

VENICE LOCAL COASTAL PROGRAM (LCP)

PUBLIC MEETING - WEDNESDAY, AUGUST 3RD, 2016

QUESTIONS AND ANSWERS FROM THE PUBLIC MEETING *

The following questions were compiled from the public meeting held on August 3rd, 2016. In order to provide context for those who were not able to attend DCP staff have provided detailed answers. For more information on this project please visit the Venice LCP website venicelcp.org.

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TOPIC: LOCAL COASTAL PROGRAM UPDATE PROCESS

1. Why is it important to get both the LUP and SP certified?

LUP: Land Use Plan

SP: Specific Plan (also referred to as an Implementation Plan (IP))

A: Together a Land Use Plan and an Implementation Plan make up a Local Coastal Program. While the Land Use Plan details the policies for the general use and development of the Venice Coastal Zone. The Implementation Plan is responsible for implementing the policies contained in the Land Use Plan through various development limitations, regulations and standards.

Updated LCPs provide stronger coastal resource protection in light of current environmental conditions and create more predictability and transparency in development. A certified Venice LCP will better reflect today's physical environment, as well as the policy goals of the future.

Much has changed during the past 15 years. In addition to the coastal zones that are not yet certified, like Venice, many of the LCPs that were certified in the 1980s, 1990s, and early 2000s are outdated and would benefit from updates to reflect changed conditions, new information and knowledge, and new programs and policies, especially those related to climate change and sea level rise.

2. How will the LCP change what's happening today?

LCP: Local Coastal Program

A: Certifying a Local Coastal Program will better reflect changed conditions, new information and knowledge, new programs and policies, especially those related to climate change and sea level rise that currently have not been updated since 1990's and early 2000's.

In terms of process, once the LCP has been certified by the California Coastal Commission, the Commission's coastal permitting authority over most new development will be transferred to the local government. In this case, the City of LA would apply the requirements of the LCP in reviewing proposed new developments. Essentially, a new certified LCP for Venice would result in a more streamlined coastal permitting process.

However, the Commission would retain permanent coastal permit jurisdiction over development proposed on tidelands, submerged lands, and public trust lands; the Commission would also act on appeals from certain local government coastal permit decisions. In addition, they would review and approve any amendments to previously certified Local Coastal Programs.

3. What are the time horizons for the Vulnerability Study and how does it relate to the LCP?

A: The process of creating a Sea Level Rise (SLR) Vulnerability Assessment for Venice will get underway in November 2016. The opportunity to address sea level rise and coastal vulnerability with a certified LCP is about providing the land use planning tools to address local coastal resource management issues like sea level rise, flooding, erosion and drought. Mapping the way for longer-term, cost-effective adaptation planning in the Venice Coastal Zone will be crucial to protecting public beach recreational resources and critical habitat areas. By planning ahead, Venice will have more opportunity to implement solutions that provide for resilient community adaptation and effective resource protection and management.

For more information on the process and steps involved in completing this analysis, please see the California Coastal Commission's Sea Level Rise Policy Guidance Document, located here: <https://www.coastal.ca.gov/climate/slrguidance.html>.

The city will be working with technical experts to conduct this research and anticipates the first stage will be complete in 3-6 months. This research will involve scenario modeling and extensive assessment of the potential significant impacts on assets and coastal resources that could be impacted by SLR. This data will help prioritize planning and policy efforts.

4. The Specific Plan locked in specific regulation 15 years ago. Is there a way to include a formula/algorithm to account for changing conditions?

A: Great question! In terms of SLR, consultants and technical experts will be modeling scenarios at increments that will forecast as far as 2100. Impacts of policy decision are not always immediately evident. Monitoring and collecting data will be important in order to update and adjust future policies. As we are well aware, there is inherent challenge in making decisions in a complex environment with varying degrees of understanding of future impacts, especially of SLR, which is why DCP will be working with technical experts to develop a number of robust scenarios. These models will allow stakeholders to assess a variety of potential impacts and help inform the best strategies for moving forward. This will allow us to have multiple projections and outcomes to which we can respond. As far as formulas or algorithms go, if they are out there we would love to hear about them!

