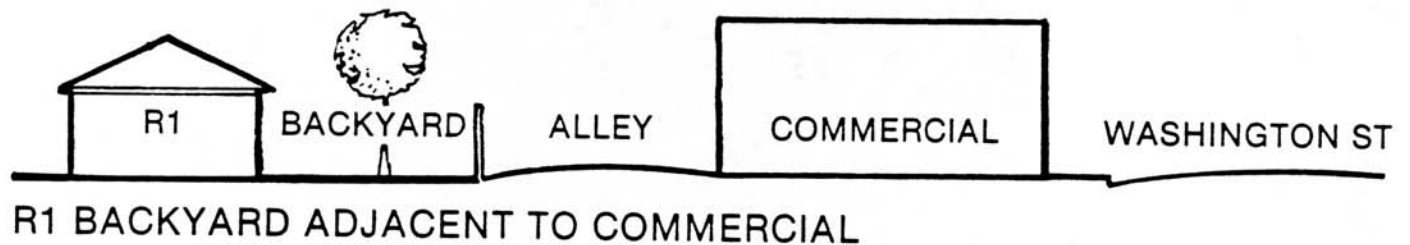
Restaurant uses such as the Sizzler put a tremendous burden on the neighborhood because of their parking intrusion, the numbers of patrons, alcohol serving, late night and weekend hours, frequent deliveries and unsightly smelly garbage dumpsters.

There was also some discussion regarding the number of Marine stores outside the Marina. The feeling is that these services should be located within the Marina .

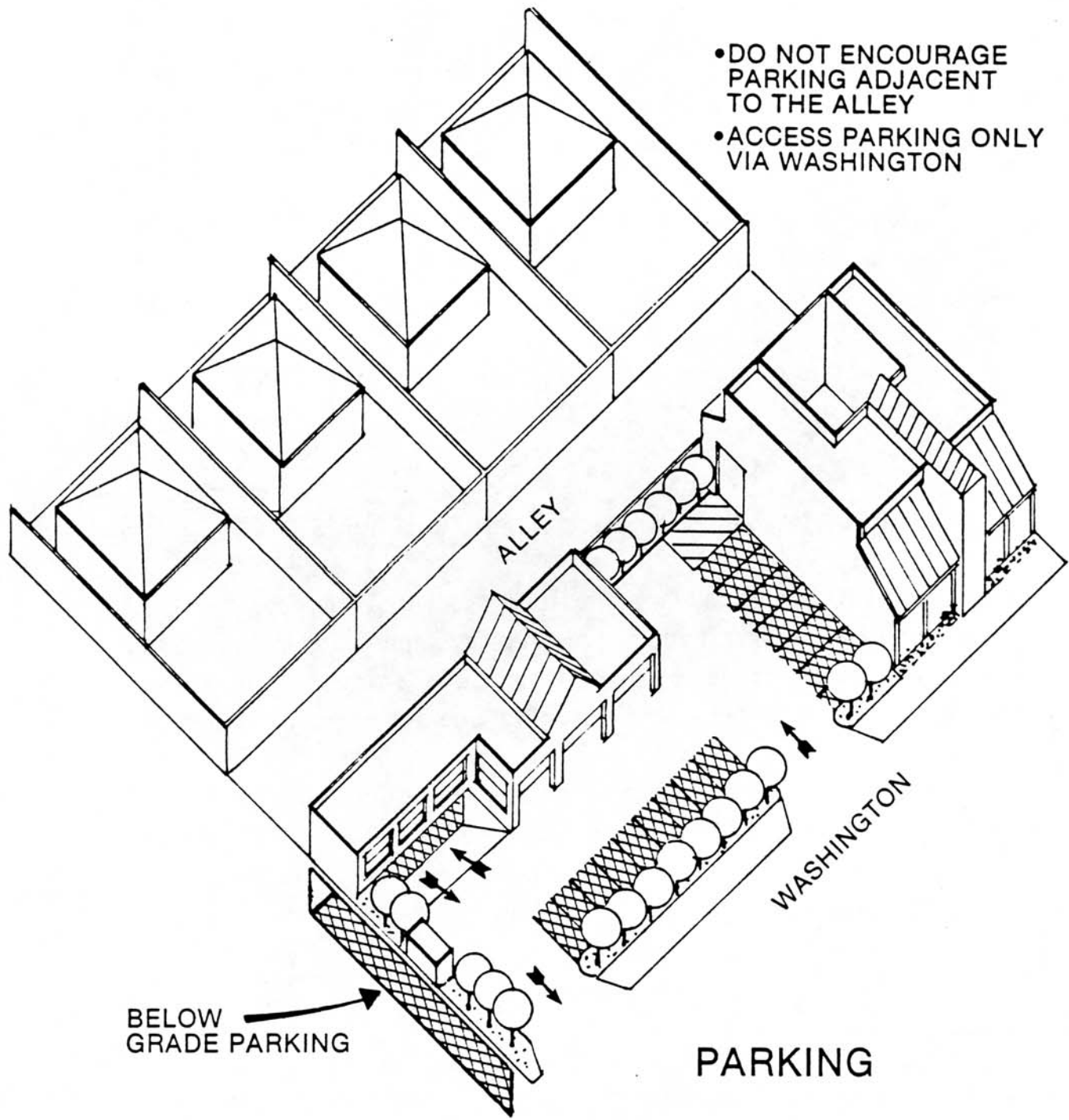
4. Transition Between Commercial and Residential

Our main concern is that the existing residential is properly protected from the existing and any future commercial development on Washington. A clean quiet and serene alley between the R1 and C2 zones should be established to act as a buffer between the noisy commercial activities and the quiet residential neighborhood.

Adjacent single family residences should be buffered and isolated from commercial uses including: parking lots, sources of noise, lighting, odor, dumpsters service vehicles and other annoyances inherent to commercially zoned projects and incompatible with existing residential homes.



- DO NOT ENCOURAGE PARKING ADJACENT TO THE ALLEY
- ACCESS PARKING ONLY VIA WASHINGTON



Rear setbacks for parking or other uses should be discouraged at the rear of the commercial (See item 5). A ten foot high reinforced, split faced masonry block wall should be built along the alley property line at all locations not occupied by a building.

Reasons: The alleys are the only means by which to buffer the residential from the commercial and they are inadequate. We feel that these requirements should be made and strictly adhered to.

5. Parking/Parking Access

Required parking spaces (determined by building use) should be located below grade, on grade or above grade within the commercial zones. No parking should be located in the adjacent R1 properties.

Parking access should be from Washington Boulevard/Street only. No parking access from alleys or R1 streets should be allowed.

Parking should be self contained within the structures and not infringe on the alleys. The parking should also be at the front of the project and landscaped.

We do not agree with the ICO requiring that surface parking be located between the project and the rear lot line (section 6 B #1 page 33).

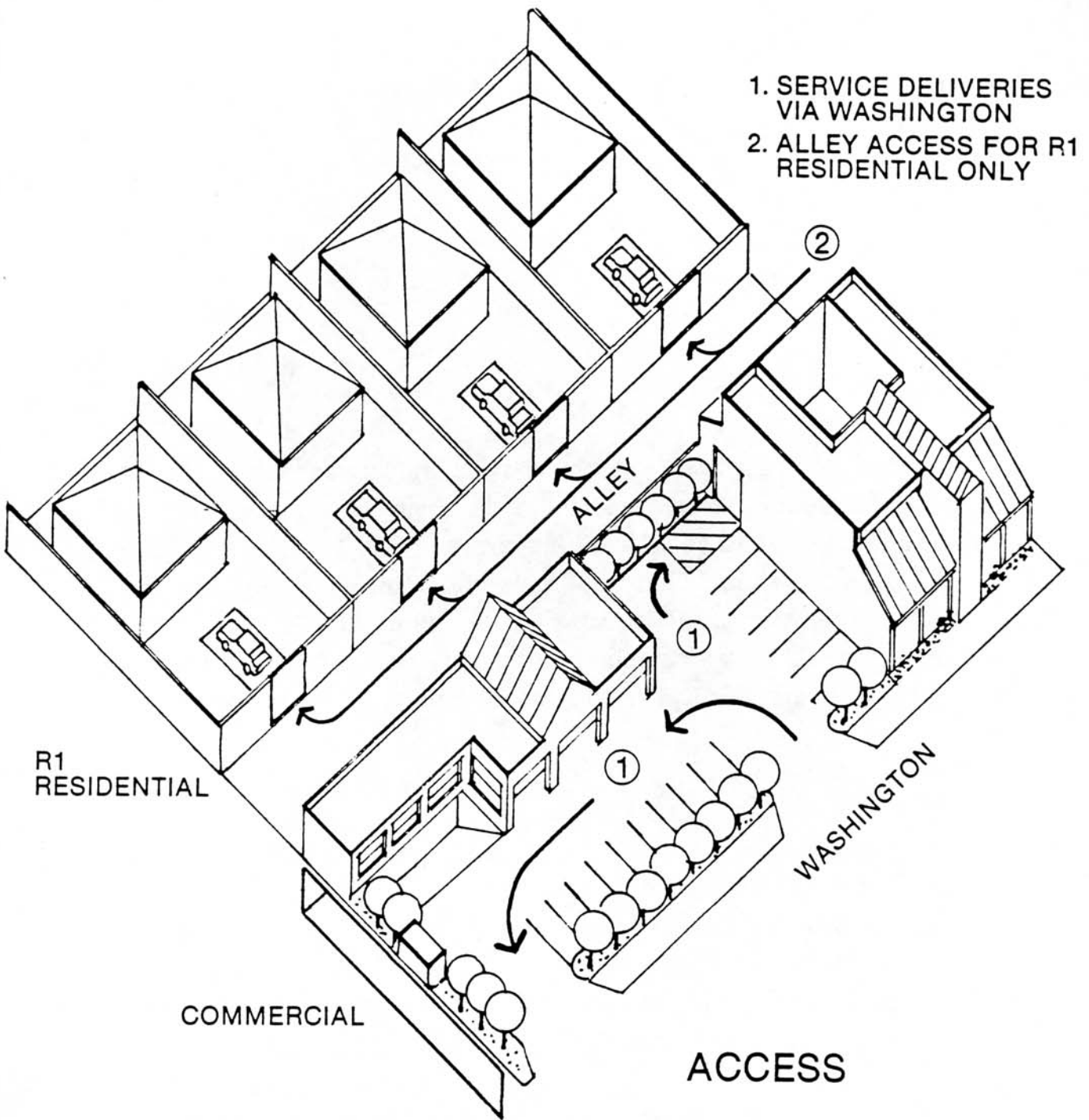
Adequate parking for all employees must be included in any development plan to prevent their parking on residential streets.

"No parking signs:" must be posted in the alleys and "no parking laws" should be strictly enforced.

The neighborhood shall be buffered from lighting, noise or noxious fumes coming from the commercial parking lots.

Reasons: The elimination of commercial traffic from the alleys will minimize the effects of commercial development on the adjacent R1 neighborhoods. (See #4 Transition Between Commercial and Residential and #6 Alley Access).

Allowing R1 property to become additional parking lots for the adjacent commercial businesses would destroy the integrity of the R1 neighborhood.



Any parking lot that does encroach on the existing residential must be enclosed, have a 25 foot landscaped front setback and follow the existing side and rear setback requirements. All landscaping must be maintained and trees must be mature.

Subterranean parking should be encouraged because it increases the number of parking spaces without increasing building height.

6. Commercial Vehicular Circulation and Access

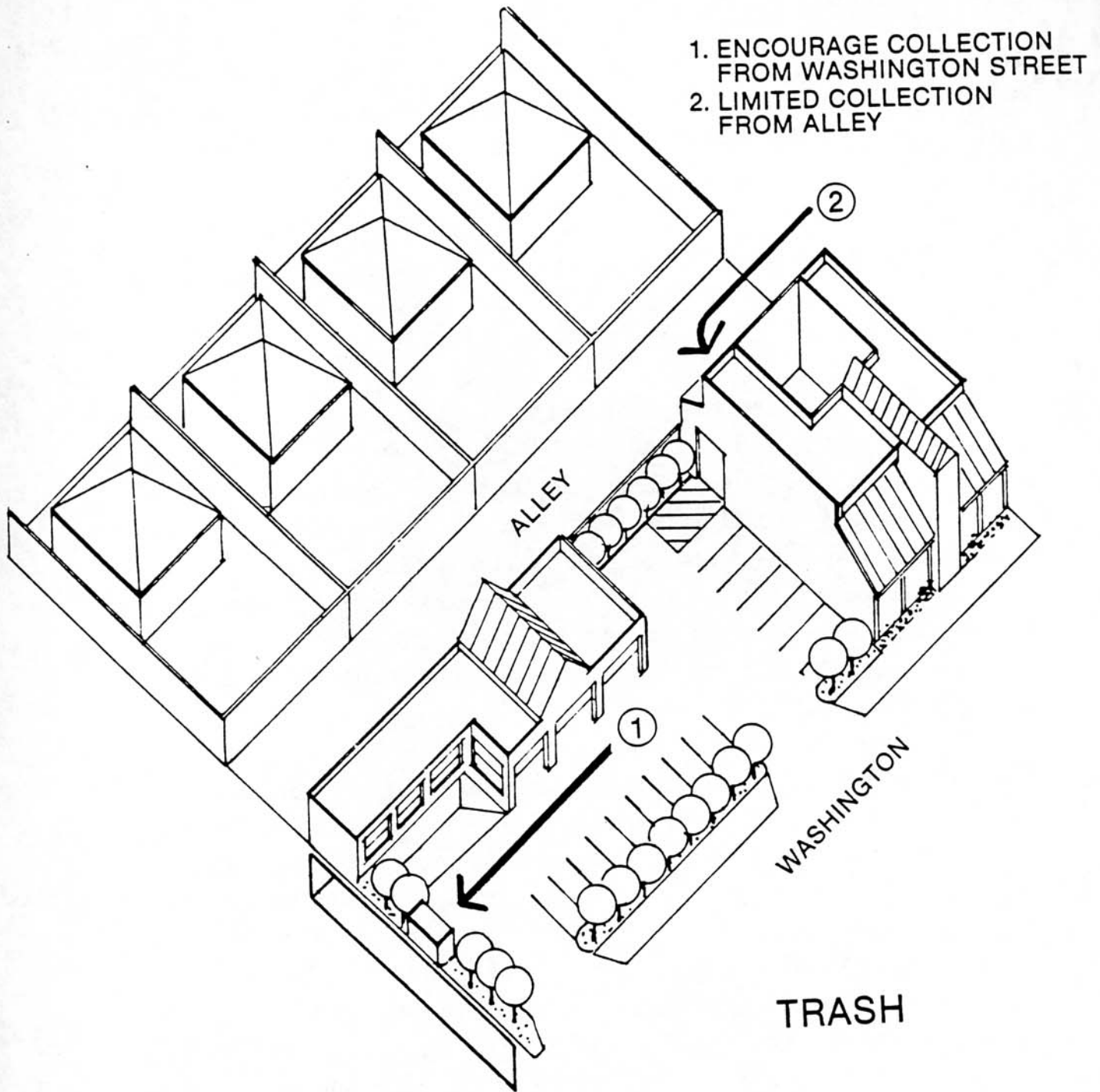
Alley access should be reserved for R1 residences and trash collection (limited hours for the latter). Pickup and deliveries should be from the front of the developments, with a possible bus stop like pull in, and not from the alleys. An alternative would be to restrict loading to specific daytime hours. There should be clearly marked designated loading areas.

