

CALIFORNIA COASTAL COMMISSION

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Commission Action:



STAFF REPORT: REGULAR CALENDAR

In 156

APPLICATION NO.: 5-96-176

APPLICANT: City of Los Angeles Department of Recreation and Parks

AGENTS: Kathleen Chan, Dept Recreation and Parks
LeeAnne Hagmaier, Calvin Abe

PROJECT LOCATION: Venice Beach, Ocean Front Walk, Marine Street to Washington Blvd., Venice, City of Los Angeles, Los Angeles County.
APN's: 4226-001-900, 901, 4286 027-902, 4286-028-902, 4286-029-902 and 4286-030-903

PROJECT DESCRIPTION: Refurbishment of Ocean Front Walk and adjacent public park areas including:
1) re-pavement of Ocean Front Walk;
2) construction of new 16 foot wide 1.7 mile long bike path on beach, and conversion of present bike path to skater/jogger path
3) construction of 5 new additional restrooms, police sub-station, gateway monuments, handicapped access, skate dance area and basketball court;
4) replacement, redesign and relocation of 5 existing restrooms, lifeguard station, park office and two fenced children's play areas,
5) replacement of 5 pagodas, approximately 200 benches, lighting, landscaping and signage, other minor repairs or improvements as further described on final plans, and documents entitled Venice Ocean Front Walk Refurbishment Plan dated November 1995 and modified by the Ocean Front Walk Refurbishment Plan Supplemental Project Description dated August 19, 1996.

SUMMARY OF STAFF RECOMMENDATION:

The staff recommends that the Commission determine that the proposed development, subject to the conditions below, is consistent with the Chapter 3 policies of the Coastal Act. Staff is recommending special conditions to protect public access during construction, to protect water quality and to assure the consistency of the final structures with the plan now before the Commission. The City agrees with the recommendation. The recommended conditions of approval are found on page 5 of this report.

Issues: The most significant Coastal Act issue that this project raises is the construction of a new bike path on the beach immediately seaward of the existing regional bike path. After construction of the new bicycle path, the present bike path will be reserved for skaters and joggers. The City contends

that two paths are necessary because the high number of joggers and skaters now competing with bicyclists on the path has resulted in a significant number of accidents.

While occupancy of new sand area by a bike path does raise issues of construction on the sand, staff notes that the beach is wide, varying from 500 feet in width at Rose Avenue, at the northern end of the project, to 300 feet as measured from the seaward edges of the parking lot at Washington Boulevard, at the southern end of the project. The offshore beach profile is steep, resulting in poor swimming conditions so that this beach is usually not crowded. Because of the width of the beach, sand area occupied by the new bike path will not significantly reduce the area available for sunbathing and swimming. Furthermore, the existing paved Ocean Front Walk is already located immediately adjacent to the structures. Most visitors to Venice congregate on Ocean Front Walk and the bike path to stroll, skate or bicycle. The purpose of the new pavement is to accommodate the large number of beach visitors safely, not to set back beach recreation facilities from private uses.

The City has conducted extensive public workshops, encouraging a high level of public participation in design details and priorities. The City held four well attended community meetings and resolved issues such as management of bicycle/skater traffic, bathroom design, placement and design of amenities and the type of pavement to be used on Ocean Front Walk. Approximately 1,000 residents participated in the process, which was held on the beach on weekends. In addition, beach visitors were asked to respond to questionnaires concerning the need for amenities (Exhibits 7 and 8).

In spite of the extensive public meetings, some residents of the area lying between Venice Boulevard and Washington Boulevard have objected to the new bike path and to the placement of entry monuments, benches, and handicapped ramps and identifying signs near Washington Boulevard and Ocean Front Walk (Exhibit 7, page 5). They state that their neighborhood is predominately residential and differs in social atmosphere from the more heavily used portion of Venice Beach.

Staff recommends that the extension of the double path from Washington Boulevard to the Santa Monica City line would encourage use of alternative means of transportation to the Beach as encouraged in Coastal Act Section 30252. The project as a whole would maximize and enhance public access to and recreational use of Venice Beach, as required in Coastal Act sections addressing public access and public recreation.

PROJECT STATISTICS:

Lot Area	1.7 miles in length project area ranges from approximately 100-to 200 feet in width
Building Coverage	5,000 sq. ft.
Pavement Coverage	proposed additional: 130,000 sq. ft. existing 1,700,000 sq. ft.
Landscape Coverage	existing and new 240,000 sq. ft.
Parking Spaces	existing 927 on-site
Zoning	Open Space
Draft LUP Designation	Open space/Beach
Ht abv fin grade	25 feet maximum for new buildings

SUBSTANTIVE FILE DOCUMENTS, see Appendix A, page 17.

ADDITIONAL STAFF NOTES ON PROCEDURE, see Appendix B, page 17.

LOCAL APPROVALS RECEIVED:

1. City of Los Angeles Coastal Development Permit CDP 96-03
 2. CEQA Mitigated Negative Declaration # RP-001-97
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PROCEDURAL REQUIREMENTS.

This permit is located in the "Dual Permit" zone of the City of Los Angeles Coastal Zone and requires a Coastal Development Permit from both the City of Los Angeles and from the Commission because the proposed development is located on the beach and seaward of the first public road.

On March 17, 1997, the City of Los Angeles Bureau of Engineering, that has the responsibility for projects on public rights of way within the City of Los Angeles, granted a coastal development permit for this project. The City then notified the Coastal Commission of its action and a twenty working day appeal period began, ending on April 17, 1997. The City's approval of the Local Coastal Development Permit has not been appealed to the Commission. However, the Commission must issue a coastal development permit for the project under its retained permit authority. For more details on the Coastal Act sections and regulations that govern the issuance of coastal development permits by local government before certification of an LCP, see Appendix B.

EXEMPT FEATURES OF PROJECT. Because this project consists mostly of improvements to an existing public park and improvements to an existing road, many features of this project are exempt from permit requirements under the terms of a Categorical exclusion for "Repair, Maintenance and Utility Hook-up Exclusions from Permit Requirements" granted by the Commission on September 5, 1978.

Some major elements of the project, including the new bike path, installation of a suitable road base under Ocean Front Walk, the new police station, and the new restrooms clearly require permits. To reduce confusion, the City has applied for a coastal development permit for the entire project. Inclusion of all the proposed elements of the project in the permit has enabled the beach visitors, residents, City officials and the Commission to visualize the project as a whole, and approve the project in a single action.

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution:

I. Approval with Conditions

The Commission hereby grants, subject to the conditions below, approval of the permit for the proposed development on the grounds that the proposed development, as conditioned, will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3 of the Coastal Act, is located between the sea and first public road nearest the shoreline and is in conformance with the public access and public recreation policies of Chapter 3 of the Coastal Act, and will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.

II. Standard Conditions

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance. All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the project during its development, subject to 24-hour advance notice.
6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. Special Conditions

The permit is subject to the following special conditions.

1. Maintaining Public Access on Ocean Front Walk

Phasing. The construction approved in this project shall take place in phases as described in the Ocean Front Walk Refurbishment Plan, Supplemental Project Description, (Refurbishment Plan Supplement) dated August 19, 1996 as described by the City to reduce disruption of public recreation. If any change in the order of the phases is necessary, the City shall inform the Executive Director of the change.

2. Protection of Ocean Front Walk in the Summer.

No removal of the surface of Ocean Front Walk taking place between May 15 and September 15 of any year.

3. Alternate routes for Beach Access.

During construction, the City shall provide and identify alternate routes to the beach and along Ocean Front Walk. No fewer than fifteen days prior to the commencement of construction of any phase of the project, the City shall provide a detour map for that phase or evidence that no detours will be required, for the review and approval of the Executive Director. The City shall carry out the construction of the project consistent with the approved detour map.

4. Conformance of each phase to approved Ocean Front Walk Refurbishment Plan.

No fewer than fifteen days prior to commencement of construction of each phase, the permittee shall:

- 1) notify the Executive Director that construction of the next phase will soon commence,
- 2) provide evidence that all elements of the preceding phase have been completed, and
- 3) submit final working drawings of the new phase to the Executive Director for review and approval. No construction for the phase may begin without the Executive Director's written approval of the final working drawings. The submitted final working drawings shall have been subjected to review and comment of all state and local agencies having authority over that phase.

The final working drawings shall be in substantial conformance with the "Ocean Front Walk Refurbishment Plan" of November 1995, as modified by the "Refurbishment Plan Supplement" of August 19, 1996, ("the Plan"). Any final working drawing that does not substantially conform with the Plan will not be approved by the Executive Director, and cannot be implemented, unless the permittee obtains an amendment to this coastal development permit.

The permittee shall undertake the development in conformance with the approved final working drawings. No changes to the approved final working drawings shall be made without a Commission approved amendment to this coastal development permit unless the Executive Director determines that an amendment is unnecessary.

5. Disposal of Debris.

No asphalt or other demolition debris shall be disposed of within the coastal zone without a coastal development permit authorizing such disposal.

6. Conformance of Drainage Devices with Standards of Santa Monica Bay Restoration Plan

The final working drawings for each phase applicant shall include a drainage plan that has been approved in writing by the Regional Water Quality Control Board as consistent with the Best Management Practices noted in the Santa Monica Bay Restoration Plan. The Executive Director shall verify that an approved drainage plan is included before approving the final working drawings for each phase of construction.

A. PROJECT DESCRIPTION AND HISTORY

Venice Beach is one of the most heavily used beaches in the state. Most of the users, estimated at 6,000,000 or more annually, congregate on a paved walkway lying between Washington Boulevard and the Santa Monica City boundary (Ocean Front Walk.) By far the greatest number of these visitors gravitate to the northern, more commercial portion of the area, north of 18th Street. (Exhibit 2)

As a result of heavy public use, the public facilities are in urgent need of repair and replacement. The City has received a Proposition A bond issue allocation of approximately \$10,000,000 for this purpose. (Proposition A was approved by Los Angeles County voters for parks improvements in 1992.) The existing facilities include a recreation center, a paved "boardwalk" (Ocean Front Walk), street furniture, and a portion of the Los Angeles County bicycle path, a path that extends from Redondo Beach to Will Rogers State Park in Pacific Palisades.

Ocean Front Walk is a dedicated public walk that was created along with the Venice of America subdivision in the first decade of the century. Originally described as a board walk, Ocean Front Walk is fifteen to twenty feet wide and paved in asphalt. Mixed residential and commercial buildings, some of which are hotels built before the first World War, abut Ocean Front Walk on the landward side. On the seaward side of Ocean Front Walk there is a landscaped strip and seaward of that, a sixteen foot wide concrete bike path. The bike path is part of a regional path that extends from the Pacific Palisades to Redondo Beach.

The streets serving the walk are improved as a network of landscaped public walkways, with vehicular access to residential development provided by a network of alleys. Between 18th Street and Westminster Avenue on the beach side of Ocean Front Walk, there is a recreation center that provides basketball courts, paddle tennis, a playground and an enclosed "Pavillion" with a picnic area described as the "graffiti pit", as well as paved areas and a lawn. The width of the beach varies from 300 feet seaward of the Pavillion to 500 feet in width seaward of the Rose Avenue parking lot.

Access for the general public to Ocean Front Walk is limited by the capacity of public parking lots and bus routes. Parking occurs at three beach front lots, on local residential streets and on a network of inland lots provided by the City. In addition, local bus routes and "Dash" lines drop off passengers at the beach (Exhibit 3). These "arrival points" are Windward Avenue, and the public parking lots located seaward of Ocean Front Walk at Rose Avenue, Venice Boulevard and Washington Boulevard. At each location there are roller skate and bike rentals available and commercial nodes offering food, sunglasses, postcards, "art work" and T-shirts.