With regards to the development regulations, standards, and limitations of the Specific Plan, DCP would like to explore more context sensitive regulations than are currently implemented in the current Venice Coastal Zone Specific Plan. If you have suggestions on how we could incorporate better regulations, standards and limitations we would love to hear from you! Please click here to send us your ideas: <http://www.venicelcp.org/contact.html>

**5. How often do you meet with CCC? Do they lean more toward the developer?
CCC: California Coastal Commission**

A: The Venice LCP team meets with the CCC on a monthly basis. Their mission is, “*Protecting and Enhancing California’s Coast.*” You can read more about the CCC on their website: <https://www.coastal.ca.gov/>.

DCP follows the guidance provided in the Coastal Act of 1976, in addition to the LCP Policy Update Guide. The link to the Policy Guidance documents and Coastal Act of 1976 can be found via the LCP project website [linked here](#). You can also click on the link to CCC’s website above for more information.

6. How is the “process” going to change after the LCP is adopted?

A: Please see question #2, above for more information. Once the LCP is certified by the CCC there will no longer be two decision making jurisdictions. Instead of there being a ‘Single Permit Jurisdiction’ and a Dual Permit Jurisdiction - all CDPs will be issued by the City of Los Angeles except in places containing sensitive habitats including wetlands (tidelands, submerged lands, and public trust lands).

TOPIC: COASTAL RESOURCES AND HAZARDS

7. Can a storm today flood out to Abbot Kinney?

A: We will be working with consultants (beginning in November 2016) to analyze the best scientific data available in order to better understand potential impacts of SLR and storm events on the Venice Coastal Zone. More information to come!

8. What will sea-level rise (SLR) do 8 years from now? Will we see large impacts like in east and south United States?

A: At the present time we are unsure of the scale of potential impacts on an eight year time scale. We are beginning work with a SLR consultants in November 2016 so we can better understand what the potential impacts and vulnerabilities are for the Venice Community.

9. There are economic and social factors related to SLR, in terms of issues related to post-storm events. What is the relevance to the NFIP?

A: We will be working with a consultant to better understand the economic and social factors related to SLR, in terms of issues related to post-storm events. Through this process, we will work with AdaptLA and the Department of Public Works to determine what local impacts, if any, SLR will have on the NFIP.

NFIP: National Flood Insurance Program: <https://www.fema.gov/national-flood-insurance-program>

TOPIC: HOUSING

10. Are the residential policies going to be part of the LUP or SP?

A: Policies relating to residential uses will be located in the Venice Land Use Plan (LUP). *Regulations, limitations and standards will be found in the IP (or Specific Plan).*

11. Would the predominant multi-family zoning in Venice preclude the policy regarding “preserving stable single-family residential”?

A: The California Coastal Act requires that new development be compatible with existing development in the surrounding area, whether that is single family, multi family, commercial or industrial in nature. The LUP process will expand upon that through community driven policies that will inform use and development regulations, limitations and standards in the IP.

At this time, it is not anticipated that this LCP will be proposing substantial changes to the residential densities that exist today in the Venice community.

12. Does the LCP look at affordable housing for preserving social character and diversity in Venice?

A: The California Coastal Act does not call out affordable housing, social character or diversity as required components of an LCP. However, if the Venice community determines that these are resources to be addressed in the LCP, DCP can do so. However, please note that in the Coastal Zone, the state Mello Act is the primary legislation for the preservation and increase in supply of affordable housing. The Mello Act and the LCP are two distinctly separate processes. The City is currently preparing a Mello Act ordinance.

13. Who’s the person in the department to talk about the fact that DBS is issuing permits but not following Mello?

A: If the Department of Building and Safety is perceived to be issuing permits in violation of the Mello Act you should contact the local council district office for assistance, in this case CD11.