5 mile speed limits must be posted in the alleys. Stop signs and speed bumps need to be installed in the alley between Carter and Stanford Avenues.

The alley behind the Sizzler has become a speedway between Carter/Lincoln and Stanford Avenues.

Reasons: Commercial vehicular ingress and egress via the alleys has always created problems for the adjoining residences. Delivery trucks block the alley restrict access to the residential garages, create noxious diesel fumes and noise at all hours of the day and night and make it impossible for emergency vehicles to pass.

Of special concern is the alley between Marr and Thatcher. This alley once went through to Thatcher but was closed off. This alley now curves at the east end and dumps onto Howard Street forcing commercial service vehicles to circulate on Howard Street and Thatcher Avenue. It is not appropriate to force commercial traffic onto residential streets.



7. Trash Collection and Management

Trash collection should be between 9:00 am and 6:00 pm Monday through Friday. No pick-up earlier than 10:00 am nor later than 4:00 pm on Saturdays and Sundays.

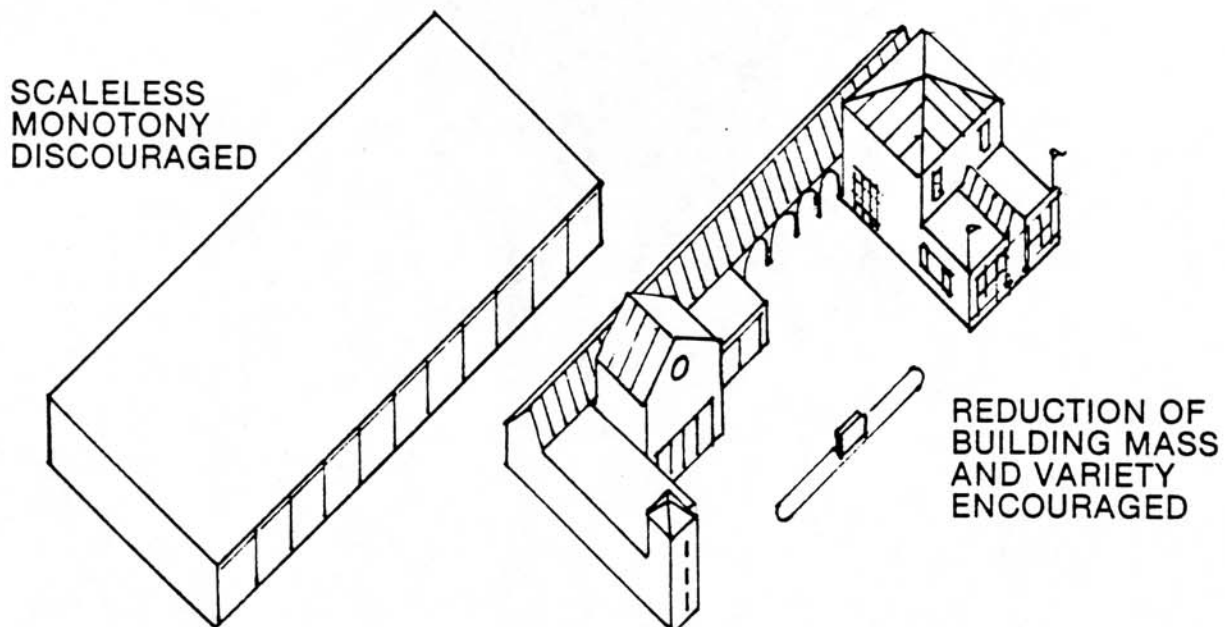
Ideally all trash pick-up should be accessed from Washington Boulevard/Street. Trash shall be compacted, covered, enclosed and locked to prevent unauthorized use, unsightly mess and to control odor. There shall be a stiff fine levied for violations.

Reasons: Commercial uses, (especially food service), generate large amounts of trash. Garbage and unattended dumpsters are a danger to health and safety because they are sources of noise, odors, litter and pollution. They attract flies, rats and other vermin. To date the existing commercial on Washington has made very little effort to be good neighbors. Restrictions must be imposed to control this situation.

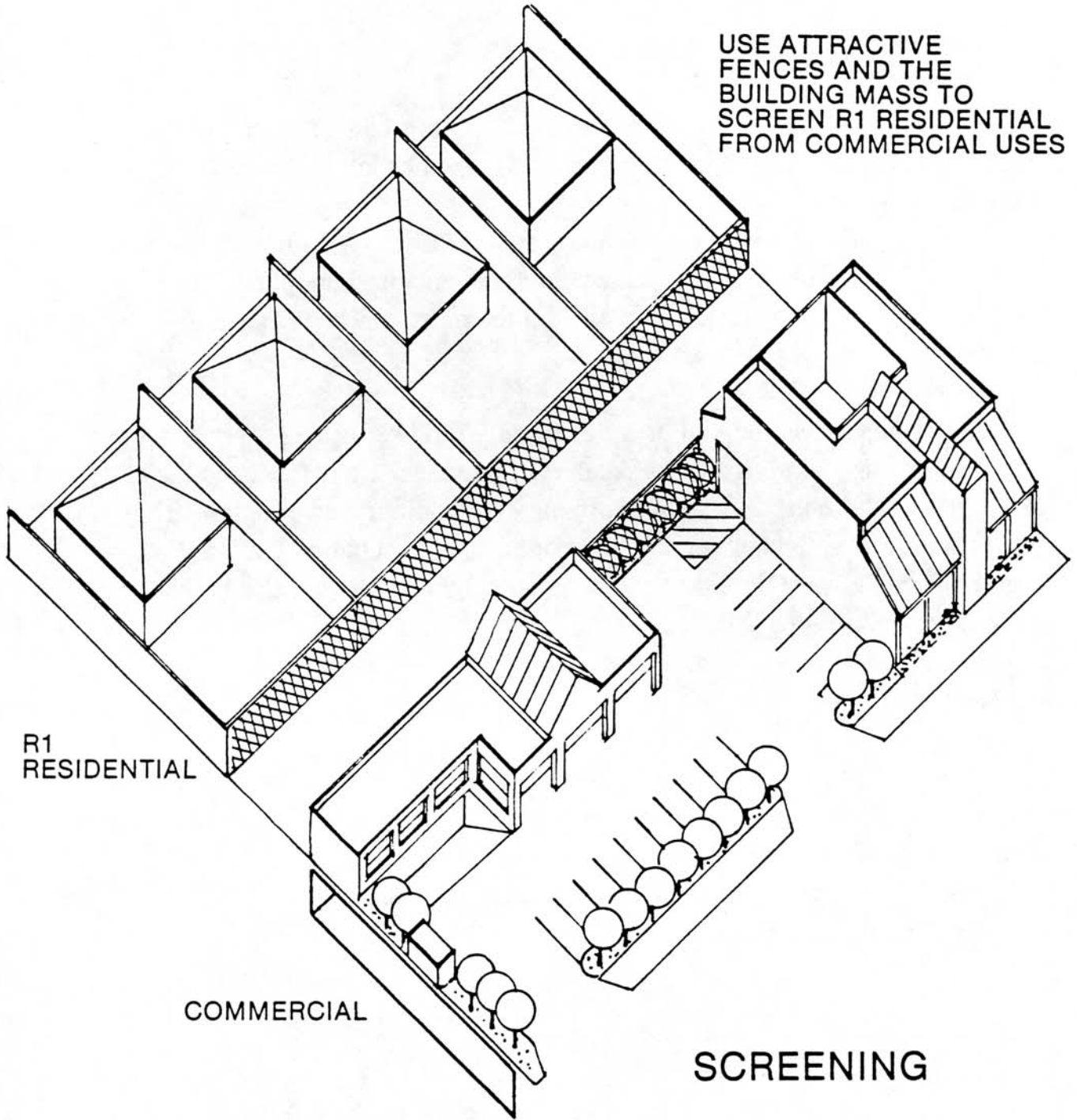
8. Design Considerations

The building must look good from all sides and present itself nicely to the neighborhood as well as to the community. Decorative facades should continue around to all sides of the building.

Buildings upper floors should be stepped back and/or modulated to reduce massive appearance.



USE ATTRACTIVE
FENCES AND THE
BUILDING MASS TO
SCREEN R1 RESIDENTIAL
FROM COMMERCIAL USES



Windows at the back of projects should be designed so that there is no visual intrusion into the residences.

Reasons: Good design and solid construction should be encouraged since these buildings are going to be our neighbors for a long time. Well designed buildings attract a better clientele and enhance all the surrounding properties.

9. Privacy Screening

When residences are subjected to traffic, noise, elements that are visually unappealing and commercial projects that look into their property we encourage privacy screening along property lines.

Reasons: Any commercial buildings which are adjacent to the single family residential neighborhood shall be designed to prohibit visual intrusion into the residences.

10. Signage

Sign standards should be established which limit sizes materials, locations and type faces.

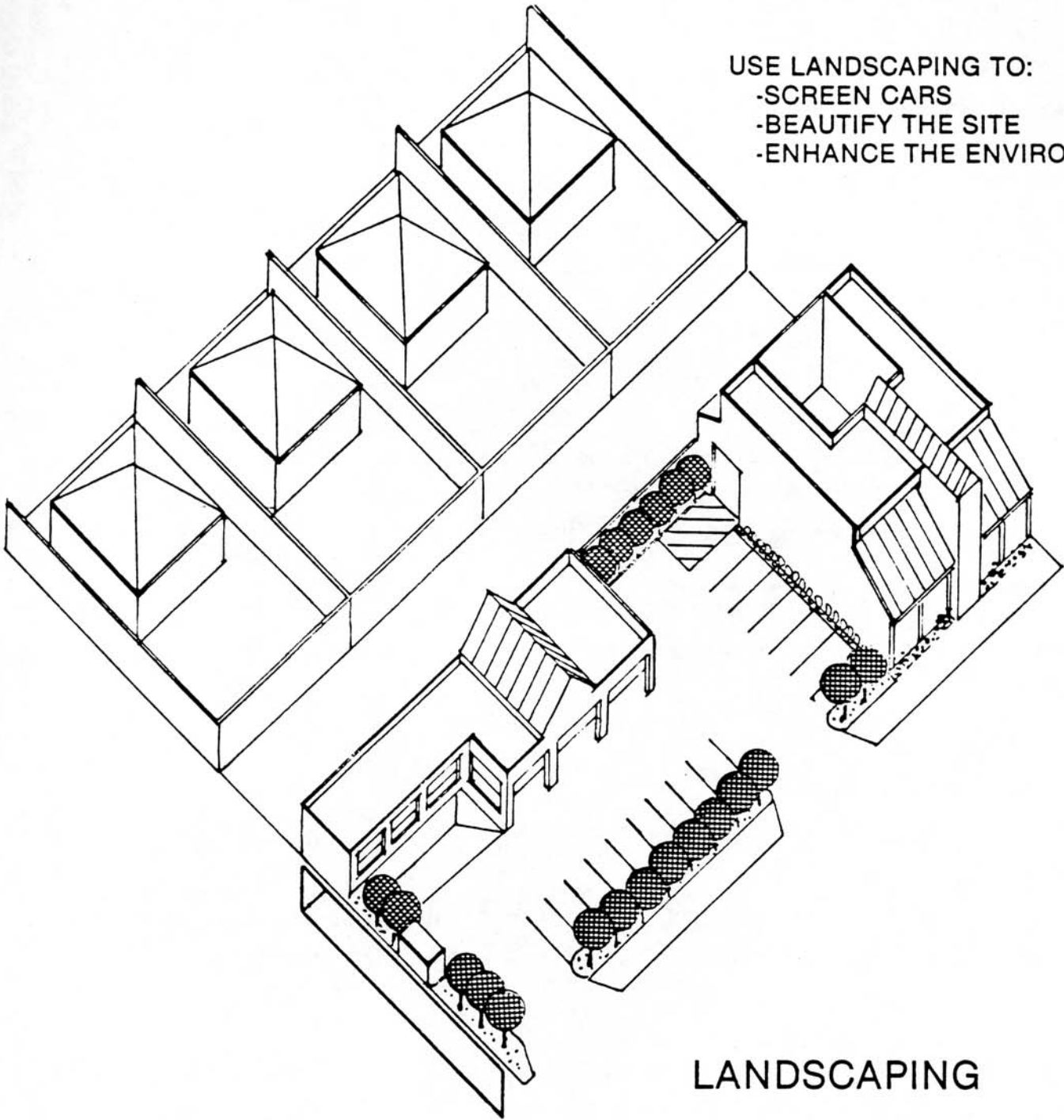
There should be no signs flashing or moving. There should be no rooftop signs or billboards. Plans for signage should be submitted for design review.