The regional bike path and Ocean Front Walk are heavily used on summer weekends by a mix of roller bladers, bicyclists, joggers and strollers. The number of skaters and joggers on the bike path have resulted in collisions and conflicts with bicyclists using the regional path. The bike path from Santa Monica crosses the Venice path at the Santa Monica/Venice city line. The mixture of bicycle and pedestrian traffic at this location has resulted in serious accidents.

The City proposes to convert the existing bike path to a skater/jogger/roller blade path and to build a new sixteen foot wide bike path immediately seaward of the existing path. The City proposes to extend the widened bicycle/skating route to connect with all beach arrival points.

Although Venice Beach is one of the most heavily visited beaches in the state, receiving as many visitors as Disneyland and attracting visitors from all over the world, the walkway, restrooms and landscaping are in disrepair. While vehicles are normally prohibited on Ocean Front Walk, it is used by maintenance vehicles and beverage delivery trucks on a regular basis. The combination of substandard construction, age, and vehicle traffic has resulted in cracking and erosion on the walk.

High visitor use has also resulted in wear and tear on landmark benches, which historically were placed at the end of every walk street, and "pagodas", decorative gazebos that were originally placed at six locations on the Seaward side of the Walk.

Detailed Project description:

The City proposes the following development at part of this project:

- 1) New 16 foot bike path on beach seaward of existing development.
- 2) Resurface Ocean Front Walk and replace base.

- 3) Signage at all entrances to the beach, including public art (Exhibit 7).
- 4) Reconfiguration of lifeguard headquarters
- 5) A new police substation visible from Ocean Front Walk within park office
- 6) A total of ten restrooms, including 5 replacement restrooms and 5 new restrooms. Of these six of these will be permanent and four will be self cleaning units. The restrooms will not have enclosed hallways (see Exhibit 7)
- 7) Two fenced children's play areas. One former play equipment area will be replaced with a new play area at Rose Avenue, one existing play ground will be demolished and relocated.
- 8) Landscaping including 35 new palms, relocation of some existing palms, 200,000 square feet of turf replacing existing turf.
- 9) A new basketball court with a grandstand
- 10) Replacement Ocean Front Walk light standards
- 11) Replace historic benches. At one time there were about 200 benches. Due to vandalism and wear and tear many benches have needed to be removed.
- 12) Paved handicapped/pedestrian crossings from Ocean Front Walk across the paths to the beach in a number of locations.
- 13) Restore five of the six historic pagodas. The sixth, long associated with the drug trade, will not be replaced.
- 14) Install up to 20 picnic tables on the lawn areas.
- 15) create skate dance area adjacent to Windward Pavillion

Other projects under discussion that are not a part of this project include:

- 1) Expansion of Rose avenue parking lot
- 2) Replace 150 parking spaces lost in the 1993 storms at the Venice avenue parking to.
- 3) Replace pier and renovate Venice pier parking lot (approved as CDP 5-95-293-A (Venice Pier restoration)
- 4) Rehabilitate Burton Chace Pavillion and encourage more intensive use.
- 5) The Los Angeles county sunshelters with advertising are not a part of this project.

Most of the project will be constructed using funds from a County bond issue "Proposition A " which provides \$10,000,000 for this project. However, the police substation is not funded under that bond issue and the City will seek other funds to construct it. Additional descriptions are found in Exhibits 4, 5, 6 and 7. The project will be constructed in seven phases to minimize disruption of public recreation.

The plans before the Commission are detailed site plans and elevations. Final working drawings have not been completed, and must be reviewed by Building and Safety, and Los Angeles County Public Works for durability, safety and ease of maintenance. The Los Angeles Bureau of Cultural Affairs has given preliminary approval of the preliminary designs and art work but also has the responsibility to conduct detailed review of final working drawings (See Exhibit 4b.)

City Process

Because the Ocean Front Walk is a local landmark, there are strong feelings in the community and in surrounding Los Angeles concerning the design of any improvements. The City consultant organized a series of workshops and polls. For example, the consultant distributed disposable cameras to beach goers and residents, asking them to take pictures of the the best and worst of Ocean Front Walk. In four well-publicized public meetings, attended by over 1,000 people, the design team developed a set of priorities and design standards. The list of most desired improvements that emerged from the work shops included:

- Separate the skate and bike path or parallel the bike and skate path, but provide both.
- Improve clean or replace the restrooms and showers and provide more in the higher use areas.
- Provide a police substation that is close and visible to the Ocean front walk that is friendly and not intimidated to the public
- Renovate the Damson Oil site to a roller skate/blade park and clean up the toxic run off
- Restore the pagodas and possible add more of them, with public art on the walls
- Expand the children's playground
- Treat urban run off prior to releasing it to the ocean
- Increase public art done by artists and children.

After numerous meetings the group agreed on the location of two playgrounds, their design, the design of the restrooms and street lights and agreed that the high number of skater trying to use the bike path and the heavy regional traffic on the bike path merited the construction of an alternate high speed bicycle path immediately seaward of the existing path (Exhibits 7 and 8.)

Because the area is a pedestrian environment, a great deal of attention was given to the provision of benches, their design, their location throughout the area, and to the pavement texture on Ocean Front Walk. After months of spirited discussion, the group chose textured concrete and asphalt blocks with a variegated pattern for the Walk surface. Because the area still provides housing to a number of elderly people, including three subsidized apartments located near Washington Boulevard, Venice Boulevard and Rose Avenue, there was interest in providing handicapped access crossings at several locations along the skate and bicycle paths. In conjunction these handicapped access crossings the City will provide special sand wheelchairs to serve visitors from throughout the metropolitan area. Finally palm trees were to be planted and relocated to create an entrance plaza at Windward Avenue, the beach center.

B. PUBLIC ACCESS AND RECREATION

Venice Beach is the most intensively used recreational beach in the state. It is used for swimming, surfing, roller blading, biking, paddle tennis, basketball, and strolling. In surveys conducted by the City, respondents

stated that watching other people from all walks of life was one of the reasons that people visited Venice. Almost all residents and visitors wanted to protect and enhance people watching. Parents wanted fenced play areas, and the elderly wanted to be able to sit. Most recreation on Venice Beach is free to the public, although parking is not free and food and souvenirs are sold by entrepreneurs working on adjacent private property. The County allows one concessionaire to operate a bicycle and skate rental facility at Washington Boulevard.

Section 30210 of the Coastal Act states:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211 of the Coastal Act states:

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212.5 of the Coastal Act. states:

Wherever appropriate and feasible, public facilities, including parking areas or facilities shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise of overcrowding or over-use by the public of an single area.

Section 30213 of the Coastal Act states:

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30221 of the Coastal Act states:

Ocean Front land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Venice does have a very crowded beach. The City's objective in redesigning the beach facilities is to keep the area open, but to design so that the crowds can be better managed, so that the facilities will withstand crowding and so that the parking areas can be distributed throughout the area. As stated above, with 6,000,000 visitors, the problem is not opening up the area for the public, but to design in the facilities so that crowding can be

managed and the beach experience can be preserved.

The City proposes to spread out the visitors on three paths along this 1.7 mile stretch of beach. Venice can accommodate these visitors, but if they are to be accommodated, adequate restrooms and activity areas must be provided to serve them.

One of the most popular lower cost recreation activities on the beach is roller skating. This cannot take place on Ocean Front Walk due to the crowds and due to hazards to pedestrians. As a result skaters use the bike path, with predictable accidents with the bicyclists. The City proposes to construct a new bicycle path seaward of the existing path and use the existing bike path for skaters and joggers.

The construction of this path will not result in significant loss of sand area for swimming and sunbathing because the beach is very wide--ranging from 300 feet seaward of the Pavillion and the beach parking lots to 500 feet at Rose Avenue. Because of its steep profile, Venice Beach itself is not a popular swimming beach, and the sand area is relatively uncrowded. Most swimmers sunbathe closer than 200 feet from the surfline, leaving a wide strip of untenanted beach.

The Commission finds, in view of the large number of people accommodated, that one additional bike way extension is a reasonable response to crowding and will enhance the visitor experience without over-developing the area. Extending the ends of the facilities to all parking lots will, as much as possible distribute the visitors along the entire beach. The Commission notes that as a result of the design process, all segments of the community will be served, from very small children's, to active adolescents to the elderly.

In spite of the good purposes of the project, if the project construction were to take place in the summer, there could be serious impacts on public access and use of the beach. To avoid problems, the City has split the project into seven phases. (See Exhibit 5, phasing.) Condition 1 reiterates that concern, stating that even if the project runs behind schedule, Ocean Front Walk cannot be ripped up during the summer months. Secondly, the City is required to maintain an access route even during construction.

In view of the high number of visitors using the public paths on this beach, the Commission finds that the installation of this path and other improvements will enhance public recreation. The project as designed and conditioned provides maximum access, enhances public recreation and is consistent with and carries out the access and recreation policies of the Coastal Act.

C. COMMUNITY CHARACTER AND DESIGN

Section 30251 of the Coastal Act states:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms,

to be visually compatible with the character of surrounding areas, and where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic area such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

In 1980, the Commission adopted development standards for the North Venice area in the Regional Interpretive Guidelines for Los Angeles County. When developing those guidelines, the Commission reviewed data and documents including letters and photographic studies that emphasize a number of community character issues including a great variation in uses, age, height and design of the private structures in Venice. Because of the connecting public spaces, the mixed use development, the walk streets and the benches, there was a lively street life. The public also discussed the nature of the Venice social community, especially the heterogeneous population which was a result in the wide variety of housing types, from "SRO's" in converted hotels to new duplexes. Because of the presence of a substantial number of subsidized elderly housing units near the three major visitor nodes, there are a large number of elderly people who use the beach for walking.

Ocean Front Walk historically provided double sided benches (Exhibit 7) at the end of every walk street, in many cases, spaced out between streets. These benches were placed to afford views of both the ocean and the of the people waking by on Ocean front walk. In addition, large, permanent gazebos were located on six sites on ocean front walks. These were locally identified as "pagodas." These pagodas were one of the original features of historic Venice, and considered landmarks.

The design team spent a great deal of their time discussing pavement texture, and whether or not to replace the benches and pagodas, and if so, the appearance of the replacements. In addition to historical preservation and unique design, the public was interested in the safety and defensibility of any public facilities. The overwhelming response was to protect and preserve pedestrian access and strolling, and to construct street furniture that would reflect the historic character of Venice but use materials that would withstand wear and tear. Providing an alternate skate path, in view of the participants, would enhance pedestrian access, and be consistent with the present community character. All elements are designed to fit in with each other and to carry out a unified motif--the "entry monuments look like wings, and the street lights and restroom roofs both have a "sea gull" sweep. All are designed to withstand vandalism.

The design, as proposed, will preserve community character, encourage and facilitate pedestrian access and will also reflect the historic design of Venice. As proposed the design of the project conforms with section 30251. Exhibits 4 through 7 describe the design of the proposals in detail.

While the City has provided detailed site plans, sketches and elevations, there are at this time no working drawings of the facilities. In order to assure that the project as actually constructed conforms to the plans before the Commission, the Commission requires in special condition 2 that 1) all

elements of each phase be completed before the next has begun, and 2) that before construction the Executive Director review the final working drawings, and if any element is significantly different from that propose in this original project description, that the City return to the Commission for an amendment to the permit.

