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ENCINO NEIGHBORHOOD COUNCIL'S PLANNING AND LAND USE COMMITTEE

Dear Ms. King, Mr. Brown, Ms. Delle Donne, Ms. Kelson and Ms. Petrus;
RE: CF17-1071

This letter is intended as public comment and a request for information.

The Encino Neighborhood Councils Planning and Land Use Committee requests an update on the Specific Plan Amendment Team on their current efforts to improve and modernize the Ventura-Cahuenga Boulevard Corridor Specific Plan. (CF17-1071)

. We are specifically interested in these issues listed below. Please update the following areas of concern and how they will be addressed and included in the plan?

- 1) Will the new plan discuss whether the City has sufficient electrical power supply to its Ventura-Cahuenga Boulevard grid and if all SFV electric substations have reached their maximal capacity. How does the new plan take into account the continuing shutdown of power stations in Southern California? For the need for additional power? Have the planners identified where the additional power is coming to support telecommuting, electric cars, and data storage?
- 2) Inclusion of whether the proposed Light Rail/Monrails trains and coordinating bus and Microtransit services (such as LANow and DASH) affect the Transit-Oriented and Affordable Housing Capacity in the Ventura-Cahuenga Boulevard. How will construction of such rail line interfere with traffic at the busiest intersection of the Valley – Sepulveda and Ventura Boulevards? How will such construction interfere with access and exits from the 405 Freeway and the 101 Freeways?
- 3) Inclusion of whether the water supply and sewer system currently available to the Ventura-Cahuenga Boulevard Corridor Specific Plan (VCBCSP) region is sufficient. Will that be adequate when including for the additional ADUs and Jr. ADUs already built, and if future densification

matched by increased water supply, water supply carrying capacity, and sewer system infrastructure.

4) If the natural gas supply is currently sufficient and how new developments will be affecting the natural gas infrastructure.

a) the UCLA/ITS study sponsored by SCAG, the Southern California Association of Governments, noted that automobile use has steadily increased in Los Angeles County over the past 10-15 years, and:

b) the same study concluded that the most critical factor in transit use is NOT proximity to transit but access to an automobile).

5) Inclusion of whether mobility will be negatively impacted by the lack of parking and poor road repair? Inevitably the overwhelming majority of new residential housing will be Car-Oriented, and not Transit-Oriented, (as transit-oriented can mean as little as a nearby bus stop). New units will most likely be Market-Priced or Luxury, and not Affordable Housing, which the community has stressed the need for. Will new apartments have adequate parking? Will the new plan discourage automobile use? Will the new plan encourage the taking of affordable housing off the market to build higher density, more expensive housing?

6) Please explain how lack of parking, increased congestion caused by densification, and road diets will not create significantly higher pollution levels, concerning air quality, light pollution, water pollution, pollution, and particulate matter. Explain how these problems will be mitigated.

7) Please explain why "spot-zoning" and overriding considerations will not encroach on single-family and affordable neighborhoods in the new plan. What restrictions will prevent the new plan from being chopped apart by expediency? Please explain how the new plan will prevent high-density stack and pack housing in favor of preserving neighborhoods and affordability.

8) Will a neighborhood protection plan be put in place. Will single-family homes with yards be protected? Are there any plans to widen the corridor and encroach on family neighborhoods? How will the new plan zone for "right-sized" housing and increased setbacks and distance from neighboring structures? Will new structures along the corridor cast giant shadows over single family homes?

9) Will there be the inclusion of sufficient local commercial - and industrial-zoned land will exist to create middle-class jobs, encourage domestic/local manufacturing self-sufficiency, and minimized commuting distance.

10) Inclusion of whether electrical, Wi-Fi, cell tower, and affordable location/computer infrastructure will exist to support and encourage current and future telecommuting. What plans are there for making sure this vital infrastructure is hidden or made attractive in the Urban Landscape?

11) Will the new plan provide and protect a sufficient amount of open space for individuals, families, and children for health purposes and quality of life? Will the new plan provide for open spaces, including those created and provided in the last Community Plan over 15 years ago.

Is the current plan considering?

a) Inclusion of potential partnerships, City renting, or the City purchases of LAUSD property such as schools for increased parcels that create sufficient open space and possibly for more residential housing, specifically Affordable Housing.

12) Is the current plan under consideration, the Exodus out of Los Angeles? The massive vacancies facing commercial real estate along the corridor? The eroding tax base as people leave for lower-taxed states? Is the VCBCSP plan using debunked figures from SCGA?

13) Is the plan going to propose and support the densification that threatens middle-and working-class neighborhoods into under-provisioned residential zones, and encourages developments of too great a height to promote environmental safety and quality of life and adequate parking.

14) Will the planning department implement a 1 year or more delay to address these concerns properly? Also, the Sars-Covid-19 Virus' impacts are unknown, and all the above might need additional adjustments.

Respectfully submitted,

Eliot Cohen – PLU Chair



Encino Neighborhood Council

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neighborhood issues.

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