



PLANNING FOR THE FUTURE - A MORE HUMAN VENICE

by THE CREATIVE COMMUNITY

The LCP must reflect the history, sociology and the phenomenon we know as Venice. Venice should not be designed by abstract planning.

A human plan should correspond to social goals which address the real needs of the community. We offer the following as the paramount social goals of the LCP:

1. Increase affordable housing options so a larger percentage of the population has the opportunity to live/remain near the ocean;
2. Increase parking for residents at an affordable rate;
3. Conform to the Coastal Act by improving public access and providing visitor serving uses on Ocean Front Walk.
4. Improve traffic circulation by expanding satellite parking programs and the shuttle bus linkage system and by providing easily accessible parking in North Beach area.
5. Preservation of historically significant buildings.
6. Allow interesting and varied architectural building through flexible height and setback restrictions.
7. Protection of the environment.

The goal of the LCP is to allow the flexibility of the creative community to accomplish these social goals. Strict abstract guidelines will turn Venice into an enclave for the rich. The only way to accomplish these social goals is to provide incentives to the development community. It is illusion to believe otherwise.

Listed below are our proposed LCP guidelines which we believe will accomplish these social goals:

I. Height\*

A. Residential Walk Streets

1. 28' or
2. Average 28' with a 35' maximum. 25' maximum at front yard setback of building. For every 2' back from the front yard setback the structure may be 1 foot higher in height for a maximum height of 35'.
3. Any project which reserves 25% of the units for low and moderate income or provides additional parking for residents may average 38' with a maximum of 42'.

B. Drive Streets

1. 30' or
2. Average of 30' with maximum of 38' and 27' maximum at front yard setback. For every 2' back from front yard setback the structure may be 1' higher to a maximum of 38'.
3. Any project which provides 25% of the units for low and moderate income families or provides additional resident parking may average 38' with a maximum of 45'.

C. Ocean Front Walk - Mixed-use

(Ground floor use to be visitor-serving and all floors above ground floor to be visitor-serving or residential).

1. 30' or
2. Average 30' with a maximum of 40', or
3. Any project which provides 25% of the units for families of low and moderate incomes or provides additional resident parking to be an average of 40' with a maximum of 45'.

D. Commercial

1. 30' or
2. 30' average with maximum of 35'.
3. Provide additional parking for residents or provide off-site residential units for families of low and moderate income which represent 20% of the floor area of the building. The average height to be 35' with a maximum of 40'.

\* Any additional height allowed under section 12.21.1.b.3 is in addition to all maximum heights.

II. Setbacks

A. Walkstreets and Drive Streets

- 1) Frontyard - 5 feet
- 2) Rearyard - Utilize Municipal Code Requirements which provides for a 15' setback of which up to half can be measured from the center line of alley. Turning radius not withstanding as a majority of alley conditions are nonconforming. No setback above first floor.
- 3) Side - Within the first 4' of elevation 0' setback if it is utilized for additional parking. 3 foot setback above 4' elevation. Otherwise provide 3 foot setbacks.

B. Commercial - 1 lot.

- 1) Front - 0'
- 2) Side and Rear - 0'. When abutting a residentially zoned property 0' setback on the first floor and 3' on the floors above ground level.

C. Commercial - 2 or more lots.

See Lot Consolidation.

III. Lot Consolidation

No restrictions on lot consolidation - any lot consolidation should include formulas for increased setbacks, variable setbacks, variable height, additional open space formulas which eliminate uninterrupted building elevations and

encourage a variety of building envelopes and open space.

#### IV. Parking

Parking requirements in Appendix A of the Draft Venice Coastal Land Use Plan.

Additional requirements for extra height contained in Section IA3, IB3, IC3 or ID3 which are:

Residential - 1 additional resident community parking space for every 1000 square feet of building footprint.

Commercial - 1 additional resident community parking space for every 640 square feet of building footprint.

Owners of buildings or homes with no parking or deficient parking should be assessed a fee to fund additional resident community parking spaces. Alternatively, height and density bonuses should be used to encourage development that recycles property with inadequate parking.

#### V. Density

25% density bonuses for projects providing 25% of units for families of low and moderate income. 25% market rate density bonus for providing 1 1/2 times resident community parking spaces listed in section IV.

#### VI. Use - Ocean Front Walk

1. All ground floor uses to be visitor-serving commercial.
2. All floors above ground level to be visitor-serving commercial or residential.

#### VII. Other Items

1 ground floor entrance on all walk streets.

Trash enclosures - all trash should be out of sight of rights-of-way.

All commercial and multi-residential projects must register and have available to tenants recycling containers.