As proposed and as conditioned, the project is consistent with section 30251 of the Coastal Act regarding the design of the development.

D. DEVELOPMENT

Section 30253 of the Coastal Act states:

New development shall:

(1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.

(2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

(3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.

(4) Minimize energy consumption and vehicle miles traveled.

(5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

Section 30254 of the Coastal Act states, in part:

New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; ... Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

The development issues posed by this project are 1) the safety of the development, 2) whether it is consistent with the character of the community, and 3) whether it minimizes energy consumption and vehicle miles traveled.

Safety: Because the proposed development is on a beach, it is possible that it will be subject to storm waves. Venice Beach was artificially widened in

the 1920's when the City constructed Hyperion Treatment plant. Groins extend out into the water, holding the sand in place. In 1983, a storm from the southwest struck Los Angeles County and waves overtopped Ocean Front Walk and damaged a parking lot. At that time, additional revetments were installed to protect the Damson Oil site (which is near the water, and the County Lifeguard Headquarters. Ocean Front Walk and the bike path did not suffer major damage.

Even though this area is subject to occasional storm waves, the beach is wide and damage to this bike path is expected to be minimal even if a storm occurs. The new bike path will be located over 250 feet from the water in an area whether the beach has long been stabilized by use of a groin. The large numbers of people that will be accommodated by the bike and skate paths far out weighs the potential risk and expense of occasionally patching up the bikeway after a storm. The structure will be designed and constructed tot the specifications of the County Department of Public Works. The reason for this design review is to assure that the street cleaning machines will not crush the path. The construction of a new path will also not result in the necessity of installing wave protection. While, as noted, in 1983 some waves extended inland of Ocean Front Walk, their energy was dissipated by the wide strip of sand, and little damage occurred to the bike path.

Community character. As discussed above, Venice provides a pedestrian oriented environment. The City's proposal reflects this in 1) separating the skaters and bicyclists from the pedestrian, 2) providing benches and other resting areas along the beach. As noted above, the most striking feature of Venice is its diversity--of age, economic standing attitude and physical ability. When combined with the diversity of beach visitors the weekend population of Ocean Front Walk reflects the character of Los Angeles as a whole. As discussed above the design team spent a great deal of time planning for this diversity in age and tastes, protecting pedestrian access, and enhancing a variety of recreational uses. Concern with community character is reflected in decisions on the design and location the features of this plan. As designed and proposed the project is consistent with the community character of Venice.

Transportation. Thirdly, the project as proposed is designed to encourage use of alternative modes of transportation to get to the beach, and once there to use foot, bicycles and roller skates to go along the beach. As noted above, all three paths will connect to public transportation at a number of "access points" making it feasible to use buses, and remote parking lots as well as the private automobile to reach the beach. The project is sited and designed to encourage alternative means of transportation.

Fourthly this public works project supports public access, and as such is consistent with Section 30254 of the Coastal Act.

The Commission finds that as proposed the project is consistent with Sections 30253 and 30254 of the Coastal Act.

E. Habitat and Water Quality.

Section 30231 of the Coastal Act provides:

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

There is little natural habitat remaining in Venice, and none along the beach. However, urban run-off can result in pollution of off shore waters. The City of Los Angeles is a participant in the Santa Monica Bay Restoration Project, that is sponsored by the Regional Water Quality Control Board. This project is in its fourth year and encourages participants to protect coastal waters from pollution from "non-point sources", storm drains, streets and roads.

One of the proposals strongly supported in the public workshops was that the drains installed conform with the Best Management Practices found in the SMBRP report. This report encourages low flow filtration of run-off from urban areas, public educations, and other methods to reduce the flow of polluted runoff into the Bay. The Commission notes that the provision of safe public restrooms is also a recommended by the SMBRP report.

Part of the project entails removal of the asphalt surface of more than one mile of walk. To protect water quality, the project is conditioned to dispose of the asphalt outside the coastal zone.

As conditioned, to employ appropriate debris disposal and Best Management Practices, which may include low flow collection of storm runoff, the project is consistent with Section 30231.

F. LOCAL COASTAL PROGRAM

Section 30604(a) of the Coastal Act provides that the Commission shall issue a Coastal Development Permit only if the project will not prejudice the ability of the local government having jurisdiction to prepare a Local Coastal Program which conforms with Chapter 3 policies of the Coastal Act:

- (a) Prior to certification of the Local Coastal Program, a Coastal Development Permit shall be issued if the issuing agency, or the Commission on appeal, finds that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a Local

Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200). A denial of a Coastal Development Permit on grounds it would prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200) shall be accompanied by a specific finding which sets forth the basis for such conclusion.

The Venice area of the City of Los Angeles does not have a certified Local Coastal Program. Early drafts of the Venice LCP and the presently adopted Venice Community Plan have consistently discussed the importance of Ocean Front Walk to Venice and the need to repair its facilities and preserve as much of its historic character. The proposed development, as conditioned, is consistent with the habitat, access, and recreation policies of the Coastal Act. Therefore, the Commission finds that approval of the proposed development and amendment, as conditioned, will not prejudice the City's ability to prepare a Local Coastal Program consistent with the policies of Chapter 3 of the Coastal Act, as required by Section 30604(a).

G. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Section 13096 Title 14 of the California Code of Regulations requires Commission approval of a Coastal Development Permit application to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(i) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. The City has adopted a Mitigated Negative Declaration number RP-001-97 describing the project and its impacts.

The Commission's conditions of approval adequately address and mitigate any potential adverse impacts to the environment caused by the proposed project as amended. All adverse impacts have been minimized and there are no additional feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project and amendment, as conditioned, is consistent with the requirements of the Coastal Act to conform to CEQA.

APPENDIX A

SUBSTANTIVE FILE DOCUMENTS:

1. City of Los Angeles Coastal Development Permit CDP 96-03
2. Department of Recreation and Parks, mitigated negative declaration and Initial study, Sept 3, 1996
3. City of Los Angeles, CEQA Mitigated Negative Declaration # RP-001-97
4. City of Los Angeles, Department of Recreation and Parks, Venice Beach Ocean Front Walk Refurbishment Plan, November, 1995
5. City of Los Angeles, Department of Recreation and Parks, Venice Ocean Front Walk Refurbishment Plan, supplemental project description, August 19, 1996
6. City of Los Angeles, Venice Community Plan, 1981
7. City of Los Angeles revised preliminary Venice (Coastal) Land Use Plan (1996)
8. City of Los Angeles Venice Interim Control Ordinance (ICO) #170,556.
9. Coastal Development Permit 5-95-293-A (Venice Pier restoration)
10. Coastal Development Permit P-79-6986 (Los Angeles Recreation and Parks, Marina Peninsula Bicycle Path.
11. Coastal Development Permits (housing for the elderly) 5-92-339 (Goodfader), P-76-9409 (Anthony and Tong), 5-82-479 (Goldrich and Kest)
12. Coastal Development Permits 5-87-761 (LA City Recreation and Parks), 5-92-280(LA City Recreation and Parks)

APPENDIX B
PROCEDURAL NOTES

STAFF NOTE ON PROCEDURAL AND PERMIT REQUIREMENTS.

This permit is located in the "Dual Permit" zone of the City of Los Angeles Coastal Zone and requires a Coastal development permit from both the City of Los Angeles and from the Commission.

Section 30600(b) of the Coastal Act provides that prior to certification of its Local Coastal Program, a local jurisdiction may, with respect to development within its area of jurisdiction in the the coastal zone and consistent with the provisions of Sections 30604, 30620 and 30620.5, establish procedures for the filing, processing, review, modification, approval, or denial of a Coastal Development Permit. Sections 13302-13319 of the California Code of Regulations provide procedures for issuance and appeals of locally issued Coastal Development Permits. Pursuant to these provisions, the City of Los Angeles developed a permit program in order to exercise its option to issue Coastal Development Permits in 1978.

Section 13304 of the California Code of Regulations provides that a local government choosing to issue coastal development permits before certification of its LCP must adopt a program for issuing coastal development permits in the entire area of its jurisdiction. The standard of review is the Coastal Act and the Commission's interim guidelines. (See Section 30604 and Section 13311 of the California Code of Regulations.) However, there are two limitations on this authority. First all locally issued permits are appealable (See section 30602.) Second, Pursuant to Section 30601 of the Coastal Act and Section 13307 of the California Code of Regulations, any development located between the sea and the first public road, within 50 feet of creeks and wetlands or the top or face of coastal bluffs, and on land areas within 300 feet of the beach or the mean high tide line where there is no beach, which receives a Local Coastal Development Permit must also obtain a permit from the Coastal Commission.

The proposed development is located on the beach and seaward of the first public road. Therefore, it is within the Dual Permit Jurisdiction area of the City of Los Angeles, and a permit is required from both the City and the Commission.

The Coastal Commission must be noticed within five days after a final local action on a Coastal Development Permit. After receipt of such a notice which contains all the required information, a twenty working day appeal period begins during which any person, including the applicant, the Executive Director, or any two members of the Commission, may appeal the local decision to the Coastal Commission (Section 30602).

The appeal and local action are then analyzed to determine if a substantial issue exists as to the conformity of the project to Chapter 3 of the Coastal Act [Section 30625(b)(1)]. If the Commission finds substantial issue, the Commission holds a new public hearing to act on the Coastal Development Permit as a de Novo matter.

EXEMPT FEATURES OF PROJECT. Because this project consists mostly of improvements to an existing public park and improvements to an existing road, many features of this project are exempt from permit requirements under the terms of a Categorical exclusion for "Repair, Maintenance and Utility Hook-up Exclusions from Permit Requirements" granted by the Commission on September 5, 1978.

Specifically under provision II.A of the "Public Utility Exclusion" no permit is required for "repair and maintenance of existing road public roads including landscaping . . . resurfacing . . . restoring pavement and base to original condition." Secondly no permit is required, under II. C, for routine maintenance of existing public parks "including repair or modification of existing public facilities where the level or type of public use or the size of the structures will not be altered." Work proposed in this project that would otherwise be exempt includes repair and replacement of benches and pagodas, restroom replacement, landscaping and directional signage. Installing a suitable road base under Ocean Front Walk, the new police station, the five new new restrooms and the new bike path clearly require

permits. It is not clear whether or not artwork and entry signs, the new basketball court with bleachers and relocated children's play areas would be exempt under only under the exclusion order. To avoid confusion, the City has opted to seek a coastal development permit for the entire project. Inclusion of all the proposed elements of the project in the permit has enabled the beach visitors, residents, City officials and the Commission to visualize project as a whole, and approve the project in a single action.