Reasons: To create a uniformity of signage and to prevent garish, flashy signs from intruded on the neighborhood and surrounding community.

11. Lighting

All lighting must be designed so that it does not shine onto neighboring residential properties. This includes lighting from parking garages and lots, signage, interior and exterior building lights.

USE LANDSCAPING TO:
-SCREEN CARS
-BEAUTIFY THE SITE
-ENHANCE THE ENVIRONMENT



LANDSCAPING

Reasons: Sensitively designed lighting will improve the appearance of the new development and ensure that it will be a good neighbor to the adjacent R1 properties.

12. Landscaping

We would like to see maintained landscaping and mature trees in the front of the development, along the sidewalk, used to screen all parking. Create a planted area between parking and the rear buffer wall where it backs onto the alley and abuts residential. Landscaping is not to be used in lieu of a buffer wall.

A landscape plan must be submitted (the exact % to be determined) as part of any project development plan.

Reasons: Landscaping will make the commercial more attractive and will benefit the environment.

13. Lot Consolidation

Lot consolidation should be allowed with strict limits on length/height of unbroken, unvaried facades and roof lines.

Reasons: A certain amount of lot consolidation is desirable. While we don't want to see massive projects on Washington we also do not want to see a proliferation of small tacky businesses that cannot provide enough parking for their customers. Allowable parking requirements are difficult to meet unless lots are consolidated. Consolidation can create more on site parking and allow the builder more options to create open space and amenities.

14. Design Review

A design review board should be established to ensure that the criteria outlined in the Oxford Triangle Specific Plan is being followed. The neighborhood would like to be included in the exterior design review process.

Reasons: Without enforcement of the specific plan criteria, unchecked development can occur. Specific areas of board review should include the following: height, density, use, parking, vehicular and pedestrian circulation/access, signage, lighting, landscaping, lot consolidation. We would like assistance from city planning in developing design criteria.

Section 3. Commercial on Lincoln Boulevard

General Description of the Lincoln Boulevard Commercial

The commercial on Lincoln is a combination of one story old light industrial/commercial. The more recent commercial retail development is a strip mall at the corner of Lincoln and Washington.

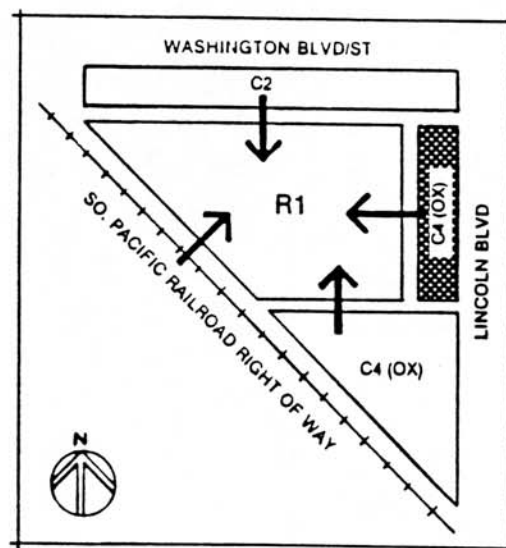
This area is bounded on the north by Washington Boulevard, on the south by Berkeley Drive, Lincoln Boulevard to the east and Carter Avenue to the west.

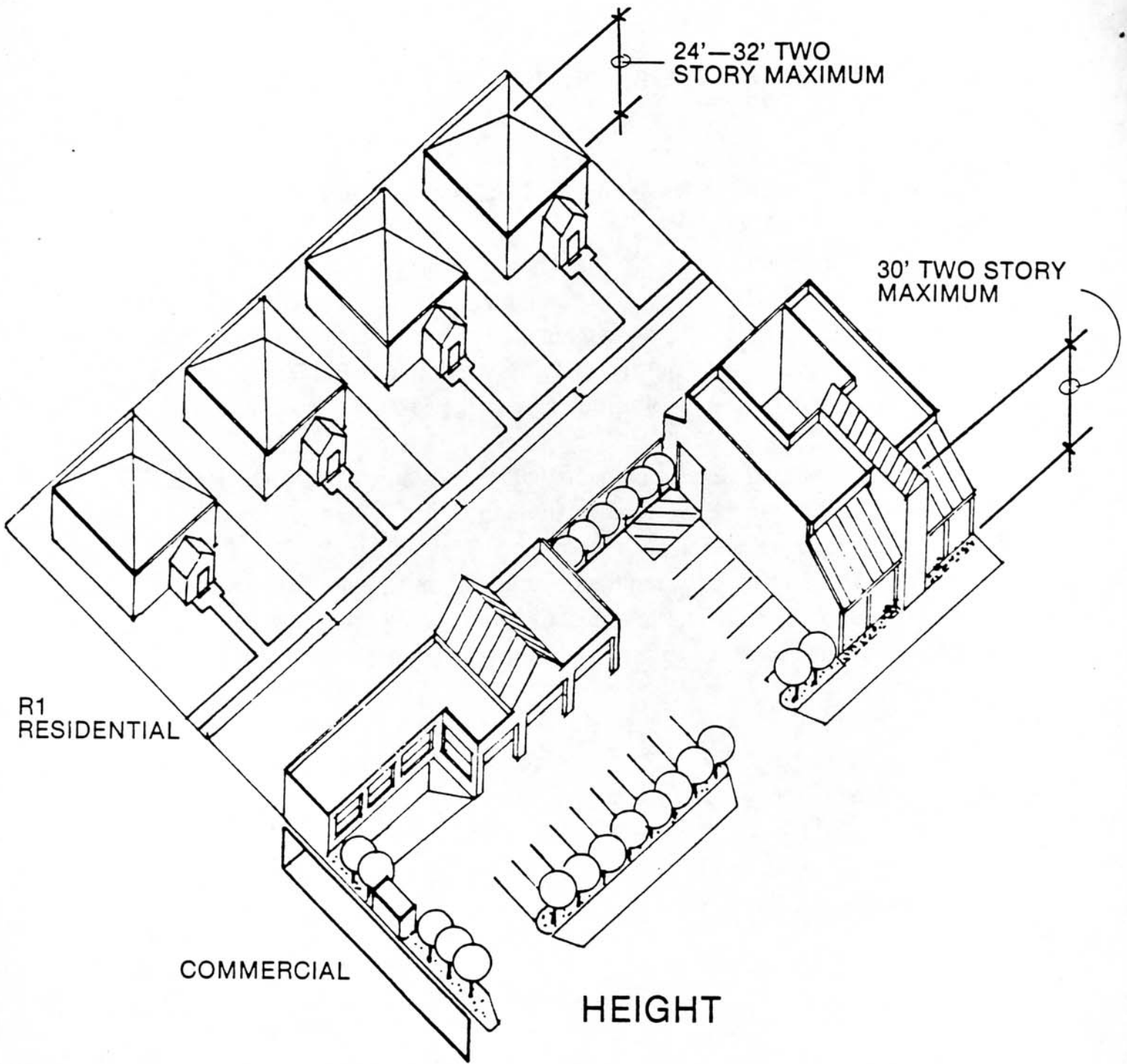
This commercial area is unique in that it backs onto Carter, a residential street, from Washington Boulevard to the South side of Berkeley Drive. The homes on Carter face the back of the commercial development.

There is no buffer between the commercial on Lincoln Boulevard and the residential on Carter. The parking, for the existing commercial uses, is grossly inadequate forcing customers, employees and service vehicles onto Carter Avenue.

Our goal is to mitigate the existing negative impact and prevent any further degradation caused by the infringement of the commercial on this small residential street. One way to accomplish this goal is to set restrictions on the growth, size and types of businesses allowed on Lincoln.

Carter Avenue should be protected in the new specific plan so that all new construction will create a new image.





1. Zoning

Change the zoning on Lincoln Boulevard between Washington Boulevard and Princeton Drive from C4(OX) to C-2 with restrictions on allowable uses.

Reasons: To reduce the density and the allowable uses so that the impact on Carter is mitigated.

2. Height

Limit building height from grade to 30 feet. Limit all projects to two stories. Second stories should be stepped back to reduce massive appearance.

Reasons: To keep the height of the commercial zone in line with the adjacent R-1 properties. Since this commercial zone directly borders single family residential property, a 30 foot maximum height would be more compatible with the scale of the R-1 neighborhood.

3. Density/Density Bonuses

Limit buildings to a maximum Floor Area Ratio (FAR) of 1:1.

We really do not like density bonuses, however, density bonuses would be acceptable to encourage office/commercial uses as opposed to other, less desirable, uses.

Reasons: This density allows for sufficient on site parking and landscaping without sacrificing the leasable area in new commercial projects. We would like to keep the density to a minimum in order to prevent adverse impact on the neighborhood.

4. Allowable Uses

Modify the allowable uses currently allowed and not allowed by the C2-1 zoning. Appendix A lists our desired allowable uses.

Reasons: The list of allowable uses for the C2-1 zoning in the Land Use Plan (LUP) draft does not consider the location of this commercial zone which is immediately adjacent to residential single family homes. The majority of the uses (e.g. Adult Theaters, Automobile Exhaust test stations, Night Clubs, Car Wash, etc..) listed in the draft LUP for C2-1 are not appropriate located immediately adjacent to R1 zoning. Some uses (e.g. professional offices, dwelling, etc.), are not allowed by the LUP but would be much more appropriate next to R1 zoning

We prefer commercial office buildings such as Executive Savings, on the corner of Thatcher and Washington. Buildings such as these require less parking. Business hours are from eight to six with no weekend or evening uses.

Restaurant uses such as the Sizzler put a tremendous burden on the neighborhood because of their parking intrusion, the numbers of patrons, alcohol serving, late night and weekend hours, frequent deliveries and unsightly smelly garbage dumpsters.

5. Parking/Parking Access

Required parking spaces (determined by building use) should be located below grade, on grade or above grade within the commercial zones. No parking should be located in the adjacent R1 properties.

Parking access should be from Boulevard only. No parking access from Carter should be allowed.

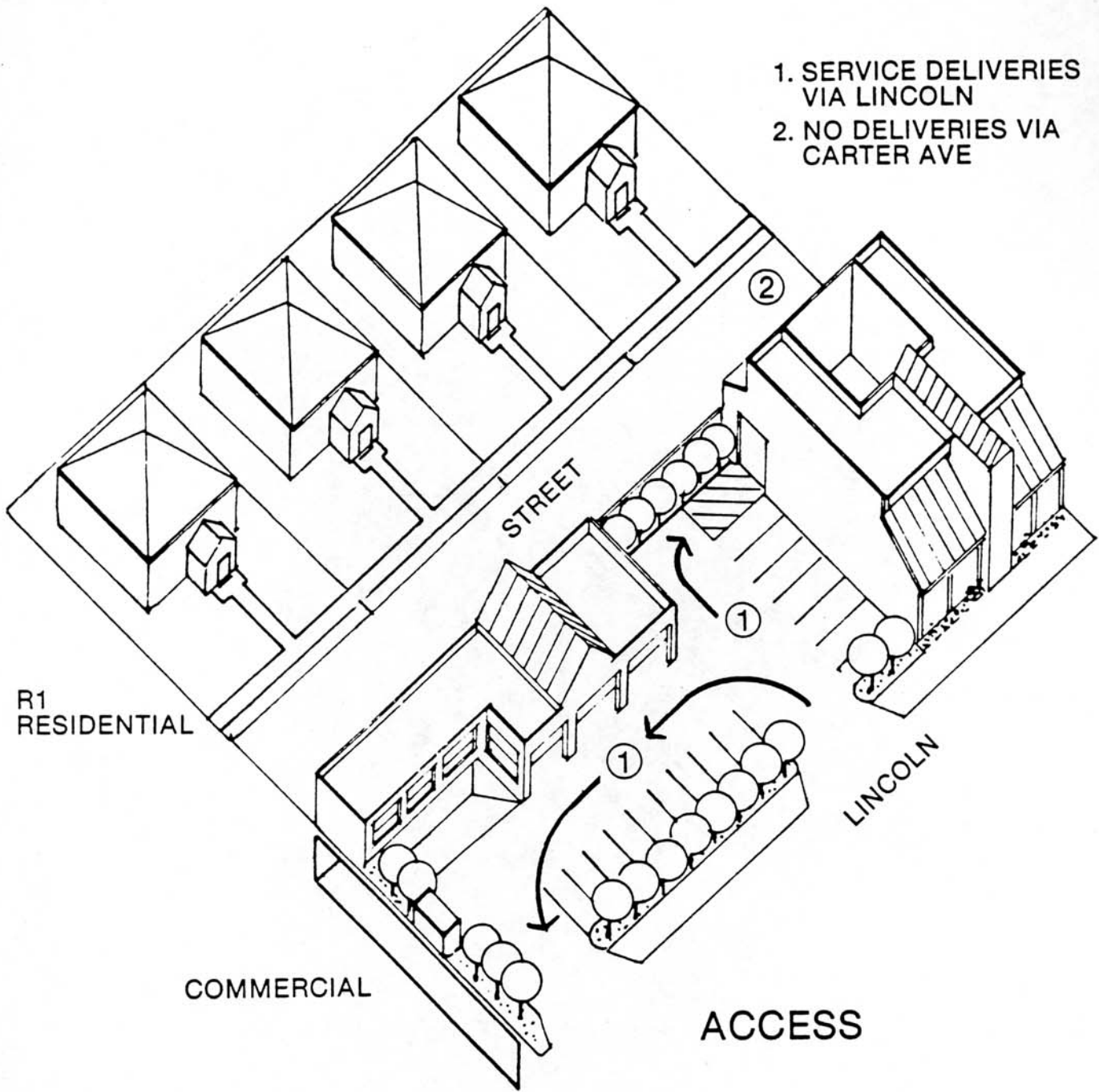
Parking should be self contained within the structures and not infringe on Carter. The parking should also be at the front of the project and landscaped.

