

Post Workshop Feedback Received from Venice Stakeholders – Feb 2020

Themes for all Mixed Use Corridors

The LCP should be guided by the existing uses and streetscapes and how they can be enhanced along with new construction to realize the goals of LCP.

The “Themes” listed on the LCP workshop summary do not address relationships between the current conditions that have developed organically and future use, including, new construction and potential new land use tools.

Evaluation of the existing elements and how they enhance a “feeling of place” is missing from the themes listed.

Lincoln Blvd

- There is a question of the inclusion of 200’ height and 20 story buildings as representative of the “topics that come up most frequent in conversations.” Although a single card was submitted with this suggestion, these heights are far beyond anything recalled being discussed, even as rhetorical overkill, in either of the two meetings attended, one in October and the other in November.

Topics discussed at one of the “Lincoln Corridor” table focused on:

- Balancing the height on both sides of the street
- Concern about keeping building heights within limits – however, these heights were **not defined specifically or numerically.**
- Traffic, parking, transit and TOC are not mentioned in the input themes listed and these are huge issues for a major corridor like Lincoln Blvd. And, since half of this falls within the coastal zone the LCP can have a definitive effect on how these issues are addressed.
- The opportunities presented by some of the major parcels/larger lots along Lincoln, such as Smart and Final/Fox Venice, present unique opportunities for larger, higher-density, mixed use that includes affordable housing. Although this is not directly a Coastal issue, it needs to be factored in as Lincoln Blvd should be considered holistically.

- The LCP should adopt the Lincoln Blvd Design Overlay guidelines.
- Public land at the end of inland walk streets at Lincoln should be reclaimed by business encroachments and be returned to public use as pocket parks.

Rose Ave

Topics discussed at one of the “Rose Ave” table focused on:

- Protect existing tenants living in RSO housing and preserve their tenancies as part of any redevelopment.
- We realize that affordable housing entitlements are under the jurisdiction of the Mello Act. Nevertheless, a bottom-line, first priority should be the uninterrupted residency of current tenants living in RSO or affordable units.
- The LCP should be designed in such a way that affordable housing and its tenants are protected as possible without having to rely on individual project entitlements (which are under the jurisdiction of the Mello Act).
- While the Coastal Act doesn’t allow denial of Coastal permits on the basis of affordability, nevertheless, the LCP can be designed to minimize the threats to affordable housing and displacement of tenants by minimizing the incentives for developers to gentrify.
- In order to preserve and enhance community character it is crucial to keep a balanced mix between commercial and residential on Rose Ave. The community clearly needs affordable housing and continuity of existing residents more that it needs more bars and restaurants, which already over-saturate the area and contribute to traffic, parking, safety and other infra-structure burdens. Restaurants and bars are a wonderful resource, but it is vital to maintain a balance.

Ocean Front Walk

Topics discussed at one of the “Ocean Front Walk” table focused on:

- Ocean Front Walk currently provides a large stock of RSO multi-unit housing, some of which has been taken over by illegal short-term rentals. Additionally, entire RSO apartments have been converted to unpermitted/illegal “hotels,” some which are in residential zones. Look forward to robust enforcement of the HSO and the return of these desperately needed units back to use by permanent residents.
- If there is any one feature that makes Venice a “Special Coastal Resource” it is the array of historical buildings on OFW, which provide RSO housing that supports the real people who comprise the unique inclusive and diverse bohemian culture that historically has made Venice what it is. Ocean Front Walk is a great tourist attraction;

however, it isn't simply a commercial strip. If it were, it would be much less attractive to tourists and would not be recognized as a "Special Coastal Resource."

- The long-time residents of OFW need to be protected from displacement and the historic buildings need to be protected and preserved. This unique mix provides true substance to the "soul of Venice."
- The "Use Themes" section of the "Venice Planning Working Sessions Summary" doesn't fully address the concerns that stakeholders raised at the meetings we attended.
- The summary section that reads, "Mixed use areas - no net loss of RSO or affordable," alludes to the concept of mitigation, which could be interpreted by developers and others as a green light to displacement in favor of increasing housing and replacing RSO tenants or affordable units.
- Including of 10% of new units in an affordable building doesn't "mitigate" the loss of an entire RSO building and the community that resides within it. Nor does it begin to address the gentrifying effects on the surrounding neighborhood, including rising pressures on tenants of other buildings or the replacement of affordable and practical community retail with higher priced goods oriented to tourists and luxury shoppers. The result is that many residents feel they are no longer accepted in their own community.
- Residential housing fronting on OFW, ensures round the clock "eyes on the street" and ongoing engagement between long-term residents with a stake in their community and the hundreds of thousands of visitors, tourists and transients. These are the people who have their finger on the pulse of their community, who know the difference between a minor disturbance and real trouble and also participate in the community as volunteers. This is an organic way to augment the security (Jane Jacobs 101). This also points to the vital need to consider ways to both fulfill the Coastal Act requirement of access while also developing a structure for sustainable tourism.