LOCAL DISCRETIONARY APPROVALS

Section 13052 requires a project receive all local discretionary approvals prior to consideration by the Commission. Among such approvals, the City has provided a locally issued coastal development permit and a mitigated negative declaration. In the City staff report, additional approvals required by the project are also listed. These include the following:

CONSTRUCTION APPROVALS REQUIRED:

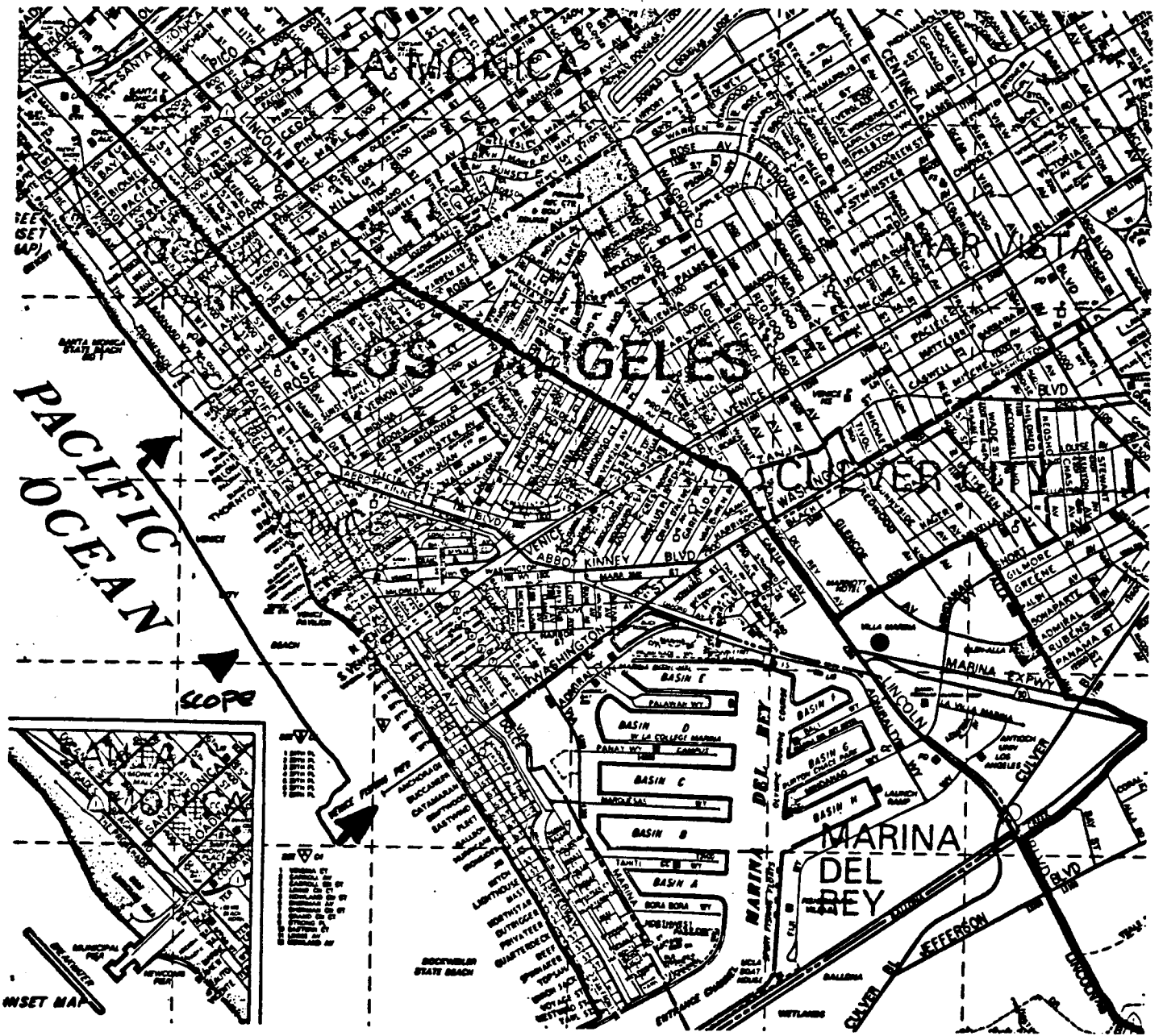
1. City Bureau of Street Lighting
2. County Beaches and Harbors Department approval
3. County Public Works Encroachment Permit
4. City Cultural Affairs Department approval

City representatives contend that these approvals are in essence ministerial. The City Bureau of Engineering spokesperson states that the Bureau of Street Lighting approval is ministerial, involving standards but no discretion. The City states that the County of Los Angeles Department of Beaches and Harbors, since it is not the land owner, cannot deny the project because the the City is the Landowner. Instead, under the City's maintenance contract with the County, the County can refuse to maintain new structures that do not meet its structural standards. A County "Encroachment permit" is necessary to assure that the new bike path can be maintained by the County and to assure that County revenues from beach parking lots are maintained during construction. Finally, the City of Los Angeles Cultural Affairs Department has jurisdiction over art work and new public buildings. In this case the review applies to working drawings for the new structures and for the public art, the location and scale of which have been approved by the Cultural Affairs Department and which are described in Exhibits 4-7. The Department of Recreation and Parks contends that the Cultural Affairs Department has given initial review and approval of the general design and site plans, but must again review working drawings to be sure that the structures are designed consistent with the Department's standards.

In this case, because general review, including environmental review, has occurred, the matter is properly before the Commission. However, if any of these agencies require design changes in the final working drawings, these changes must be reviewed by the Executive Director to determine if an amendment to this permit is necessary before the phase including these designs may go forward. Condition 2 requires a review of all final working drawings

to assure that the final working drawings are consistent with the Restoration Plan approved by the Commission. The Condition allows the City to submit a request for an amendment to this permit if the final working drawings differ from the Restoration Plan as approved.

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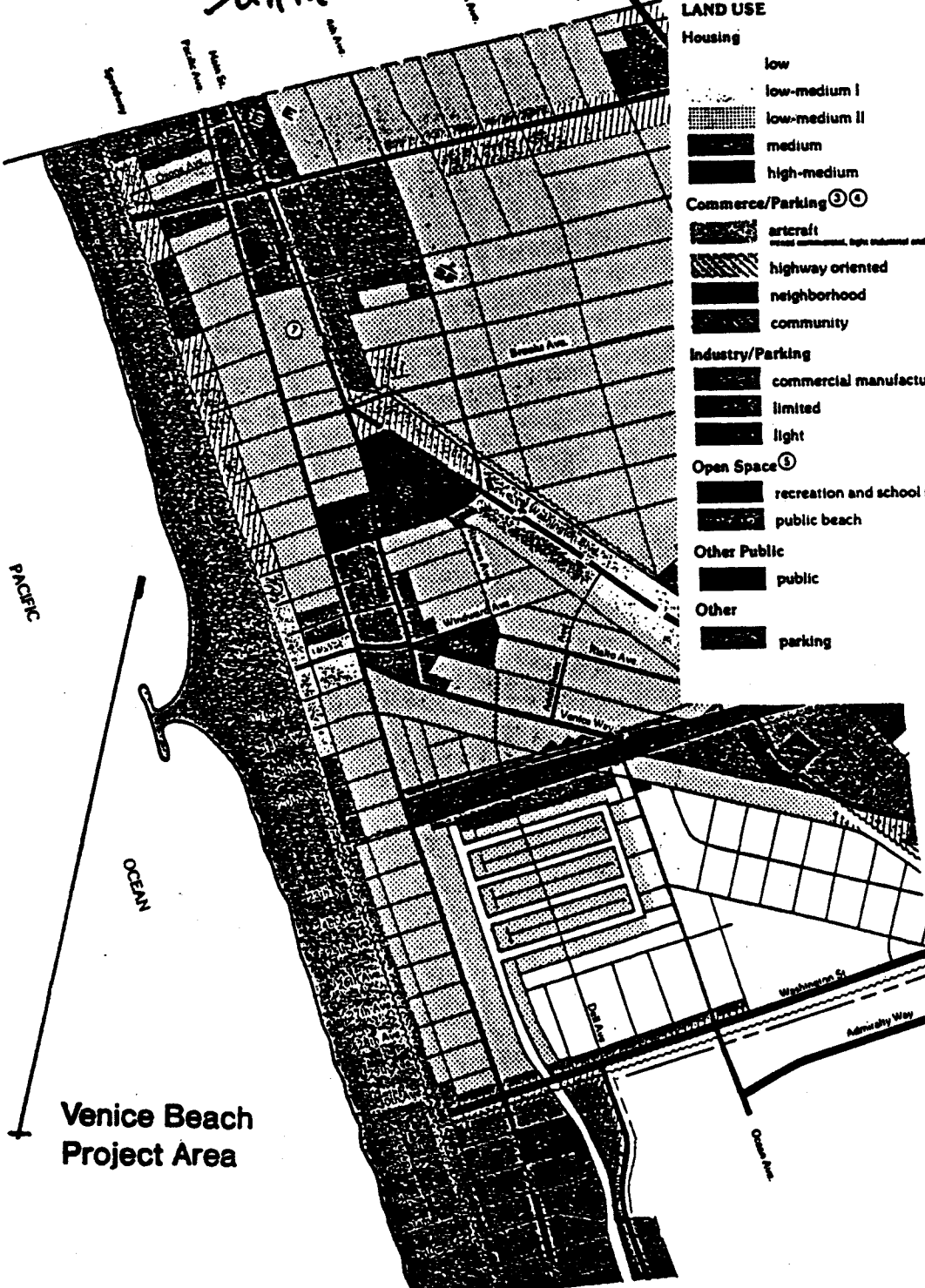


5-96-176
Exhibit 1
Location

Plan Map • Venice Community Plan

The Venice Community Plan consists of this map and the accompanying text.

Santa Monica



LAND USE

Housing

- low
- low-medium I
- low-medium II
- medium
- high-medium

Dwelling Units
Per Gross Acre

- 5+ to 7
- 7+ to 12
- 12+ to 24
- 24+ to 40
- 40+ to 60

Corresponding Zones

- R1, RD6
- R2, RD5, RD4, RD3
- RW1, RD2, RD1.5
- RW2, R3
- R4

Single-Family
total area
% of total area
dwelling unit capacity
population capacity

Multiple-Family Housing
total area
% of total area
dwelling unit capacity
population capacity

Commerce/Parking

- aircraft
aircraft, general commercial, light industrial and residential
- highway oriented
- neighborhood
- community

- C2, CA
- CL, C1, C2, CP
- CL, C1, C2, C4, P
- CL, C1.5, C2, C4, P

total area
% of total area

Industry/Parking

- commercial manufacturing
- limited
- light

- CM
- M1
- M2

total area
% of total area
total area
% of total area
total area
% of total area

Open Space

- recreation and school sites
- public beach

Other Public

- public

Other

- parking

Washington Blvd

Venice Beach Project Area

Figure 4

Venice Community Plan - Project Land Use

Source: City of Los Angeles Department of Planning, 1978



5-96-176

Exhibit 2 (a)
Land Use

SEAN FRONT WALK



EXISTING CONDITIONS

IRM DESIGN GROUP



5-96-176 2 b aerial shot



5-76.