We do not agree with the ICO requiring that surface parking be located between the project and the rear lot line (section 6 B #1 page 33).

Adequate parking for all employees must be included in any development plan to prevent their parking on Carter.

Allow Permit Parking for Carter residents with strict enforcement.

The neighborhood shall be buffered from lighting, noise or noxious fumes coming from the commercial parking lots and businesses such as the car wash.



Reasons: The mitigation of commercial traffic from Carter will minimize the effects of commercial development on the adjacent R1 neighborhoods. (See #4 Transition Between Commercial and Residential and #6 Access).

Allowing R1 property to become additional parking lots for the adjacent commercial businesses would destroy the integrity of the R1 neighborhood. Any parking lot that does encroach on the existing residential must be enclosed, have a 25 foot landscaped front setback and follow the existing side and rear setback requirements. All landscaping must be maintained and trees must be mature.

Subterranean parking should be encouraged because it increases the number of parking spaces without increasing building height.

6. Commercial Vehicular Circulation and Access

Pickup and deliveries should be from the front of the projects, with a possible bus stop like pull in, and not from Carter Avenue. An alternative would be to restrict loading to specific daytime hours. There should be clearly marked designated loading areas.

Post signs and enforce restrictions on truck weight limits.

Reasons: Commercial vehicular ingress and egress via Carter has always created problems for the adjoining residences. Delivery trucks block the street, restrict access to the residences and create noxious diesel fumes and noise at all hours of the day and night . Customers (in particular the car wash) use Carter Avenue rather than Lincoln Boulevard for parking .

7. Traffic

Carter Avenue has very serious traffic problems generated by The Sizzler, Music Plus, the Car Wash, Video Pizza and the Chevrolet dealer. Stop the traffic coming from and through the businesses on Lincoln and dumping onto Carter. Eliminate the curb cuts on the east side of Carter. Designate Carter as a residential street.

Reasons: Vehicles speed down Carter Avenue, without regard for the safety of the people who live on this street, go West on Berkely and North on Stanford Avenue in order to avoid the traffic controls on Lincoln Boulevard.

8. Trash Collection and Management

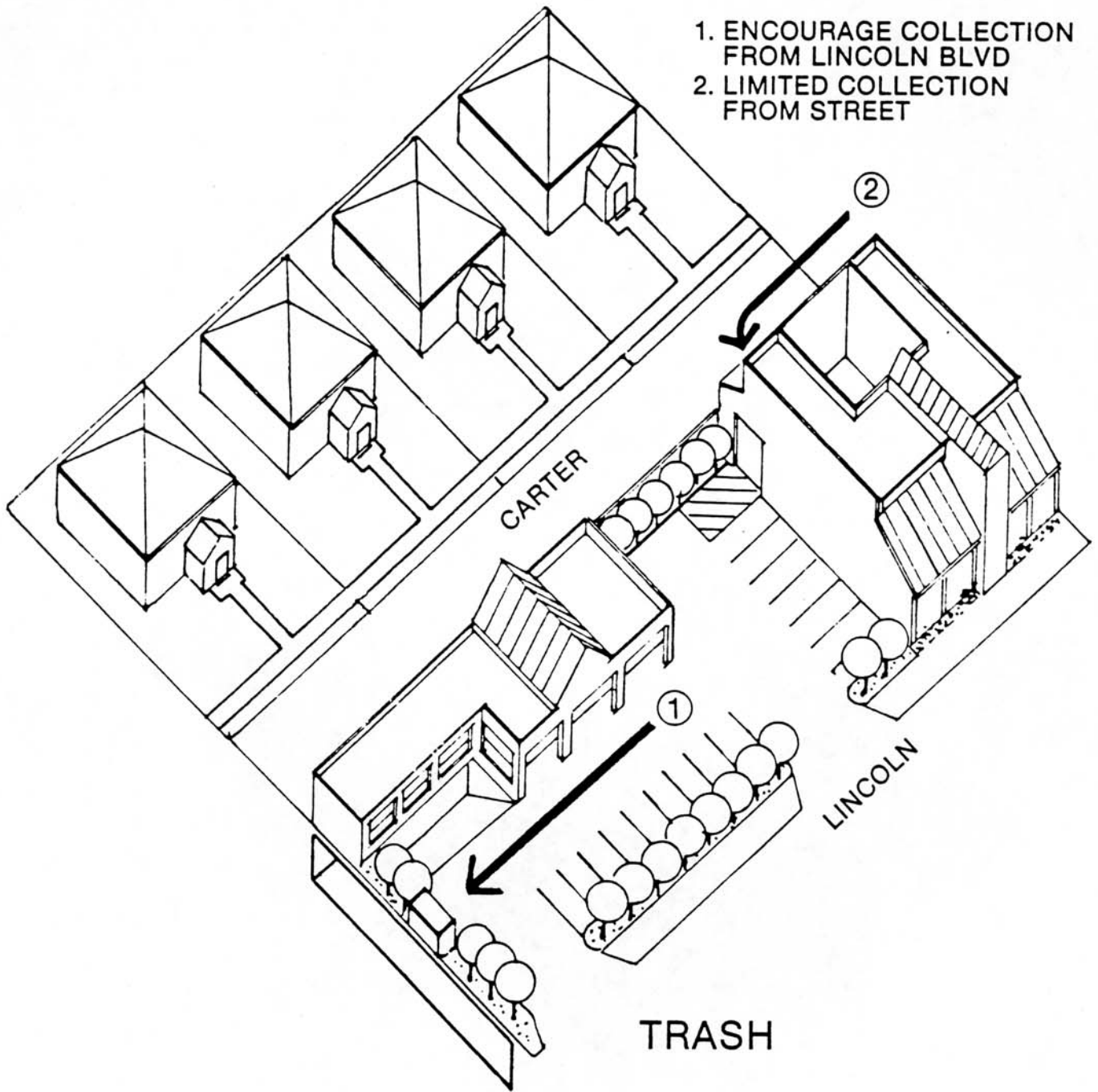
Trash collection should be between 9:00 am and 6:00 pm Monday through Friday. No pick-up earlier than 10:00 am nor later than 4:00 pm on Saturdays and Sundays.

Ideally all trash pick-up should be accessed from Lincoln Boulevard. Trash shall be compacted, covered, enclosed and locked to prevent unauthorized use, unsightly mess and to control odor. There shall be a stiff fine levied for violations.

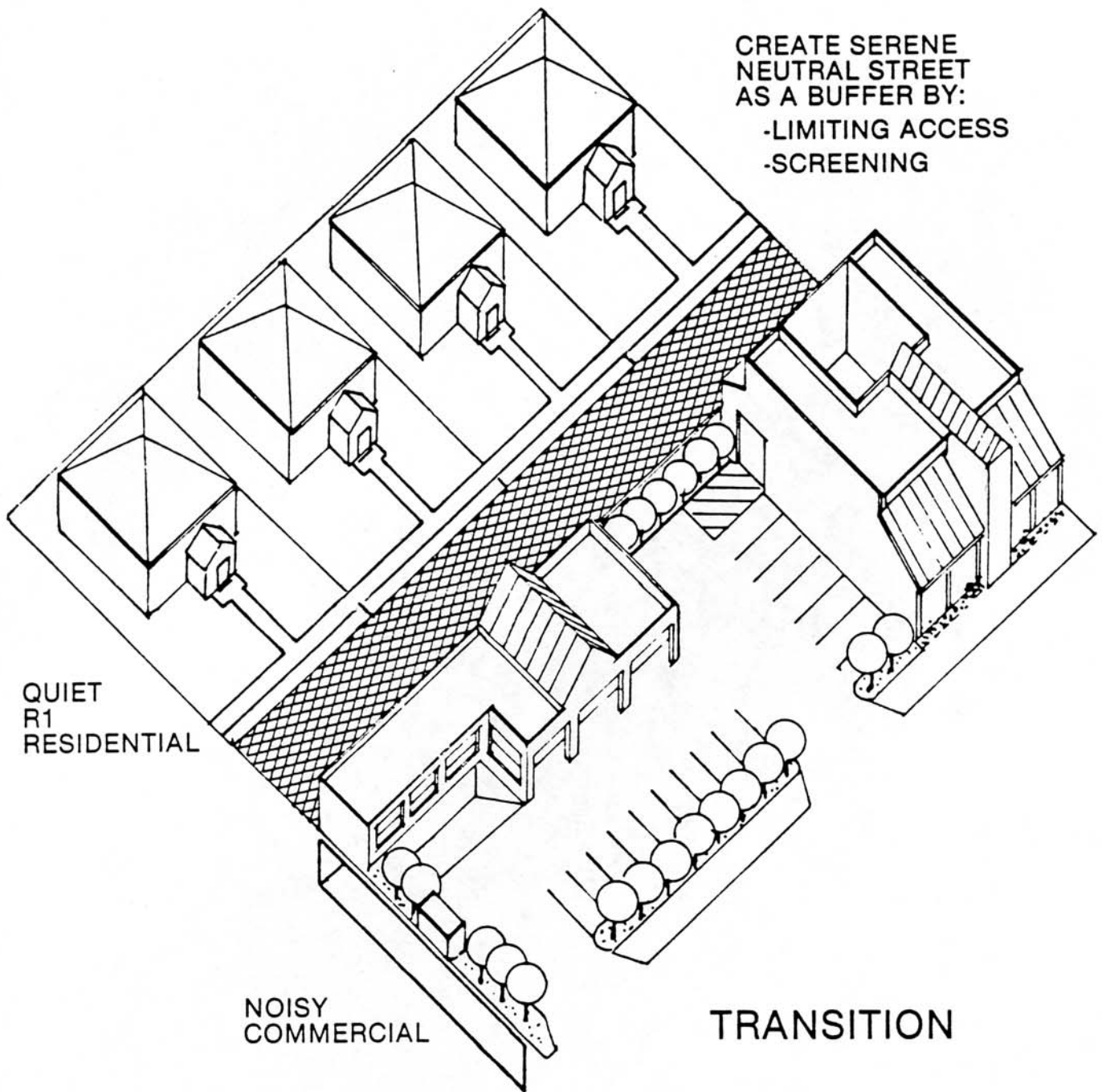
Reasons: Commercial uses, (especially food service), generate large amounts of trash. Garbage and unattended inadequate dumpsters are a danger to health and safety because they are sources of noise, odors, litter and pollution. They attract flies, rats and other vermin.

The commercial businesses backing onto Carter do not manage their trash. Trash containers frequently roll into the street and are left unattended. Restrictions must be imposed to control this situation.

1. ENCOURAGE COLLECTION FROM LINCOLN BLVD
2. LIMITED COLLECTION FROM STREET



CREATE SERENE
NEUTRAL STREET
AS A BUFFER BY:
-LIMITING ACCESS
-SCREENING



QUIET
R1
RESIDENTIAL

NOISY
COMMERCIAL

TRANSITION

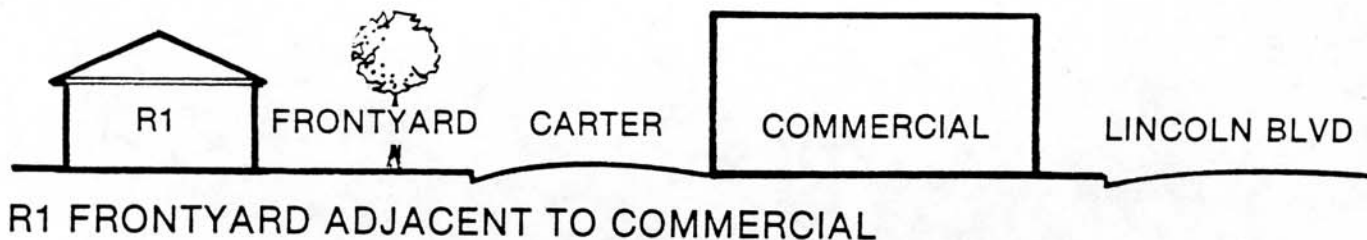
9. Transition Between Commercial and Residential

Our main concern is that the existing residential is properly protected from the existing and any future commercial development on Lincoln. A clean quiet and serene street between the R1 and C4 (OX) zones should be established to act as a buffer between the noisy commercial activities and the quiet residential neighborhood.

Adjacent single family residences should be buffered and isolated from commercial uses including: parking lots, sources of noise, lighting, odor, dumpsters service vehicles and other annoyances inherent to commercially zoned projects and incompatible with existing residential homes.

Rear setbacks for parking or other uses should be discouraged at the rear of the commercial (See item 5).

A ten foot high reinforced, split faced masonry block wall should be built along the alley property line at all locations not occupied by a building.



