



MEMORANDUM

TO: Tyler Monroe
Thomas Safran and Associates

FROM: Oxford Triangle Association

RE: Proposed Project to be located at the Thatcher Maintenance Yard

DATE: 7 January 2018

On behalf of the Oxford Triangle Association (“OTA”) this memo was developed directly in response to the several meetings and presentations convened by Safran and Associates, the most recent being December 11, 2017. We appreciate the efforts made by your team to date, and hope to outline our neighborhood’s response here. Our primary objective is to prevent any increase of traffic and parking on our residential streets and in doing so, address concerns relating to the security of our neighborhood and our homes. To that end, most of our uneasiness centers around proper and effective buffering between our homes and the proposed development.

OTA notes that this memorandum has been developed to facilitate good faith efforts to resolve the concerns of OTA and its members and shall not be constructed as an admission or support for the project at this stage.

At a minimum the key components of the buffering must include the following:

1. All required approvals including but not limited to Fire Department approval to insure all vehicular access to and from the proposed project must be solely from Lincoln Boulevard (via Jefferson Way and the portion of Princeton Drive located east of Thatcher), and NOT from any R1-1 street. We request that Safran and Associates provide a specific Performance Bond which will assure this component is met as part of the City Conditions of Approval.
2. The vacation of Thatcher Avenue between the Princeton Drive offsets must be completed prior to any testing or construction activities. Likewise, we request a specific Performance Bond on this component.
3. Access through the vacated portion of Thatcher Avenue (between the R1-1 neighborhood and the proposed project) shall be for pedestrian access only and shall be via “Z gates” or passages similar to those currently at Jefferson and Berkeley, in order to permanently prevent motorcycle and/or vehicle access. We are requesting one such access point.
4. Fencing shall be provided, at or near the property line, along Oxford Avenue, the portion of Princeton Drive located west of Thatcher, and the vacated portion of Thatcher. Fencing may be a combination of styles such as open decorative wrought iron or solid stucco walls. Landscaping shall



complement the fence design and shall not provide hidden areas that create security issues. TSA to maintain the landscaping/fencing in the entire vacated portion of Thatcher Avenue in perpetuity.

5. OTA shall be given design approval for any fencing and/or landscaping. Further, Developer shall agree to maintain any fences and/or landscaping installed (even elements in the public right-of-way, if any).
6. Increase the depth of all setbacks which define the boundaries of the development. We are seeking 20 foot minimum setbacks at all property lines facing R1-1 parcels.
7. We believe the proper buffering of the proposed project will most likely necessitate a reduction in the number of units to 62 which conforms to RD 1.5.
8. Parking
 - a. Provide for sufficient designated parking to accommodate all on-site staff and guest parking.
 - b. Create angled parking on Thatcher in front of the complex between the eastern portion of Princeton and the Thatcher cul-de-sac which will not only provide additional parking spaces, but will discourage oversized vehicles.
 - c. The 2-hour parking limits on Thatcher and Princeton are to remain.
 - d. TSA is to negotiate with LA parking authorities who make the decisions [DOT, Coastal Commission, et al] to eliminate oversized vehicle parking throughout the Oxford Triangle.
9. Limit housing to 100% seniors as the local schools are overloaded. As you could hear at the meeting on the 11th, this is clearly our preference for a multitude of reasons, and actually was your proposal months ago when we first met. Should this not be feasible and given the overcrowding in the nearest neighborhood elementary school, we would suggest that the local school be directly compensated sufficient to add additional facilities, staff etc. to accommodate these new students, due to the increased number of families that may be moving into the area.
10. Provide a representative of the Oxford Triangle a permanent place on the oversight board for this project during all substantive meetings pre-construction, during construction and after completion of the project in perpetuity.
 - a. Developer shall agree to meet with OTA at appropriate milestones in the project development [e.g. Planning Phase, Schematic Design Phase, Design Development Phase, Construction Documents Phase, Start of Construction, etc.].
 - b. Additionally, Developer shall agree to meet with OTA a minimum of 6 times a year and take reasonable efforts to address potential nuisance complaints. Any disputes that cannot be amicably resolved between the parties shall be referred to mediator for resolution (at Developer's cost).



11. Construction Mitigation Conditions: OTA and Developer shall develop list of potential construction mitigation measures that Developer will agree to (e.g. no construction activity on Saturday, appropriate hours of construction, commitment not to use any residential streets, advance notice of any road closures, noise mitigation measures, no smoking on project site, dust mitigation measures, on site staging and parking, no construction worker parking on residential streets, lighting shall be shielded from adjacent R-1 properties, etc.) This shall take the form of a private agreement with OTA that may be enforced by OTA in the event of breach and documented thru a Performance Bond.
12. All building , site and security lighting shall be designed as not to project onto any R1-1 properties.
13. All costs and expenses incurred by OTA shall be reimbursed by Developer if any agreements are reached regarding the Project.