176

Exhibit

2bca)

aerial



GEN. FRONT VIEW



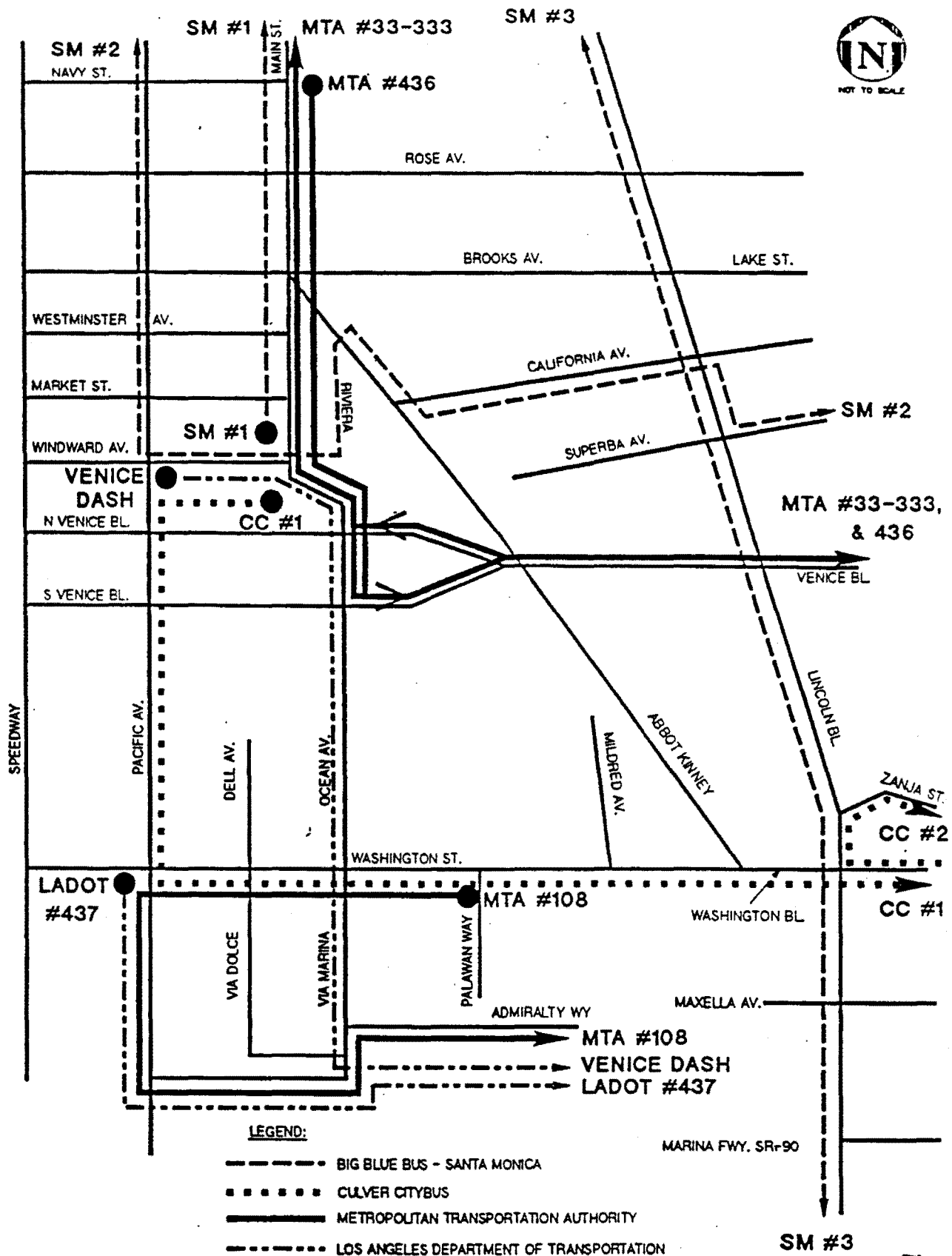


Figure 18

Existing Public Transit Routes Serving Venice

Source: Kaku Associates, Inc., Venice Traffic and Parking Study, April, 1995

RFM
Design Group

5.96.176
Exhibit 3 Transportation

Venice Beach Refurbishment Plan
November 1, 1995

Venice Beach Refurbishment Plan	UNIT	QUANTITY	UNIT COST	EXTENSION
Preliminary Budget Statement -City Prop A Only (+/- \$5,440,000 available after pier & City 20%)				
OCEAN FRONT WALK DEMOLITION				
Ocean Front Walk surface & cross section (CY)		3,700	\$ 20.00	\$ 74,000.00
Hauling & Dump charge		370	\$ 231.00	\$ 85,470.00
			\$ -	\$ -
			Subtotal =	\$ 159,470.00
OCEAN FRONT WALK PAVING SURFACE				
Paving Surface				
Concrete (prepare, form, pour, cure)		200,000	\$ 5.00	\$ 1,000,000.00
Asphalt block inset (sand or bit. & labor)		20,000	\$ 8.00	\$ 160,000.00
			\$ -	\$ -
			Subtotal =	\$ 1,160,000.00
SITE ELEMENTS - STRUCTURES AND FACILITIES				
Restrooms - Permanent w/showers (12 stalls)	1CNTY	5	\$ 145,000.00	\$ 725,000.00
Restrooms - Self cleaning (purchase)		4	\$ 65,000.00	\$ 260,000.00
Pagoda restoration				
Recycled wood material (TREX) or wood	5	32	\$ 10,000.00	\$ 320,000.00
Pagoda walls (1 historic, 2 curvilinear, 2 benches)	5	660	\$ 115.00	\$ 75,900.00
Ocean Front Walk lighting				
Historic Style, 22', fiberglass pole at the pagodas		20	\$ 2,500.00	\$ 50,000.00
Bega style, hooded 28' fiberglass pole		90	\$ 3,110.00	\$ 279,900.00
New Bike Path				
6" cross section, pcc over recompacted sand w/mono pour		73,800	\$ 3.50	\$ 258,300.00
Accent paving @ pedestrian crossings (10% of total)		8,200	\$ 7.00	\$ 57,400.00
			Subtotal =	\$ 2,026,500.00
SITE FURNITURE				
Benches (with center arm, no mural)		200	\$ 600.00	\$ 120,000.00
Trash/recycling cans w/lids (painted, w/bolts or concrete poured into the base)		300	\$ 210.00	\$ 63,000.00
Tables in picnic areas off OFW		20	\$ 2,200.00	\$ 44,000.00
Drinking fountains		10	\$ 2,900.00	\$ 29,000.00
Bike racks (1/50 lf)		10	\$ 1,000.00	\$ 10,000.00
Telephone (custom booth)		5	\$ 3,250.00	\$ 16,250.00
Jug fillers/dog watering		15	\$ 1,300.00	\$ 19,500.00
Signage				
Information kiosk		1	\$ 5,500.00	\$ 5,500.00
Directional signs		35	\$ 500.00	\$ 17,500.00
Monument/Interpretive		3	\$ 2,000.00	\$ 6,000.00
Historic bronze plaques		10	\$ 1,350.00	\$ 13,500.00
			Subtotal =	\$ 324,750.00
LANDSCAPING AND MISCELLANEOUS ELEMENTS				
Landscaping and Irrigation (replace/rennovate)				
Rose Ave. to Windward		160,000	\$ 2.00	\$ 320,000.00
Windward plaza/recreation area		60,000	\$ 2.00	\$ 120,000.00
17th to Washington		20,000	\$ 2.00	\$ 40,000.00
Rose Ave. parking lot decorative rose wall				
Poured in place concrete or block wall		600	\$ 50.00	\$ 30,000.00
Metal wall trellis or rebar extensions, planted		700	\$ 1.60	\$ 1,120.00
Handicap access to the beach (walkways & sand vehicles)				
2'x6' TREX decking material		4,000	\$ 1.50	\$ 6,000.00
2'x6' TREX stringer material on sand		4,000	\$ 1.50	\$ 6,000.00
Labor/installation/site prep.		4,000	\$ 13.00	\$ 52,000.00

These budgets are preliminary and based upon gross area and material calculations, for use in projecting maintenance and implementation alternatives only.

*Venice Beach Refurbishment Plan
November 1, 1995*

Handicap PVC sand vehicles		5	\$ 500.00	\$ 2,500.00
Navy Street entryway improvements				
Landscaping		5,000	\$ 2.00	\$ 10,000.00
Accent paving on bike/skate paths & walk		1,300	\$ 7.00	\$ 9,100.00
Limestone entry monuments (150 total cubes)		2	\$ 15,000.00	\$ 30,000.00
Children's play areas (equipment, landscape & irrigation, access & engineering improvements)				
Relocate 17th Street play area		10,000	\$ 18.00	\$ 180,000.00
New Rose Ave. play area		12,000	\$ 18.00	\$ 216,000.00
Grandstand basketball court				
"Sportcourt" floor surface		4,750	\$ 3.50	\$ 16,625.00
Backboards & poles		2	\$ 2,400.00	\$ 4,800.00
Concrete Bench Seating		2,000	\$ 60.00	\$ 120,000.00
(3' width risers, CMU 18" or concrete wall)				
(Wraps basketball court 2 sides)				
Skate Dance Area - outside Damson Oil site				
Concrete Mounding and Stage		15,000	\$ 4.50	\$ 67,500.00
Landscape Berms for Seating		35,000	\$ 2.50	\$ 87,500.00
Rubberized asphalt overlay on existing bike path		114,800	\$ 0.60	\$ 68,880.00
Grandstand basketball court lighting		4	\$ 2,000.00	\$ 8,000.00
Gateway monuments				
Windward & Speedway		2	\$ 22,000.00	\$ 44,000.00
Washington & OFW		1	\$ 10,000.00	\$ 10,000.00
Renovation of bleachers @ basketball courts	75lf	75	\$ 150.00	\$ 11,250.00
Volleyball courts near Rose Ave. parking lot (metal poles & cranks)		4	\$ 300.00	\$ 1,200.00
Resurface existing basketball courts		54,000	\$ 0.60	\$ 32,400.00
(Includes 1" Overlay wearing surface & preparation)				
Court Stripping		1,600	\$ 1.00	\$ 1,600.00
Sand/seating wall @ select locations				
2' Height concrete or concrete block wall		1,500	\$ 60.00	\$ 90,000.00
Windward Plaza/Park				
Central sculpture fountain		1	\$ 75,000.00	\$ 75,000.00
Two small sculpture monuments		2	\$ 25,000.00	\$ 50,000.00
Decorative paving		5,000	\$ 7.00	\$ 35,000.00
Concrete paving in plaza and paths		15,000	\$ 5.00	\$ 75,000.00
Palm trees and accent landscape		35	\$ 3,000.00	\$ 105,000.00
			Subtotal =	\$ 1,926,475.00
			Total =	\$ 5,597,195.00
			15% Contingency =	\$ 839,579.25
			Grand Total =	\$ 6,436,774.25

5.96.176
Exhibit 4ap2
Project elements

These budgets are preliminary and based upon gross area and material calculations, for use in projecting maintenance and implementation alternatives only.

BOARD OF RECREATION AND
PARK COMMISSIONERS

STEVEN L. SOBOROFF
PRESIDENT

LEROY CHASE
VICE PRESIDENT

MIKE ROOS
P. JUAN SANTILLAN
LISA SPECHT

CITY OF LOS ANGELES
CALIFORNIA



RICHARD J. RIORDAN
MAYOR

DEPARTMENT OF
RECREATION AND PARKS
200 NO. MAIN ST.
13TH FLOOR
LOS ANGELES, CALIF. 90012

(213) 485-4819
FAX (213) 617-0439

JACKIE TATUM
GENERAL MANAGER

April 16, 1997

Peter Douglas, Director
California State Coastal Commission
P.O. Box 1450
Long Beach, CA 90801-1450

Attention: Pam Emerson, Enforcement Officer

Dear Mr. Douglas:

**VENICE BEACH - OCEAN FRONT WALK REDEVELOPMENT (#1019B) - PERMIT
APPLICATION NO. 5-95-176**

In response to your questions regarding the staff report incorporated in the Local Coastal Permit for the subject project, the following clarifications are provided:

- The Los Angeles City Cultural Affairs Department (CAD) provides approvals, as part of the local building permits for the public art component(s) of the project and for the design elements of the buildings incorporated in the project.
- The Department of Recreation and Parks (DRP) has been working closely with CAD throughout the project to date, and has already received approvals for the pier portion of the project. At the time the pier was reviewed, the Cultural Affairs Commission reviewed the entire project in the format being submitted to your Commission for review and approval, where the project was well received.
- Recreation and Parks' staff will continue to work closely with CAD staff to complete the art components for the project, in order to utilize the experience of the CAD staff in coordinating local artists with the Venice Beach Ocean Front Walk project. We look forward to continued support and approval from CAD throughout the project.