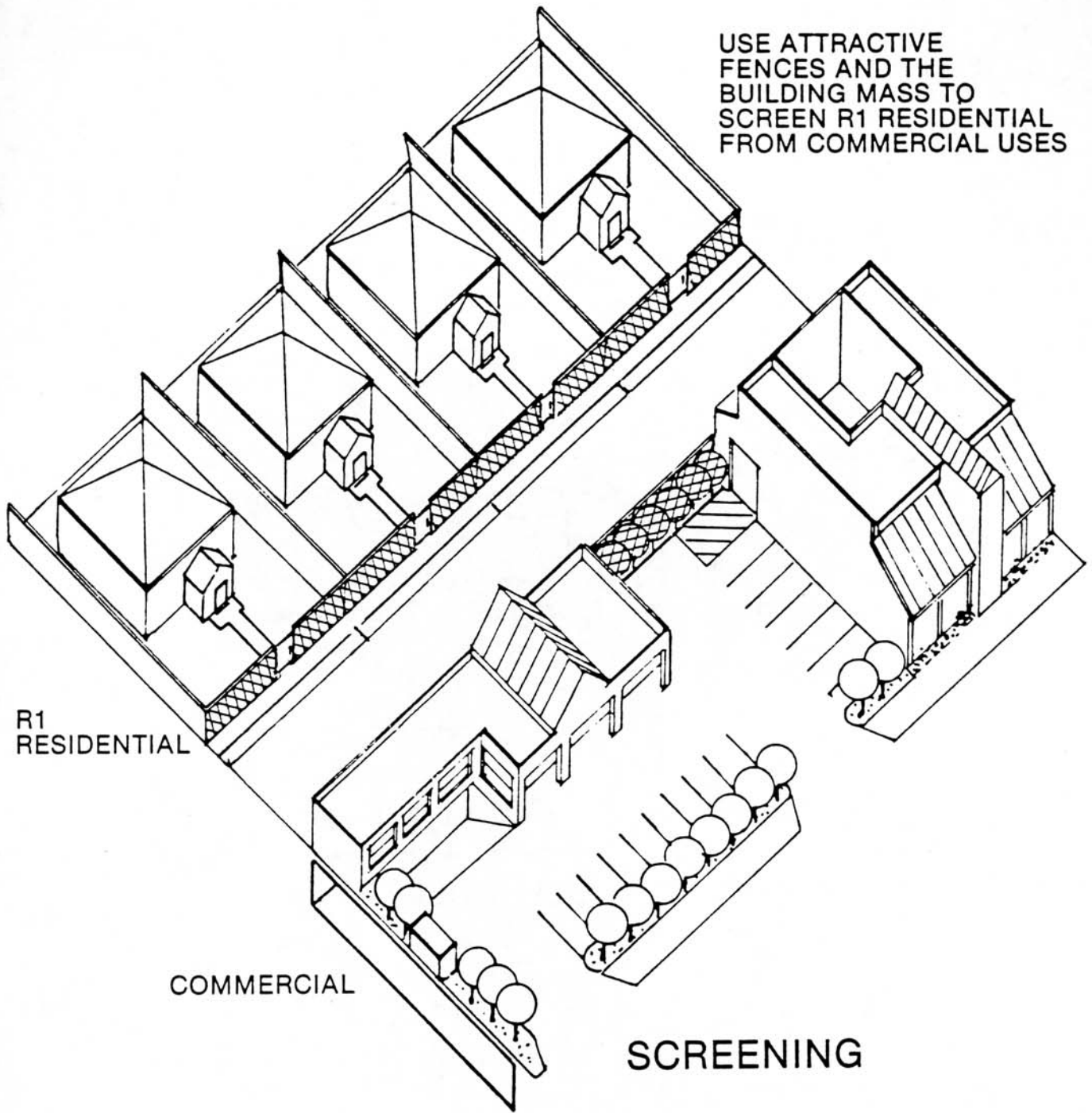
Reasons: The street is the only means by which to buffer the residential from the commercial and it is inadequate. We feel that these strict requirements should be made and adhered to.

10. Design Considerations

A commercial building must look good from all sides and present itself nicely to the neighborhood as well as to the community. Decorative facades should continue around to all sides of the building.

Windows at the back of projects should be designed so that there is no visual intrusion into the residences.

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FENCES AND THE
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FROM COMMERCIAL USES



R1
RESIDENTIAL

COMMERCIAL

SCREENING

Buildings upper floors should be stepped back and/or modulated to reduce massive appearance.

Reasons: Good design and solid construction should be encouraged since these buildings are going to be our neighbors for a long time. Well designed buildings attract a better clientele and enhance all the surrounding properties.

11. Privacy Screening

Allow for front yard privacy screening for Carter residences.

Reasons: The Carter residences are constantly subjected to commercial traffic, noise elements that are visually unappealing, and commercial projects looking into their property. Any buildings which are adjacent to the R1 neighborhood shall be designed to prohibit visual intrusion into the residential.

12. Signage

Sign standards should be established which limit sizes materials, locations and type faces.

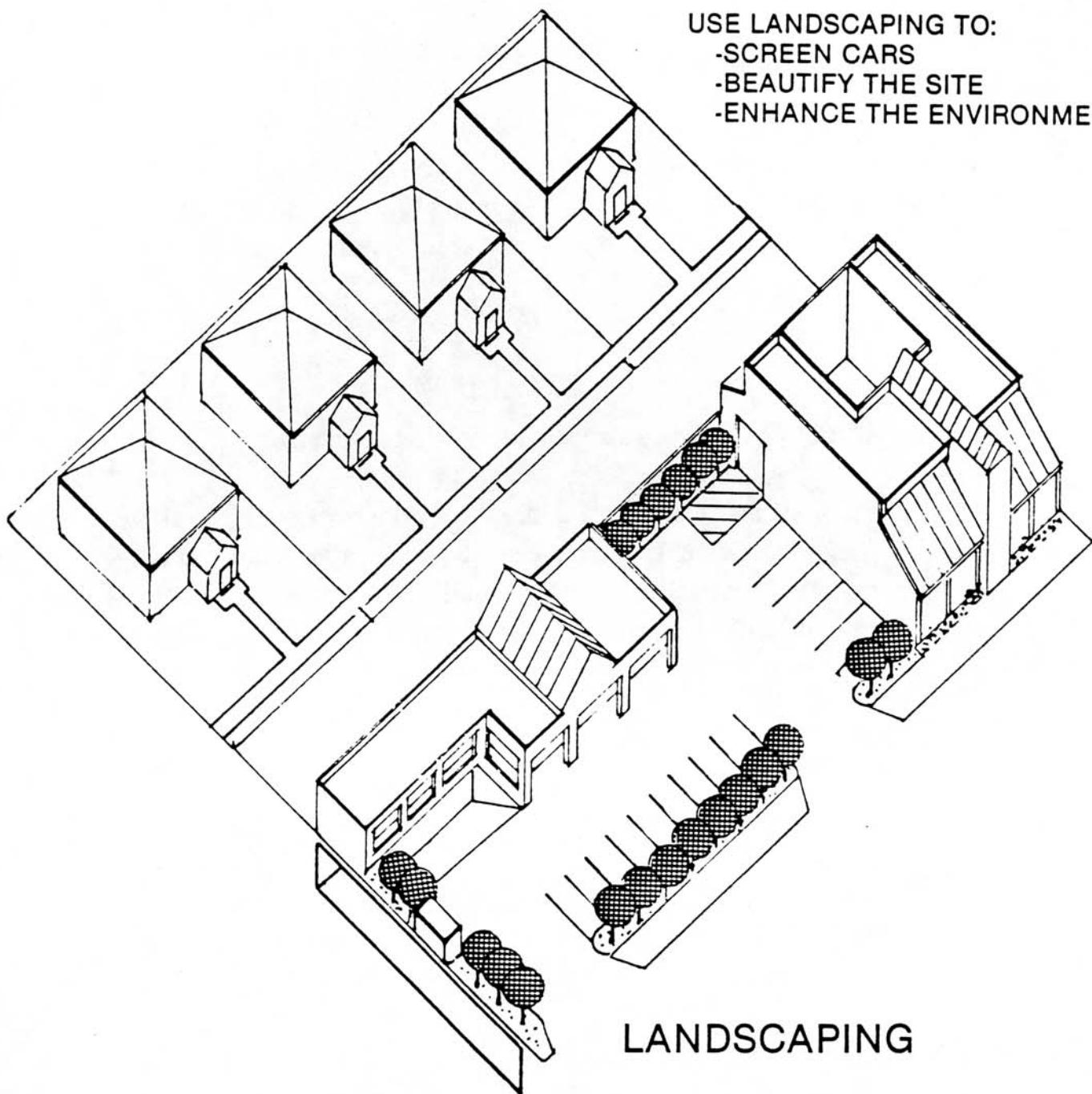
There should be no signs flashing or moving. There should be no rooftop signs or billboards. Plans for signage should be submitted for design review.

Reasons: To create a uniformity of signage and to prevent garish, flashy signs from intruded on the neighborhood and surrounding community.

13. Lighting

All lighting must be designed so that it does not shine onto neighboring residential properties. This includes lighting from parking garages and lots, signage, interior and exterior building lights.

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-BEAUTIFY THE SITE
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LANDSCAPING

Reasons: Sensitively designed lighting will improve the appearance of the new development and ensure that it will be a good neighbor to the adjacent R1 properties.

14. Landscaping

We would like to see maintained landscaping and mature trees in the front and rear of the development, along the sidewalk, and used to screen all parking. Create a planted area between parking and the rear buffer wall where it backs onto Carter and abuts residential. Landscaping is not to be used in lieu of a buffer wall.

A landscape plan must be submitted (the exact % to be determined) as part of any project development plan.

Reasons: Landscaping will make Carter and the commercial on Lincoln more attractive and will benefit the environment and the community.

15. Lot Consolidation

Lot consolidation should be allowed with strict limits on length/height of unbroken, unvaried facades and roof lines.

Reasons: A certain amount of lot consolidation is desirable. While we don't want to see massive projects on Carter we also do not want to see a proliferation and continuation of small tacky businesses that cannot provide enough parking for their customers. Allowable parking requirements are difficult to meet unless lots are consolidated. Consolidation can create more on site parking and allow the builder more options to create open space and amenities.

16. Design Review

A design review board should be established should be established to ensure that the criteria outlined in the Oxford Triangle Specific Plan is being followed. The neighborhood would like to be included in the exterior design review process.

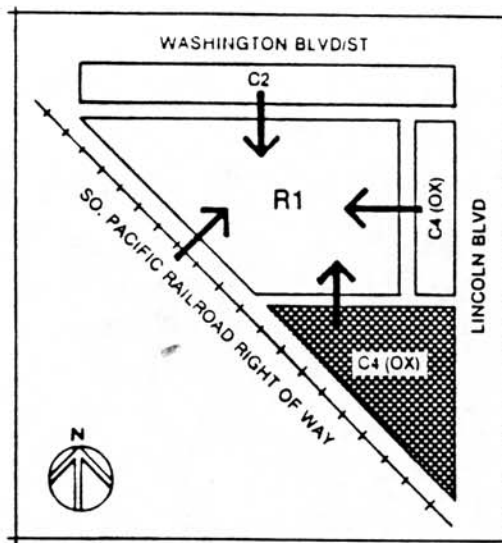
Reasons: Without enforcement of the specific plan criteria, unchecked development can occur. Specific areas of board review should include the following: height, density, use, parking, vehicular and pedestrian circulation/access, signage, lighting, landscaping and lot consolidation.

Section 4. C4(OX) Mixed Use

General Description of Existing C4(OX) Area

The existing C4(OX) zone at the south end of the Oxford Triangle consists of a variety of one and two story light industrial buildings (some abandoned), a trailer park, a trash disposal company and a car impound yard. Businesses access Washington Boulevard or Lincoln Boulevard via Maxella Avenue (a small private road) or Oxford Triangle residential streets.

This area is defined by: single family residences to the north; Lincoln Boulevard to the east; and the abandoned Southern Pacific Railroad Right of Way to the south and west.



1. Transition Between Existing Residential (R1) and the C4(OX) Area

A gradual reduction in the allowable building mass, density, use and height from the southern most tip of the Oxford Triangle north toward the existing R1 residences must be established.

All of the remaining lots in the northern portion of the C4(OX) adjacent to the existing single family residences must have a master plan and be developed concurrently.

Reasons: Currently the least dense existing residential zoning (R1) is directly adjacent to the most dense commercial zoning C4(OX), with no transition zone, such as an alley or street, in between serving as a buffer.

The overwhelming feeling of the Oxford Triangle residents is that the unique C4(OX) zoning, which allows a density bonus of an FAR of 3:0 and no height restrictions, is totally inappropriate for the parcel of land which makes up the southern portion of a single family residential neighborhood.

Currently J.H. Snyder Company is planning to build medium to high medium density apartments/condominiums and commercial on a majority of the southern portion of the C4(OX) parcel. As of November 5th, 1988 Mr. Snyder's project does not abut the existing residential. If his project is built as proposed to date, the remaining area of the C4(OX) zoning will be sandwiched between the new development and the R1 zoning.

It is the feeling of the vast majority of residents that the remaining C4(OX) should serve as a transition area and must be re-zoned residential, with densities gradually reducing from the Snyder development (on the south) to the R1 density (on the north). There are two workshop participants who would like to keep this area industrial.