TOPIC: CULTURAL AND HISTORIC RESOURCES

Character Scale and Massing

14. When and how does the community weigh in about compatibility of new projects?

A: Community stakeholders are welcome to provide feedback and comments anytime via our website ([click here to submit comments](#)). We understand that this is an important topic that needs a great deal more clarity. DCP is currently planning the next public meeting for January 2017. This meeting will provide another opportunity to provide input on Land Use Plan Policies and issues of character, scale and massing. This next meeting will most definitely not be your last opportunity for input! Subscribe to Venice LCP news and (meeting) updates email list [HERE](#).

15. I didn't see any policy about the "compatibility with the existing neighborhood"?

Q: Where is there Policy about compatibility with the existing neighborhood?

A: Currently, the Land Use Plan does not explicitly define what compatibility is within the specific context of a Venice neighborhood, nor how to define mass, scale, or character. This lack of clarity has resulted in new construction that may be perceived as not being compatible with the surrounding neighborhood context, as otherwise intended by the LUP.

Part of the process for updating the Venice LUP and Venice IP will be to more clearly define these terms for the Venice context.

For your information, we have included some examples below of the existing Venice Land Use Plan references to compatibility:

- i. Page II-2, Coastal Act Policies, Section 30251 "... Permitted development shall be sited and designed to ... be visually compatible with the character of surrounding areas ...".
- ii. Policy I. A. 2. Preserve Stable Single-Family Residential Neighborhoods. Ensure that the character and scale of existing single-family neighborhoods is maintained and allow for infill development provided that it is compatible with and maintains the density, character and scale of the existing development.
- iii. Policy I. E. 2. Scale. New development within the Venice Coastal Zone shall respect the scale and character of community development. Buildings which are of a scale compatible with the community (with respect to bulk, height, buffer and setback) shall be encouraged. All new development and renovations should respect the scale, massing, and landscape of existing residential neighborhoods.
- iv. Policy II. C. 10. Walk Streets -- Residential Development Standards. New residential development along walk streets shall enhance both public access and neighborhood character. Building materials, colors, massing and scale of new structures shall complement those of existing structures in the neighborhood.

TOPIC: MOBILITY

Beach Impact Zone

16. Beach Impact Zone parking: Definition and intent is hazy; how is it intended or supposed to be used in practice?

A: Great question! We have included the definition of the 'Beach Impact Zone' (BIZ) as well as the specific LUP policy reference to the BIZ below. Essentially, parking regulations in the BIZ are implemented slightly differently than other areas in the Coastal Zone due to the allocation of in-lieu fees and different parking space allowances.

The Land Use Plan defines the Beach Impact Zone as, "... the area west of Main Street from Marine Street to Abbot Kinney Boulevard, southeast on Abbot Kinney Boulevard to Venice Boulevard, west along South Venice Boulevard to Eternal (Eastern) Canal, south to the Sherman Canal, west to the Grand Canal, and south along the Esplanade to the Marina del Rey Channel entrance."

Alternatively: "The area which includes all lots located in the Marina Peninsula, Ballona Lagoon West Bank, Venice Canals and North Venice Subareas (see Exhibits 17a and 17b)."

* The maps of this area can be seen in LUP Exhibits 17a and 17b, which represents document pages 75-76 linked [HERE](#).

The policy that references the BIZ directly is as follows:

Policy II. A. 4. Parking Requirements in the Beach Impact Zone. Any new and/or any addition to commercial, industrial, and multiple-family residential development projects within the Beach Impact Zone shall provide additional (in addition to parking required by Policy II.A.3) parking spaces for public use or pay in-lieu fees into the Venice Coastal Parking Impact Trust Fund.

In addition, there are four criteria for how BIZ parking is to be implemented across multi-family, commercial, and industrial development, including special instructions for the allocation of in-lieu fees and the maximum number of BIZ parking spaces in a project allowed to utilize in-lieu fee substitution.

If the Venice community feels that this (or other) policies regarding Beach Impact Zone parking needs to be clarified or amended, we would like to hear your ideas!