5-96-176
Exhibit 4(b)
approvals needed

Peter Douglas, Director
April 16, 1997
Page Two

- In reference to the approvals and agreements required by the County Department of Beaches and Harbors (DBH), agreements would be required between DRP and DBH to cover revenue loss for any property leased by the County from DRP for concession use (e.g., parking lots), or for improvements operated and maintained by the DBH on DRP land. DRP has secured these types of agreements for the reconstruction of the Venice Pier project and anticipates working closely with DBH and the County Department of Public Works to complete the remainder of this project to the benefit of both the City and County.

We hope this answers your concerns, and should you have any additional questions please contact Kathleen Chan, Project Manager, at (213) 847-8284

Very truly yours,

JACKIE TATUM
General Manager


DALLAN R. ZAMZLA
Director of Planning and Development

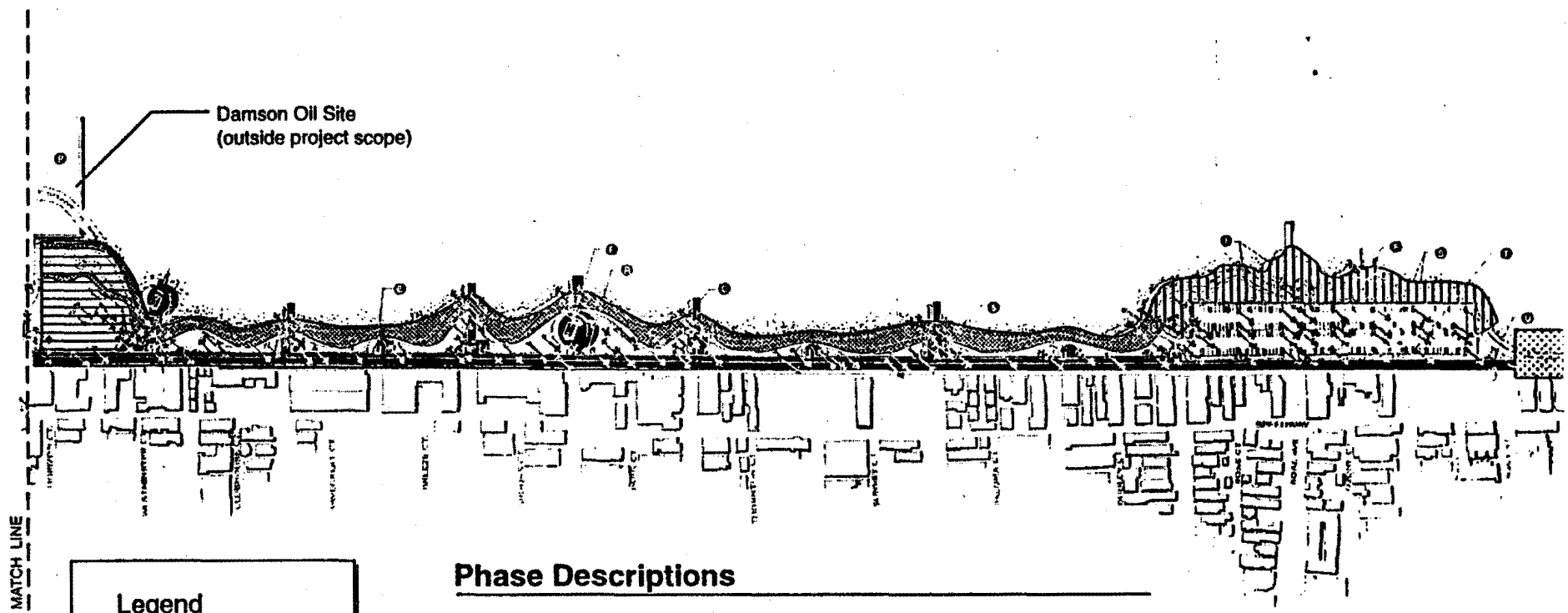
DRZ:KC/te
costlmay

cc: Councilmember Ruth Galanter, CD #6
Greg Woodell, County Beaches and Harbors
County Supervisor Zev Yaroslavsky
RRM Design Group/Richard Best Architect
Calvin Abe and Associates

5-96-176
Exhibit 4(b) p.2
approvals needed

Venice Beach Refurbishn Phasing I

S-96.176
 Exhibit 5 (a) Phasing plan map

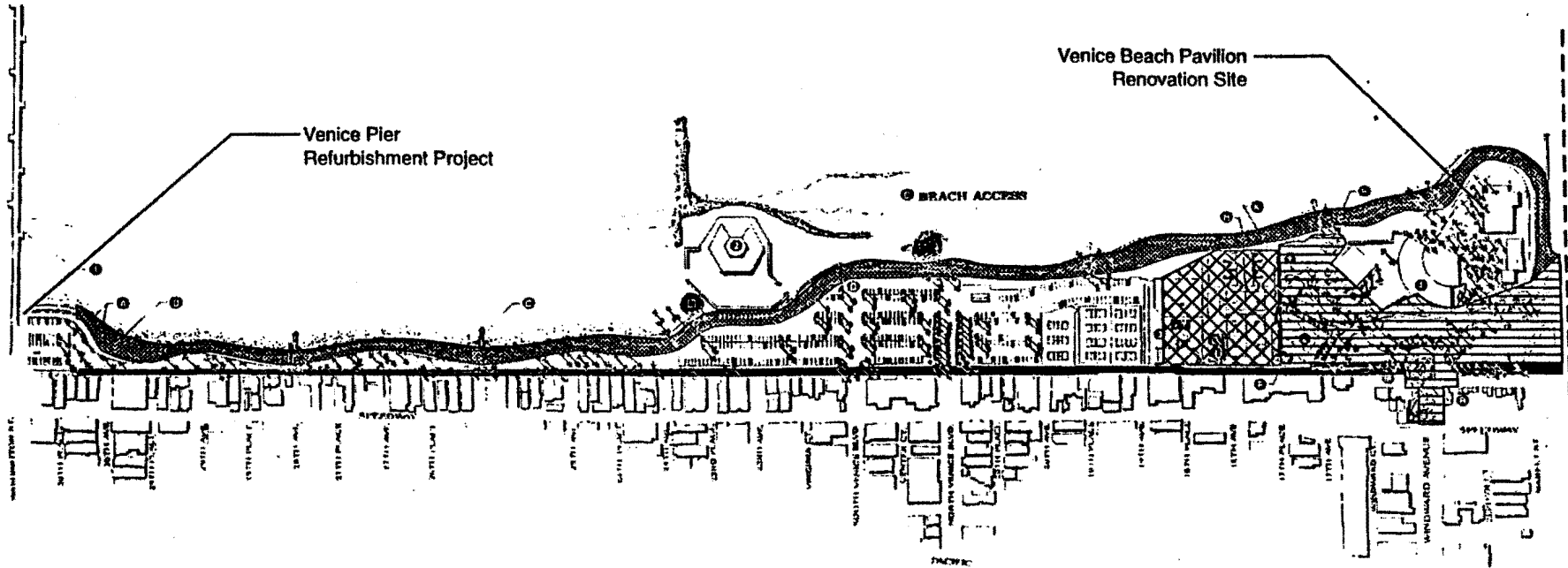


Legend	
	Phase I
	Phase II
	Phase III
	Phase IV
	Phase V
	Phase VI
	Phase VII

Phase Descriptions

- Phase I Rose Play Area, restroom and bike path improvements
- Phase II Ocean Front Walk repaving
- Phase III Navy Improvements
- Phase IV Restroom and Pagoda reconstruction
- Phase V New and realigned existing bike path and handicap access ramps
- Phase VI Basketball court resurfacing and new Recreation and Parks/First Aid office
- Phase VII Windward Plaza and Recreation improvements

Venice Beach Refurbishment Phasing Plan



Phase Descriptions

LEGEND	
	Phase I
	Phase II
	Phase III
	Phase IV
	Phase V
	Phase VI
	Phase VII

Phase I	Rose Play Area, restroom and bike path improvements
Phase II	Ocean Front Walk repaving
Phase III	Navy Street improvements
Phase IV	Restroom and Pagoda reconstruction
Phase V	New and realigned existing bike path and handicap access ramps
Phase VI	Basketball court resurfacing and new Recreation and Parks/ First Aid office
Phase VII	Windward Plaza and Recreation improvements

5.96.176
Exhibit 5(B)

Pharis
Plan

MATCH LINE

**ROSE AVENUE PARKING LOT IMPROVEMENTS
PROPOSED PHASE 1 CONSTRUCTION SCHEDULE: T A B L E 1**

Demolition of Bike Path Sections & Structures	Site Preparation and Sand Recompaction	Bike Path, Restroom, and Play Area Construction	Construction Complete
March 1997 15 days	March 15, 1997 15 days	April 1997 60 days	June 1997

**RESTROOMS AND PAGODA RECONSTRUCTION
PROPOSED PHASE 2 CONSTRUCTION SCHEDULE: T A B L E 2**

Demolition of Structures and Site Preparation	Utility Connections (Plumbing, Water, and Electrical)	Buildings and Wall Construction.	Construction Complete
January 1997 8 days	January 1997 7 days	February 1997 75 days	April 1997

Note: Excludes restroom at Windward Plaza children's play area and Rose Avenue parking lot.

**OCEAN FRONT WALK PAVING SURFACE / LIGHTING / ARTWALLS
PROPOSED PHASE 3 CONSTRUCTION SCHEDULE: T A B L E 3**

Demolition of Paving and Sub-base	Site Preparation and Recompaction	Concrete Framing and Construction	Construction Complete
September 1997 30 days	October 1997 45 days	November 15, 1997 90 days	February 1998

Note: Does not include Windward Avenue Plaza paving surfaces.

**NAVY STREET IMPROVEMENTS
PROPOSED PHASE 4 CONSTRUCTION SCHEDULE: T A B L E 4**

Demolition of Paving and Path Surfaces	Site Preparation and Sand Recompaction	Bike Path, Paving Surface, Gateway and Signage Construction	Construction Complete
September 1997 5 days	September 1997 5 days	October 1997 30 days	November 1997

Note: Should coordination between the City of Santa Monica and City of Los Angeles result in rerouting of pedestrian traffic, the Navy street improvements may not be implemented.