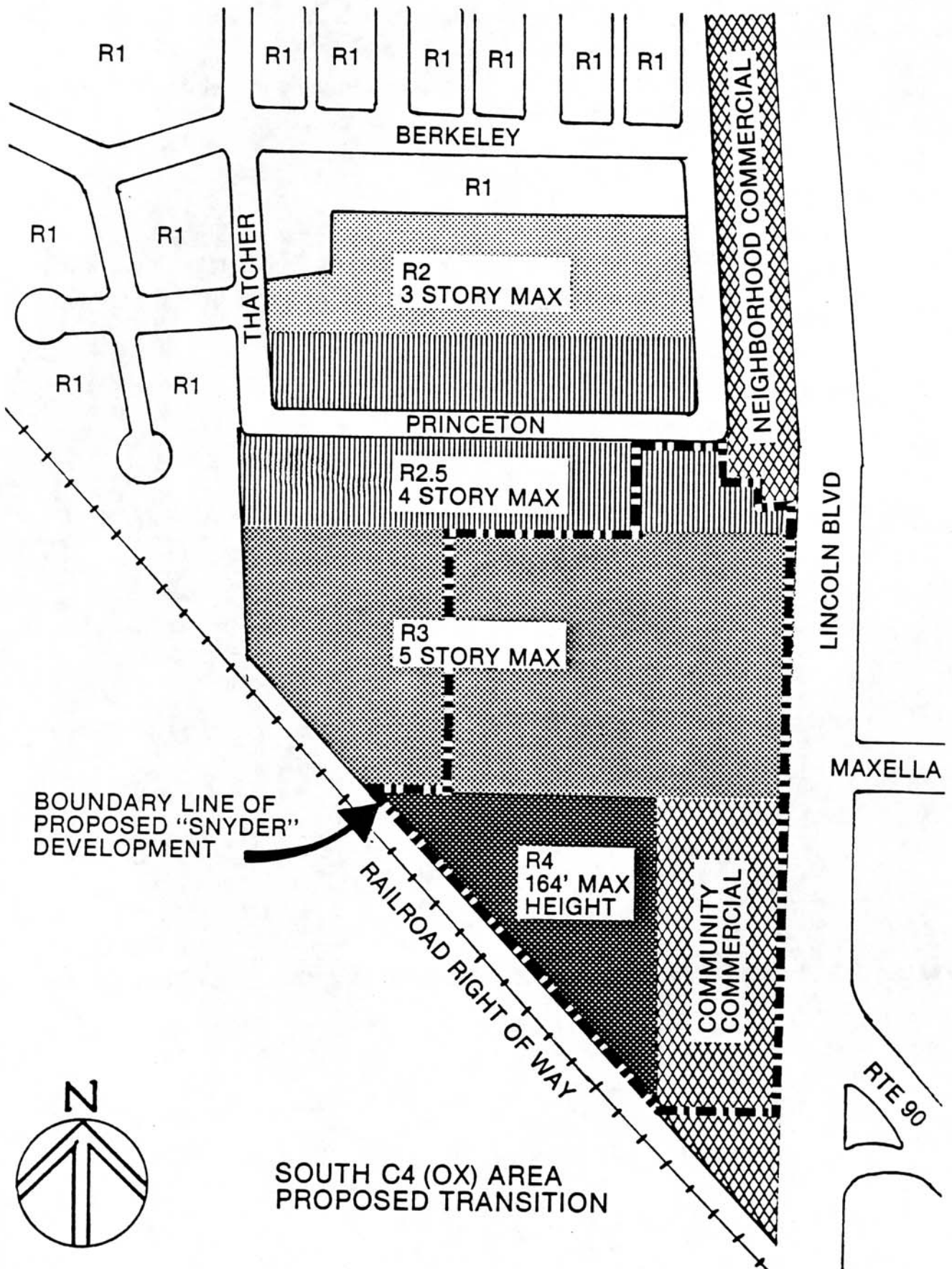
How the area between the Snyder project and the R1 zone is used is a major concern of Oxford Triangle residents. If the current density allowance and the allowable uses in the remaining C4(OX) are not corrected, the results could be devastating to all Oxford Triangle residents.

2. Density/Density Bonuses

The density of the area should be compatible with the R1 property it abuts to the north and gradually become more dense to the south.

Allow for development transfer rights from the northern portion of the C4(OX) to the southern portion of the C4(OX).

Reasons: The current Oxford Triangle Specific Plan was tailored specifically for this C4(OX) designation and allows for excessive density bonuses and for uses that are incompatible with the existing residential, and community at large. The current Specific Plan states, that by having 15% of the project square footage for "housing" (undefined), a project may double in size. This type of incentive doesn't accomplish the goal it attempts to reach (ie. more housing in an area that should have housing). It illustrates that the whole

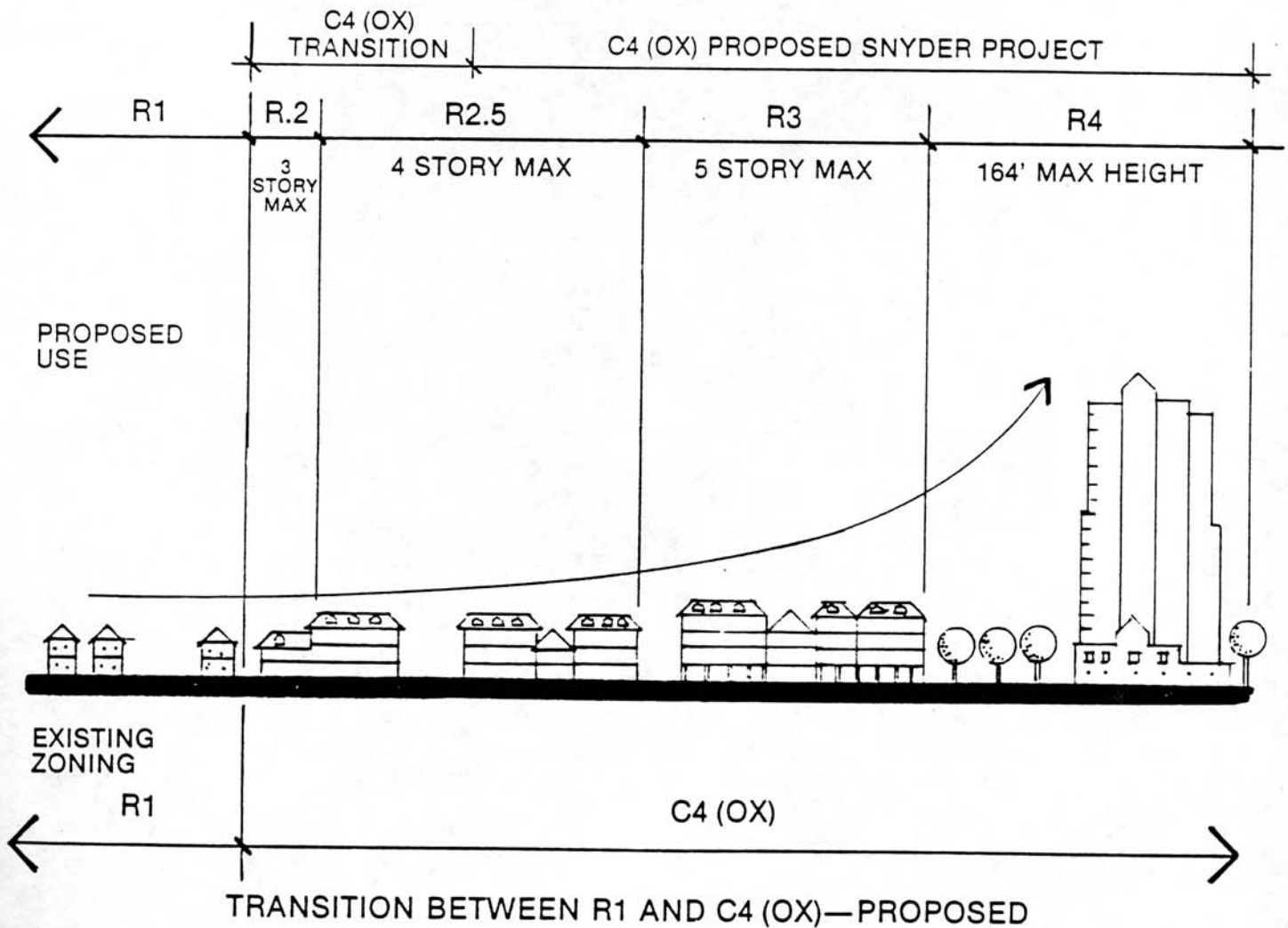


zoning is inappropriate. If incentives are required to add housing elements, and housing elements are in fact needed, then the whole C4(OX) zoning is flawed and should be changed to residential.

Transferring development rights is a reasonable and equitable way to keep the density lower at the northern end of the C4(OX).

3. Height

At the north end the building height should be 32 feet maximum, with a gradual allowable height transition to 164 feet at the south end of the C4(OX) parcels.



Reasons: To protect and buffer the existing neighborhood from incompatible dense residential and commercial uses. This property lies directly south of the R1 neighborhood. Excessive, unchecked, height in close proximity to the R1 properties would be intrusive and block the sun from these properties, especially in the winter months when the angle of the sun is at a minimum.

In addition, the visual impact of a massive building adjacent to 1 and 2 story homes is a major concern.

4. Buffers

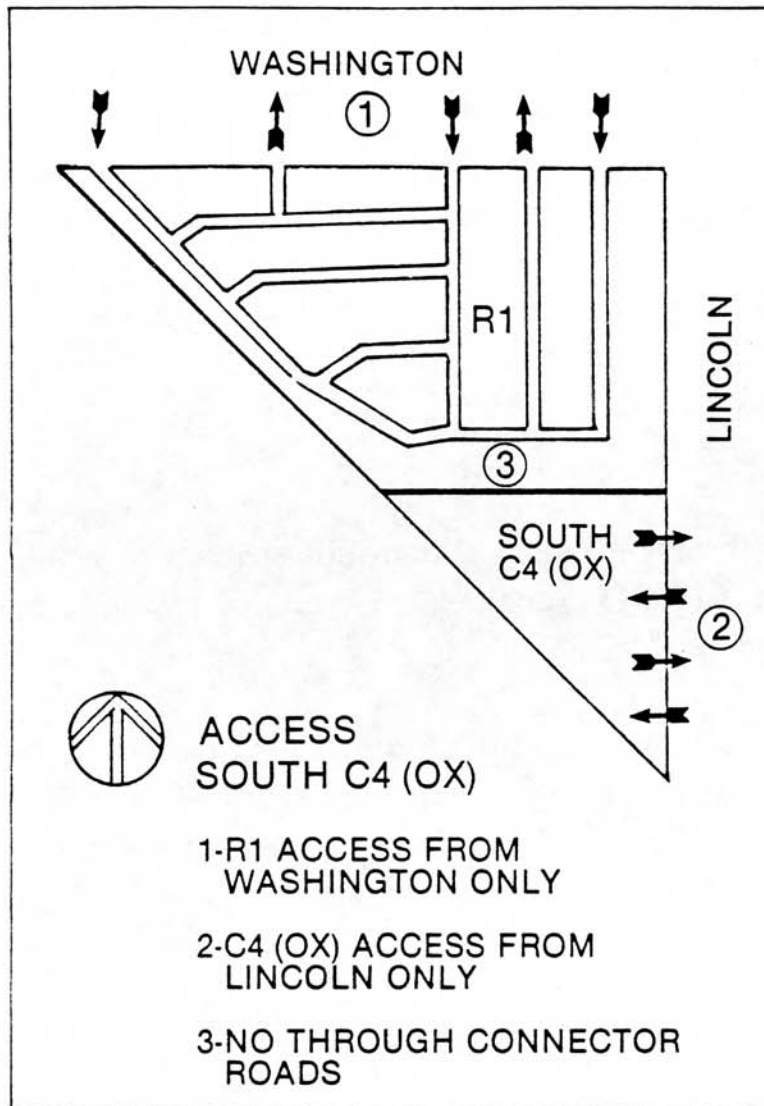
Establish some meaningful transition spaces between the existing R1 properties and the C4(OX) zoning (See item #1 Transition Between Existing Residential and the C4(OX)).

Reasons: As stated in #1 of this section, no buffers exist. Allowing the two most extreme opposite zoning areas in the Oxford Triangle (in both density and use) to be directly adjacent to each other with no transition zones, is a mistake which must be corrected before irreversible damage occurs.

5. Traffic

All new development in the C4(OX) must access from Lincoln Boulevard and/or Admiralty Way. The majority of residents do not want either vehicular or pedestrian access to and from developments in the C4(OX).

We do not want to have any more streets from Carter Avenue through to Lincoln Boulevard. Only private access to individual properties from Lincoln with no through access to the R1 streets.



Reasons: To prevent increased traffic (possibly commercial if zoning isn't changed) on R1 streets. Also to prevent the continued use of short cuts through the Triangle as they currently exist at the end of Thatcher Avenue, and through the businesses on Lincoln Boulevard.

6. Existing Non-Conforming Uses

The existing industrial/manufacturing uses are non-conforming. They are sandwiched between existing residential and the proposed Snyder development.

Change the zoning to residential in these areas and provide for the transfer of development rights.

Reasons: Existing industrial property is not compatible with adjacent R1 property. Existing C4(OX) zoning is even less compatible. A zoning change is the only corrective measure available to prevent future dense commercial development and to remove existing industrial development.

7. Allowable Uses

Uses should be restricted to residential with some commercial fronting on Lincoln. No retail, no shopping malls should be allowed. (See appendix A.)

Reasons: To protect the community from intense development that will generate a lot of traffic in an area that is already gridlocked on weekends and during peak traffic hours. Residential will have the least negative impact on the community. A commercial development which is closed on the weekends could provide weekend beach shuttle parking.

8. Alternative in the Event that the Snyder Project does not go Forward as Proposed

The Snyder project, as it has been presented thus far, seems to be an appropriate use for an area of it's size adjacent to an R1 neighborhood. In the event that the Snyder Project is not built we would like this area to remain residential.

We like the fact that the Snyder project is accessed only from Lincoln Boulevard and has no direct traffic impact on the R1.

We also like the transition that is created by placing the most dense use at the south end of the residential stepping down to the least dense use at the north end. This stepping down of density and height creates a proper buffer between the existing residential and the development in the C4 (OX).

It is important to us, and makes good planning sense, that the C4 (OX) be developed as one whole, planned project.