5-96176

Exhibit 5 (6)
Phasing Plan

**NEW & REALIGNED BIKE PATH, HANDICAP ACCESSWAYS & LANDSCAPING
PROPOSED PHASE 5 CONSTRUCTION SCHEDULE: T A B L E 5**

Demolition of Paths and Site Preparation	Landscape Irrigation Trenching, Berming and Planting	Paving and Handicap Access Construction	Construction Complete
September 1997 30 days	October 1997 30 days	November 1997 60 days	January 1998

**COURT RESURFACING & NEW REC AND PARKS OFFICE
PROPOSED PHASE 6 CONSTRUCTION SCHEDULE: T A B L E 6**

Office Demolition and Asphalt Paving Preparation	Office Building Construction	Asphalt Resurfacing	Construction Complete
February 1998 10 days	February 15 1998 60 days	April 1998 5 days	May 1998

**WINDWARD PLAZA AND RECREATION IMPROVEMENTS
PROPOSED PHASE 7 CONSTRUCTION SCHEDULE: T A B L E 7**

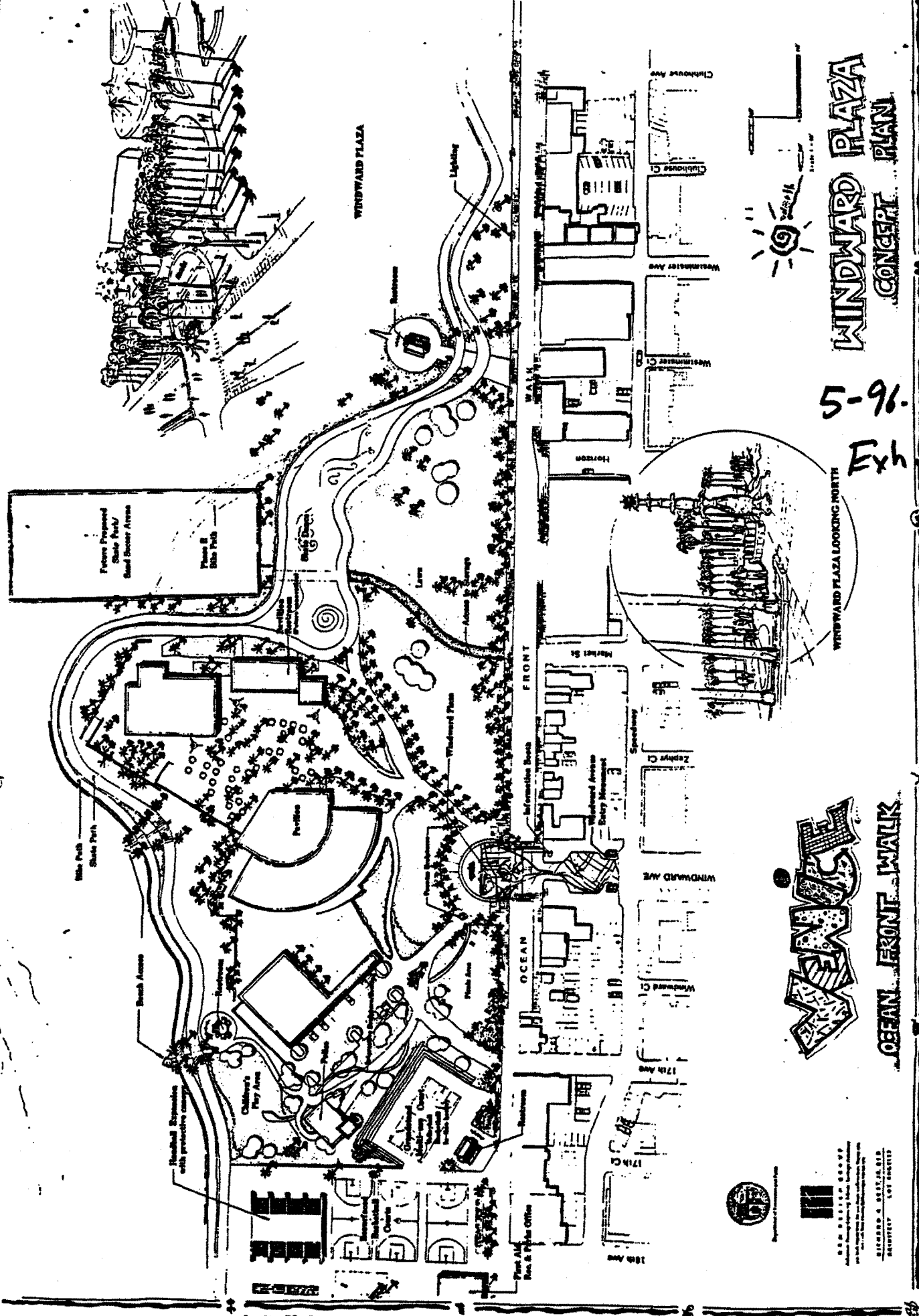
Demolition of Paving Surfaces, Landscape, Restroom, etc.	Site Preparation and Grading, Compaction, etc.	Construction of all Improvements	Construction Complete
February 1998 15 days	February 15, 1998 30 days	March 15, 1998 90 days	June 15, 1998

Cumulative Impacts

Because the beach is currently a heavily used area, staging of construction has been incorporated into the project design to ensure efficiency between two other projects anticipated for improvement in the Venice Beach area: Refurbishment of the Venice Fishing Pier located at the southern end of the project at Washington and Ocean Front Walk, and renovation of the Pavilion located at the intersection of Windward Avenue and Ocean Front Walk for use by the Venice Arts Mecca as a performing arts center and community art complex. Coordination between these two projects and the Venice Beach Refurbishment Plan is essential to ensure that impacts to local merchants, business, and the environment are avoided. The construction schedules for the various project elements shown above have been influenced and modified to reduce concentrations of construction equipment and congestion on the beach during these project renovations. The construction schedule for the Venice Pier and Venice Pavilion are shown in the following table.³

³ Venice Beach Pavilion Initial Study and Draft Negative Declaration, May 1996
City of Los Angeles Department of Recreation and Parks, Personnel Communication with K. Chan, May 1996

Exhibit 5.96.176
5(a)
Phasing Plan

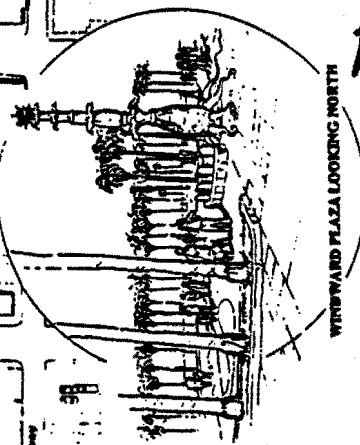
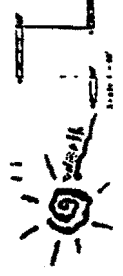


**WINDWARD PLAZA
CONCEPT PLAN**

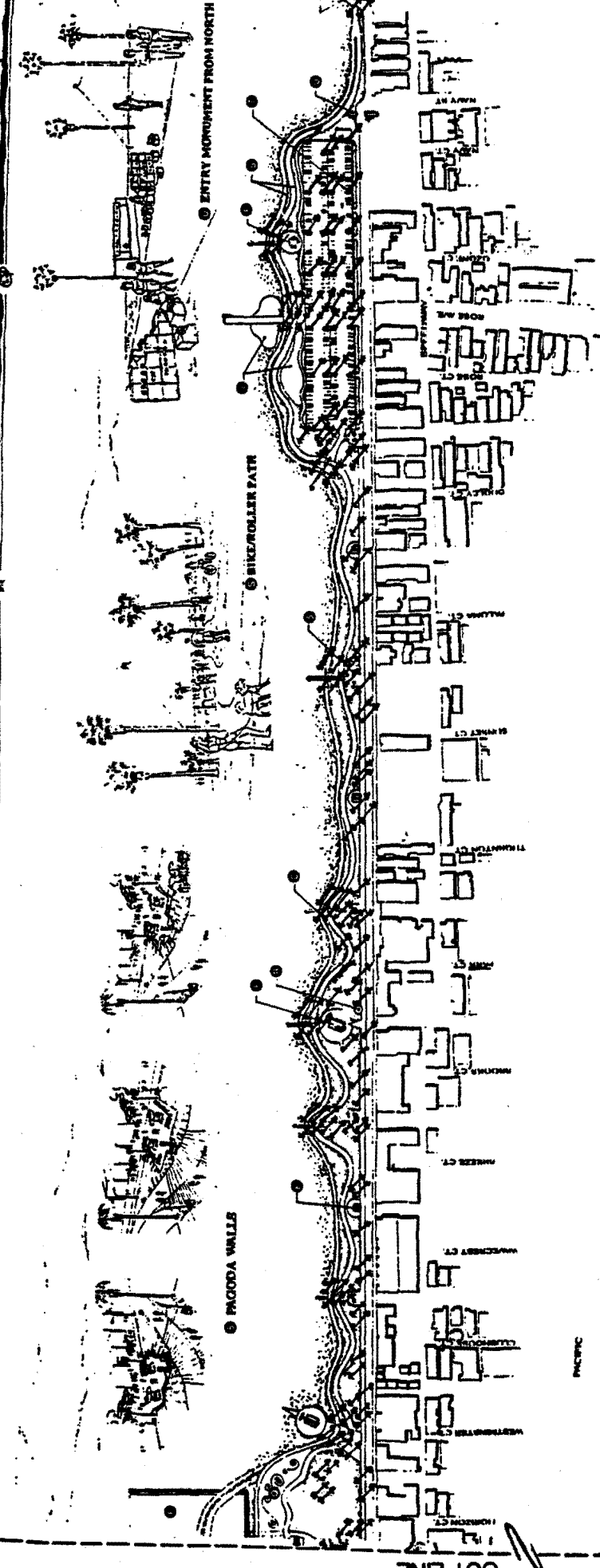
5-96. 176
Exhibit 6

p. 1
Concept plans

WINDWARD PLAZA
OCEAN FRONT WALK

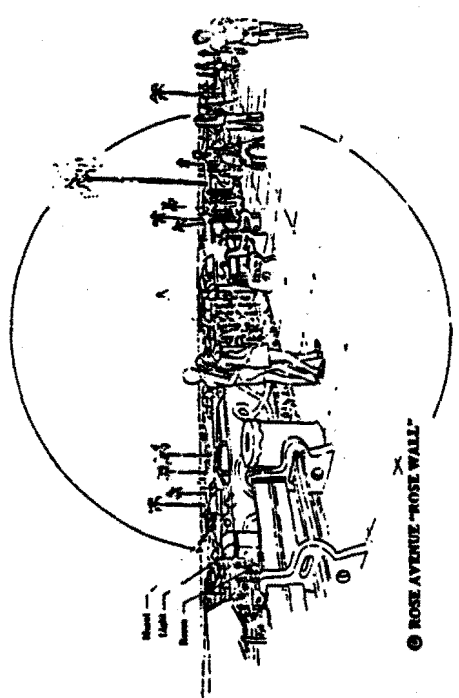


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LEGEND

- PROPOSED**
- A Public Plaza
 - B Book Store
 - C Bank and Trust / Shopping District
 - D Restaurant / Bar / Lounge
 - E Parking Lot / Event Space
 - F Children's Play Area
 - G Park / Recreation
 - H Public Administration
- EXISTING**
- 1 Grandstand Multi-use Court
 - 2 Warehouse / Storage
 - 3 Office / Professional Services
 - 4 Retail / Shopping / Services
 - 5 Industrial / Warehouse
 - 6 Warehouse / Storage