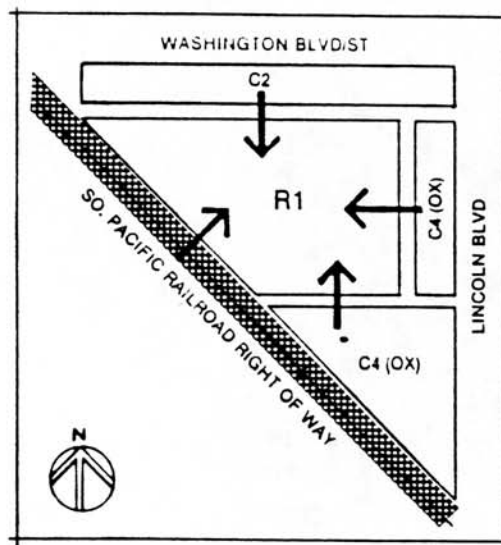
Section 5. Abandoned Railroad Right of Way

General Description Abandoned Railroad Right of Way

The abandoned railroad-right-of-way runs parallel to Oxford Avenue and Admiralty Way from Lincoln Boulevard north to Washington Street.

How the right-of-way will be used has been a major concern of Triangle residents for many years.

Because of its proximity to existing homes, Triangle residents are unanimously opposed to using the right-of-way for the "Marina Bypass" or any roadway. The proposed "Bypass" is simply an extension of Route 90 that will dump onto Washington at Oxford and Mildred.



1. Zoning

Zone the abandoned Railroad Right-of-Way as R1.

Reasons: The existing residences on Oxford, and the Berkely, Oxford, Viola, and Princeton cul-de-sacs back onto the Right-of-way. Any transportation or parking uses would be incompatible and cause severe hardship. Zoning R1 may provide an opportunity for the existing cul-de-sac residences to purchase parcels of the right-of-way and extend their property.

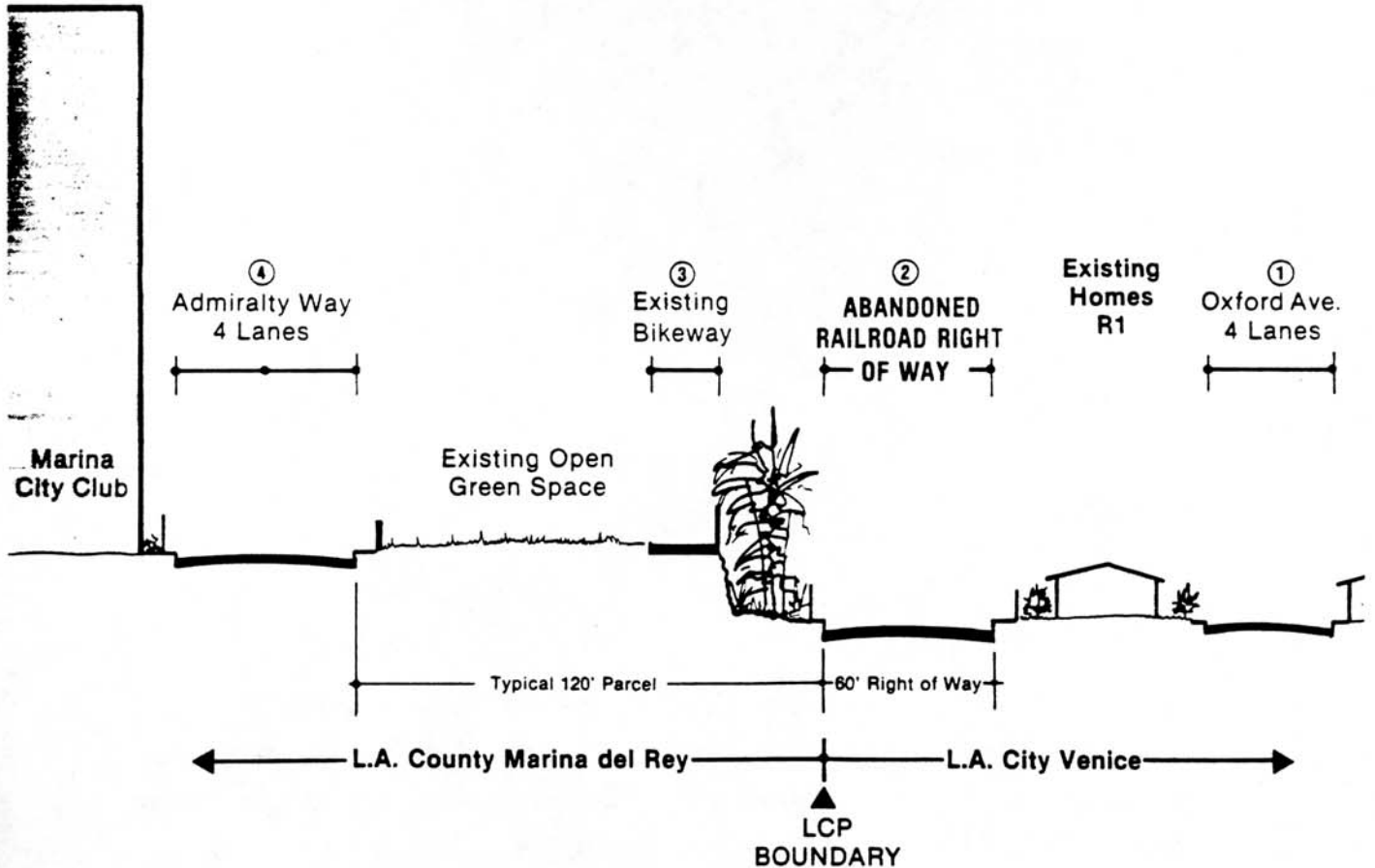
The portion on Oxford starting at about Dickson and ending at Washington Street could be developed with new single family residences. It may also be feasible to build new homes or have a maintained park such as Admiralty Park behind the cul-de-sac properties.

2. Allowable Uses

Single family homes or landscaped buffer between Admiralty Way and the Residences.

No public parking or any other transportation uses .

Reasons: Single homes are compatible with the character of the neighborhood. A landscaped buffer will protect the neighborhood from the constant traffic noise and pollution coming from Admiralty Way.



Appendix A. Allowable Uses

bank
barber shop
beauty shop of parlor
book store, new
building and loan association
camera shop
clothing store, new
computer store
dressmaking shop
dress shop
flower shop
gift shop
hair dresser
jewelry store
manicure parlor
notions
office building
store
photographer
sporting goods store
stationery store
stereo equipment store
tailor shop
adding machine repair
advertising studio
art gallery
calculator repair
camera repair
computer repair
interior decorating store
photostating
telephone exchange
antique shop
appliance rental
art school
art store
automobile club
bakery
bicycle sales
book store, secondhand
booking agency, employment
clinic, medical or dental (no animal clinic)
coin shop
credit association or union
dance studio or academy
dental clinic
dental laboratory
drama school, college or studio
greenhouse

hardware store
interior, decorating shop
jewelry store
loan office
numismatic store
office building
post office
publishing establishment
radio broadcasting studio (no transmitting towers)
real estate office
sign painting
stamp store
tea room
typography shop

Some uses we have strong objections to

Regional shopping center
adult book stores
adult motels
adult cabarets
adult theaters
automobile exhaust test stations
automobile repairs
fraternity/sorority houses
gasoline station helicopter landing pad,
massage parlor
rescue mission
recycled materials collection, shopping mall
car wash
restaurant w/drive through of take out services
dance hall
grocery store
video arcade
dry cleaners
video rental stores
nightclubs and bars
laundromat
parking garage
motel or hotel
convenience store
commercial uses when free standing; the sale or dispensing of alcoholic beverages, beer and wine for consumption off site

Appendix B. Participant's Written Comments

PARTICIPANT'S *Felix and Helen Rozas*
M.D.R.
NAME _____

913 Dickson Street

ADDRESS _____

Oxford Triangle - Neighborhood Walk Comments

The study is focusing on development regulations. Look at heights of buildings, the shape, setbacks, how they look on all four sides, spaces between them, landscaping around them, signs, interesting features, rooflines, fences, and parking area.

Consider such things as noise, shade, traffic, buffers and transitions between commercial and residential.

Please answer the following questions for the next workshop.

1. What is your image of the Oxford Triangle?

Area of middle income home owners, with enough pride to maintain a high quality of life, and community involvement. Ultimately, a gated community.

2. What do you like about the neighborhood?

- Affordable, close to ocean, and single family (except for those disregarding law).

3. What should be preserved in the neighborhood?

R-1 zoning, single family with present height limit

4. Are there things you dislike and or see problems with?

Proximity to manufacturing area and the Street maintenance depot which creates heavy duty traffic. (If possible to redirect trucks, accessing to Lincoln and not through the the neighborhood.)

5. Are there some things you would like to have included in the neighborhood?

A. Corner street curbs painted red. B. Street lighting. C. Controlled parking, with no commercial parking on residential street. D. Make the R.R. right of way available for Condos.

6. Is there an example of architecture you like? Indicate it's location.

821 , 828, and 929 Dickson. Houses on west side of Oxford, including cul de sacs.

7. Is there an example of architecture you don't like? Indicate it's location.

903 Dickson, box-like stucco. Looks like office building. Carter Ave. generally.

8. Are there streets that have outstanding features that work well or don't work well?

Dickson, Howard, Burrell being dead end streets, discourages traffic cut through. Don't work well: Maxella as access from Triangle. created many trucks and speeding cars through triangle.

PARTICIPANT'S *Carl & Diane Hoppe*

NAME _____

ADDRESS _____

Oxford Triangle - Neighborhood Walk Comments

The study is focusing on development regulations. Look at heights of buildings, the shape, setbacks, how they look on all four sides, spaces between them, landscaping around them, signs, interesting features, rooflines, fences, and parking area.

Consider such things as noise, shade, traffic, buffers and transitions between commercial and residential.

Please answer the following questions for the next workshop.

1. What is your image of the Oxford Triangle?

A quiet residential neighborhood, where children can play in the street without getting run over. No thru traffic. One story - 2 story & 1 family per dwelling residential with care given to up-keep & maintenance (no body shops on yards).

2. What do you like about the neighborhood?

Fresh air, small, "user friendly" size, Location to beach & rest of L.A. area; freeways.

3. What should be preserved in the neighborhood?

25 foot heights - residential R1.

4. Are there things you dislike and or see problems with?

Thru traffic! Chain linked fences in front yard - Cars & repairs in front yards - not maintained fences, paint, plants etc. - Lack of street cleaning. narrow medians with no plants or trees.

5. Are there some things you would like to have included in the neighborhood?

A park, (on the railroad tracks.) Trees on median strips, no thruways through Thatcher, more involvement in maintaining one's home. Sidewalk maintenance by city.

6. Is there an example of architecture you like? Indicate it's location.

We believe the architecture should be left open to the individual - But all sides of the building should be finished equally - We should not dictate the style.

7. Is there an example of architecture you don't like? Indicate it's location.

8. Are there streets that have outstanding features that work well or don't work well?

The streets with wider streets & medians.

PARTICIPANT'S NAME *Marc Mayer*

ADDRESS *3137 Stanford Avenue*

Oxford Triangle - Neighborhood Walk Comments

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Consider such things as noise, shade, traffic, buffers and transitions between commercial and residential.

Please answer the following questions for the next workshop.

1. What is your image of the Oxford Triangle?

Wonderful place to live.

2. What do you like about the neighborhood?

The location.

3. What should be preserved in the neighborhood?

Peace, tranquility, value & safety.

4. Are there things you dislike and or see problems with?

Traffic and crime

5. Are there some things you would like to have included in the neighborhood?

1) Underground telephone cables. 2) Security gating to close off neighborhood.

6. Is there an example of architecture you like? Indicate it's location.

All types are fine as long as the design doesn't detract from the beauty of the overall neighborhood.

7. Is there an example of architecture you don't like? Indicate it's location.

No not really.

8. Are there streets that have outstanding features that work well or don't work well?

The neighborhood is a good mix. There are a few "old timers" that could use some sprucing up but that's up to the owners.

PARTICIPANT'S NAME Steve Freedman

ADDRESS 732 Howard Street

Oxford Triangle - Neighborhood Walk Comments

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Consider such things as noise, shade, traffic, buffers and transitions between commercial and residential.

Please answer the following questions for the next workshop.

1. What is your image of the Oxford Triangle?

Family oriented households, (as contrasted with the neighboring Marina). A residential area more like those of the 1950's than many around.

2. What do you like about the neighborhood?

Quiet, friendly (know your neighbors), relatively stable, low-rise homes; isolated from the Marina proper; single family dwellings.

3. What should be preserved in the neighborhood?

Quiet, isolation from thru traffic, low rise, single family, low-key aspect of neighborhood.

4. Are there things you dislike and or see problems with?

Impact on existing residential from commercial development surrounding us on larger scale than older, existing projects. Avoid illegal (bootleg) rentals which take up parking & set precedent

5. Are there some things you would like to have included in the neighborhood?

Slow - Children at Play signs to warn traffic.

6. Is there an example of architecture you like? Indicate it's location.

7. Is there an example of architecture you don't like? Indicate it's location.

8. Are there streets that have outstanding features that work well or don't work well?

Carter Doesn't work well and needs all the help we can muster.

PARTICIPANT'S *Johnson/Richlin*
NAME _____

1024 Oxford Avenue
ADDRESS _____

Oxford Triangle - Neighborhood Walk Comments

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Consider such things as noise, shade, traffic, buffers and transitions between commercial and residential.

Please answer the following questions for the next workshop.

1. What is your image of the Oxford Triangle?

A neighborhood on the rise.

2. What do you like about the neighborhood?

The quiet, lack of traffic.

3. What should be preserved in the neighborhood?

Keep low density, low traffic.

4. Are there things you dislike and or see problems with?

Yes - The dilapidated areas at the south east end of the triangle, the condition of the R R right-of-way.

5. Are there some things you would like to have included in the neighborhood?

More police patrols or a private patrol service.

6. Is there an example of architecture you like? Indicate it's location.

NONE

7. Is there an example of architecture you don't like? Indicate it's location.

NONE

8. Are there streets that have outstanding features that work well or don't work well?

NONE

PARTICIPANT'S NAME No name submitted ADDRESS _____

Oxford Triangle - Neighborhood Walk Comments

The study is focusing on development regulations. Look at heights of buildings, the shape, setbacks, how they look on all four sides, spaces between them, landscaping around them, signs, interesting features, rooflines, fences, and parking area.

Consider such things as noise, shade, traffic, buffers and transitions between commercial and residential.

Please answer the following questions for the next workshop.

1. What is your image of the Oxford Triangle?

A residential neighborhood.

2. What do you like about the neighborhood?

Location-Relation to beach, Marina. It is zoned for single-family. Because it is a small barriered area it has an opportunity to take on a residential uniqueness.

3. What should be preserved in the neighborhood?

A residential atmosphere-peace and quiet. Quality of living.

4. Are there things you dislike and or see problems with?

*Types of commercial ventures bordering the residential. Commercial should be and can be consistent with the neighborhood hours. They can be offices that don't litter, need off street parking, or ingress and egress onto residential streets.
Traffic using streets in area to access other streets.*

5. Are there some things you would like to have included in the neighborhood?

Street lights. Cul de sacs. All Alleys paved.

6. Is there an example of architecture you like? Indicate it's location.

7. Is there an example of architecture you don't like? Indicate it's location.

8. Are there streets that have outstanding features that work well or don't work well?

Carter is a disaster. Cul de Sac. Never let business ingress and egress onto residential street. Spell out in ICO that a wall has to be higher than 42 "

PARTICIPANT'S NAME Inger Hartvig

ADDRESS 3017 Carter Avenue

Oxford Triangle - Neighborhood Walk Comments

The study is focusing on development regulations. Look at heights of buildings, the shape, setbacks, how they look on all four sides, spaces between them, landscaping around them, signs, interesting features, rooflines, fences, and parking area.

Consider such things as noise, shade, traffic, buffers and transitions between commercial and residential.

Please answer the following questions for the next workshop.

1. What is your image of the Oxford Triangle?

To keep single family homes for all ages with quiet streets. Paved alleys

2. What do you like about the neighborhood?

That it is a small, confined community.

3. What should be preserved in the neighborhood?

Trees, the single family homes and quiet streets.

4. Are there things you dislike and or see problems with?

Too much commercial traffic and building along Washington and Lincoln without good planning or no planning at all. Example: Video store & Car Wash.

5. Are there some things you would like to have included in the neighborhood?

A small park along the railroad right of way or R-1

6. Is there an example of architecture you like? Indicate it's location.

Single level bungalow styles, two level with offset walls. Many examples on Dickson.

7. Is there an example of architecture you don't like? Indicate it's location.

3009 Carter Avenue & 2921 Thatcher Avenue and a few others

8. Are there streets that have outstanding features that work well or don't work well?

Work well: *Dickson has a variety in homes and well groomed gardens there is a feeling of individuality and thought (caring).*

Don't work well: *Carter Avenue - need more caring from the industries backing the street, walls, plants, painted when needed, and hidden trash bins, lights.*

Written comments by Dee D. Giffin, Carter Avenue

My image of the Oxford Triangle is that of a residential community that should be preserved as such.

What I like about the neighborhood is the fact that it has exact boundaries that enable us to have a real organized secure group. I like that I know my neighbors and, for the most, that they want to see it upgraded and beautified as much as I do.

The R1 status is one thing I think should be preserved in the Oxford Triangle. The continued upgrade of the homes and work amongst the residents to keep us from becoming effected by the growth around us is a really wonderful aspect of this community.

There are problems with my street. Please see attached data about this. Some work has been started but little has been completed.

The solution to the problems on my street, that I can see, are:

1. To prevent any egress or ingress from Lincoln Blvd.
2. To stop business parking and delivery from Carter Ave.
3. To set restrictions on growth, size of businesses that affect the street.
4. To have color restrictions on those businesses.
5. That Carter be cul de sac up at the corner of Berkely
6. There should be enforced restrictions on the truck weight limits.
7. Ideally, I feel if Lincoln could be widened and the businesses were small retail stores, this would really help.
8. The trash and deliveries should occur from Lincoln, not from our residential street.
9. There should be more greenery and flowers to vies out our windows across the street.

I think the real outstanding feature of our street is that we have privacy here in the evening (Except for Brennan's customers on occasion). We have hood lot sizes and quite a few new home buyers who live in and intend to stay and beautify their homes here. I've had a lot of support from them on attempts to have neighborhood watch and cleaning up our side of the street.

May 24, 1988

Councilwoman Ruth Galanter
City Hall, Room 333
200 N. Spring Street
Los Angeles, CA 90012

Dear Councilwoman Galanter,

We the undersigned are residents of Carter Avenue located in the Oxford Triangle area of your district. As residents of a street that abuts Lincoln Blvd., we are in need of guidance and support in rectifying existing problems on our block. Let this stand as a formal petition to you and your staff to mitigate and correct the following problems:

Self service car wash and connecting business:

This commercial establishment operates 24 hours a day/ seven days a week and egresses onto our street. Trash, noise, safety and pollution from idling cars torment us all day and night. Through a preliminary search of both Building and Safety records and Fire Department records there is no mention as to their ability/inability to egress onto Carter Avenue. In addition there are underground gas tanks on the lot that have never been inspected by the Fire Department. We ask that all permits be reviewed and the possibility looked into, to limit the car wash patrons egress back onto Lincoln and their hours of operation. The tanks pose a serious health and safety threat for all residents of the Oxford Triangle.

The same owner is also at this time subdividing an existing building, directly north of the car wash, into 5 storefronts. We ask that all permits be examined and that parking requirements be looked into for this expanded use. Also Building inspectors should be sent to the building to make sure all subdivision is up to code.

Street designation:

After researching our street we have found that there is no weight limit for delivery trucks on our street. This seems to be due to the fact that DOT does not recognize Carter as a residential street. We therefore ask that our street be listed as it is, a residential street and have a weight limit set so as to protect ourselves from the many trucks that thunder up and down Carter all day and night.

Permit parking:

We request that a member from your staff meet with us and supply us with information as to how to establish permit parking on our block.

Noise abatement:

We request that someone test the noise level on our block as we have several commercial businesses that have loud speakers squawking all the time . We feel that during the day it is tolerable, however, after dark the loud speakers are never turned down or off. Again the car wash exacerbates the noise problems for our street.

Garbage and trash bins:

Garbage from all the commercial establishments are left for the residents to tend with. Large trash bins are left in the middle of the street posing serious safety problems for residents and others that use our street. They invite vermin and bugs into the area and are a source of annoyance for all residents.

Alley street lights:

We have glaring alley lights that we feel could have shields installed to direct the light into the alley and away from bedroom windows.

In closing we thank you for your time and attention to our aforementioned problems. We the residents of Carter Avenue look forward to meeting with you to discuss further our concerns regarding our street and our community.

The Residents of Carter Avenue
Oxford Triangle
Los Angeles, CA

Written comments submitted by Reta Moser

....in reference to commercial

NEVER SHOULD RESIDENTS, RESIDENTIAL AREAS HAVE TO BE ACCOMODATORS FOR COMMERCIAL VENTURES IN THE FORM OF COMMERCIAL TRAFFIC--CUSTOMERS OR EMPLOYEES, CONSUMER PARKING, EMPLOYEE PARKING, LITTER, NOISE, NUISANCE HOURS, ETC.

This is purely a function of city planning and zoning to make residential residential and commercial commercial. That way both can live in peaceful coexistence.

I see the problem of commercial on Lincoln between Washington and the county line and Washington Blvd. West of Lincoln as a function of planning and zoning not knowing what was going to happen to Venice - Marina del Rey.

The problem now is two-fold--retrofitting what is and addressing what should be.

Future...I believe the future problems can be addressed by the types of businesses that can exist abutting heavily trafficked streets and abutting residential. These businesses should have hours consistent with the neighborhood (9 am to 6 pm). They should have clients that do not require a lot of parking, a lot of cash handling. A few examples would be escrow, insurance, architectural, etc. For an owner's income based on square footage, I think the dollar figure is higher for office than retail.

These businesses must be totally self-contained on the boulevards--provide customer, employee parking, service delivery, trash pickup, etc. It would be nice if this type of business were at the rear of the lot with the parking--noise, smells, nuisance facing the boulevards. I realize with small lots this may not be possible. This would eliminate the necessity for a wall at the alley,. That appears to be a dream at this point. The wall height of 42 inches called out in the LUP is totally inadequate and is discussed under WALL HEIGHTS.

NEVER SHOULD COMMERCIAL TRAFFIC INGRESS OR EGRESS ONTO A RESIDENTIAL STREET, A COMMERCIAL STREET WITH RESIDENTIAL ON IT, OR A RESIDENTIAL ALLEY.

The heights of these office-type buildings would not necessarily matter to residents--within reason--because they would act as boulevard sound barriers. Perhaps, if the height limit were raised with the types of businesses more defined they could be contained on the boulevards. Maybe this would be an incentive--raised height limit--to some of these businesses that are not consistent with the neighborhood to rethink their position upon lease renewal.

Unless there is a conditional use change on some of these places, we will be living with them the rest of our lives.

RETROFITTING--Sizzler and Music Plus. Sometimes talking with an owner, showing him a better way in a neighborhood will benefit both. For example, I can see a wall behind the Sizzler restaurant that runs the length of the restaurant along the East-West alley. I can see a wall along the North-South parking lot next to the alley, etc. What if we could join both walls and enclose the alley with a wall. That would be vacating part of the East-West alley for the Sizzler. Give the North-South and the Stanford part of the East-West alleys back to the residents. Make Carter one-way, Northbound. The East-West alley is no longer used as an alley, but as a main thru-way for zoning, planning, and transportation department's errors.

Residents would definitely benefit because they'd have 8- to 10- foot walls eliminating sound, lights, etc. Residents would regain use of their North-South alley and could get onto Stanford on the East-West alley not vacated.

Sizzler would have more parking even with loss of that behind building, and would have less hassle with traffic from Music Plus.

Music Plus would go out the way they should and maybe even the Department of Transportation might reconsider another outlet onto Lincoln.

It might be better to dead end Carter at the North end so traffic doesn't go down Stanford, Yale, etc.. to go North onto Carter.

The department of Transportation would solve a problem they created with traffic from Music Plus running thru the alleys.

At the same time it would be nice to approach the Music Plus owner to eliminate ingress and egress since he never wanted in onto Carter, we don't want it and I'm sure the Sizzler would buy that package.

HEIGHT--28 feet for two stories on R-1. Two stories will have a good roofline or a rooftop deck, which is popular now.

SETBACKS--For our area they should be 15 feet to conform with the rest of the lots. Right now it is not called out in the LUP so the 20% figure of (in most cases) 100 feet called out in City Zoning requirements would apply and front yard setback would end up appx. 20 feet. One would lose five feet of rear yard to the front yard and it would stand out as nonconforming for the rest of the block. Right now to conform, one has to obtain a variance or something else.

WALL HEIGHTS--The LUP call for 3 1/2 feet (42 inches) for commercial when across the street or alley from residential. This is totally inadequate for sound, lights from cars protection. For commercial property adjoining residential property the LUP calls for a five foot wall. This is totally inadequate. Both of these walls should be at least 8 to 10 feet high.

In the case of the wall abutting the residential property, there should be a minimum of five feet of walled airspace that is not used for anything other than a noise barrier. Someone else should be the one to come up with a better idea than mine of a five foot walled airspace of 10 feet in height for each wall. I don't know of a situation like this in the triangle but there could be later on with all the changes taking place.

FENCE HEIGHTS--In this day of security-mindedness and backyard jacuzzis, fences should be allowed to go to 8 or more for rear and rear side yards. Front yard fences and front side yards should be allowed to be higher than 3 1/2 feet (42 inches). I think the original reason for the front yard height and front yard setback height was for visibility getting out of drive into traffic. We now have many other fencing alternatives that would afford more safety and design creativity, such as wrought iron that affords good visibility. I don't have a height for the front in mind.

PARKING REQUIREMENTS--The LUP calls for three car parking. I feel the two car parking requirement is adequate but I feel some things should be spelled out in the LUP so that one could put three or four cars on this lot without costly and time consuming variances.

These things that should be spelled out are: 1) that tandem parking can be allowed on lots "40 feet wide and less". 2) that cars beyond the two car requirement do not have to be enclosed. 3) that additional cars beyond two car requirement can be compact.

Right now City Zoning says that on a single family lot one regular car and one compact car, both enclosed, no tandem parking on "40 feet or more". If you have to or if you want to enclose a third car, do you have three garages in the alley, or do you have two in front, one in rear or vice versa?

LANDSCAPING--I assume this means the whole triangle, such as trees planted on city owned grass areas in front of one's house. That's a good idea. But who decides what trees? I've found that landscaping is done better with landscaping architects than politicians. On my street one tree is hitting the power lines, breaking up the sidewalk. Another tree is the beautiful magnolia. It sheds and clogs the sewer run. Fortunately, the city gave up a few years ago when they planted one kind I wasn't familiar with and it fell over with the first breeze onto a car. It would be nice to have trees that stayed a certain height, didn't take much care, didn't shed, and had flowers.

Now if you are talking about a list of trees to eliminate in the triangle, I would like to add Oleanders, hedges and the tall, thin, instant forest cypress.