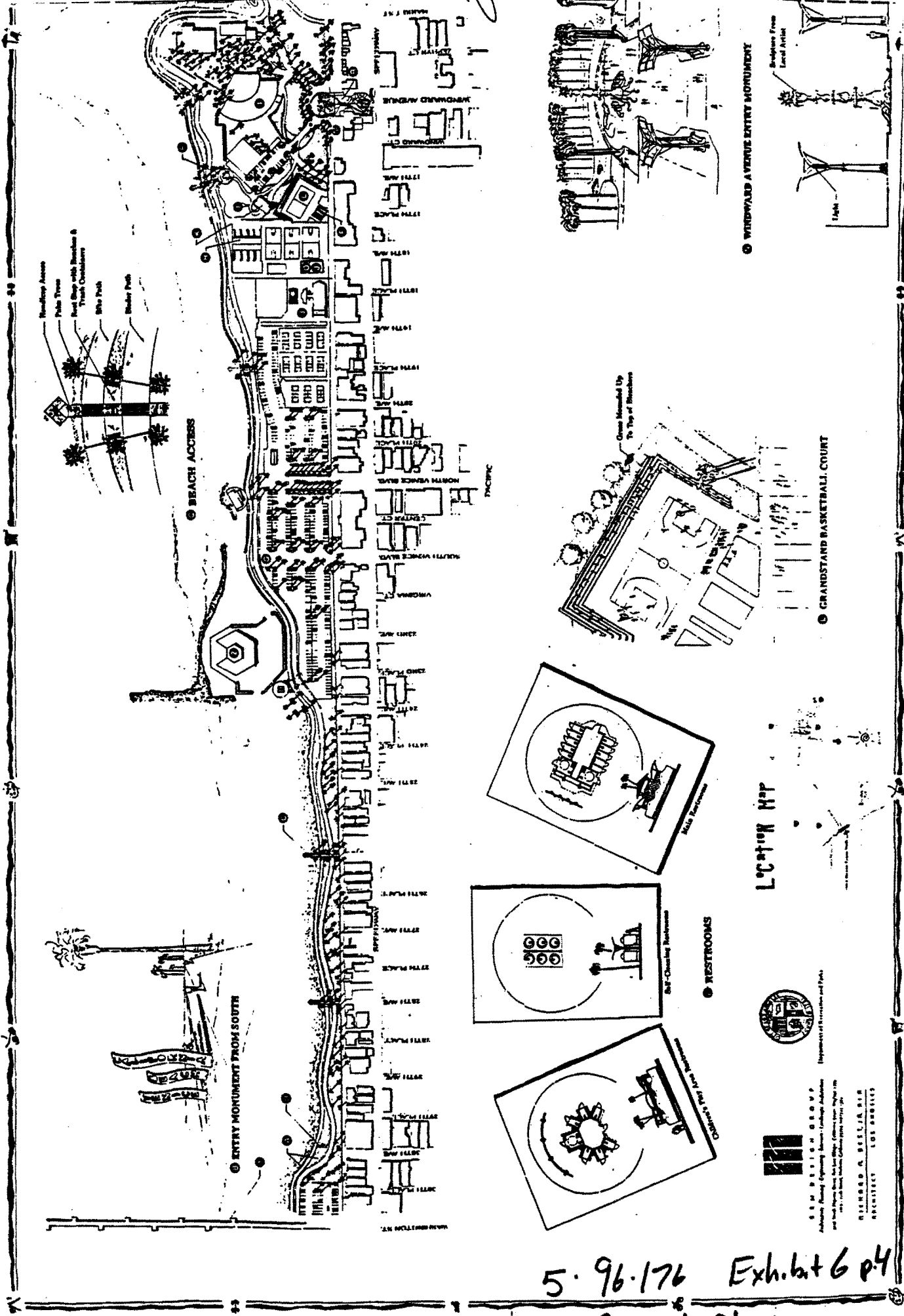
WALKWAYS

OCEAN FRONT WALK CONCEPT PLAN

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 Exhibit 6
 p 3
 Concept plans

CUT LINE

5-96-176 Exhibit 6 p4

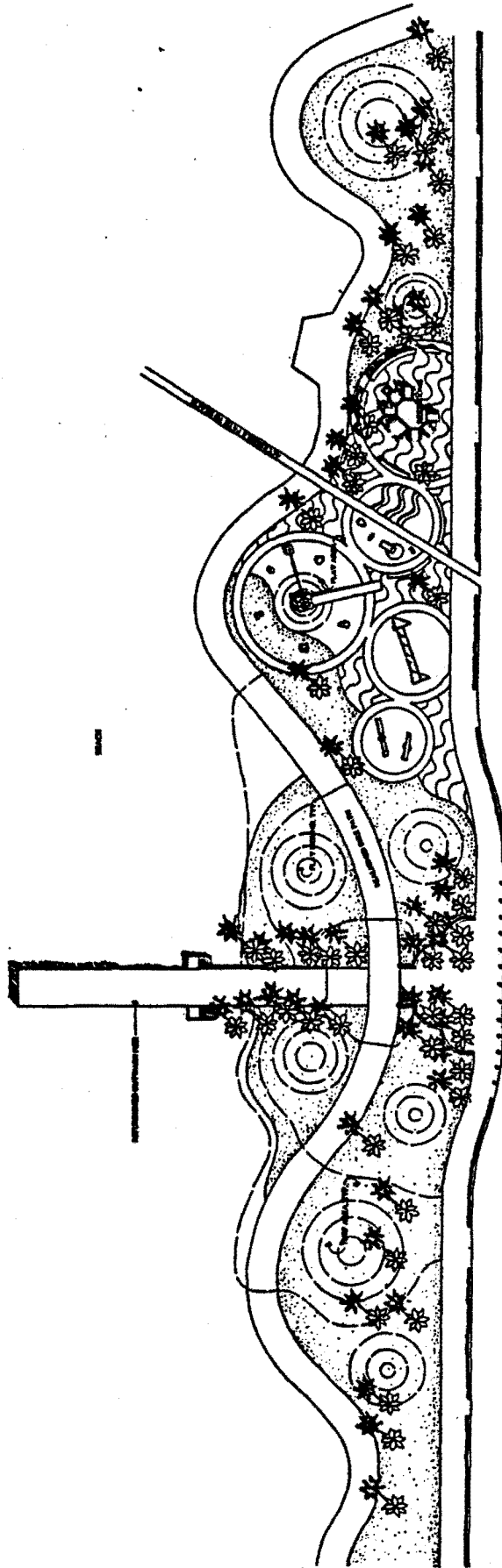


5-96-176 Exhibit 6 p4
 Concept plan

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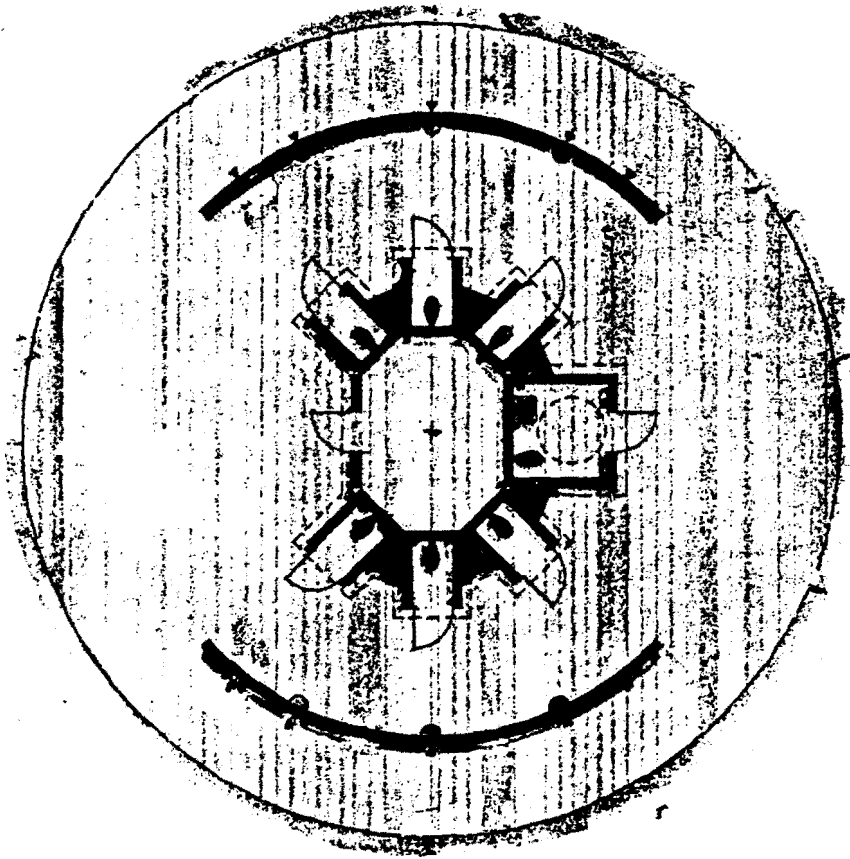


VENICE BEACH OCEAN FRONT WALK
ROSE AVENUE IMPROVEMENTS
POTENTIAL FUTURE DEVELOPMENT
MAY 1988

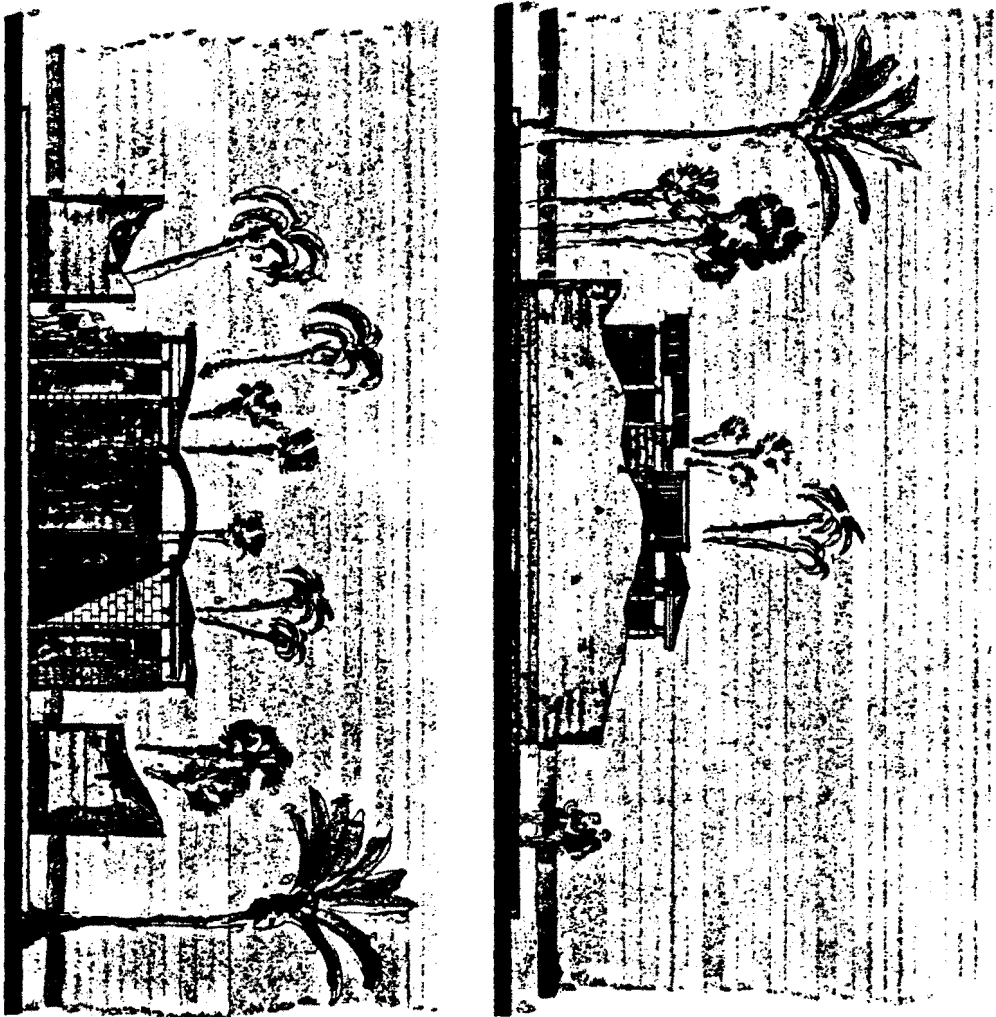
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ARCHITECTS



5-96.176 Exhibit 6
P. 5
Rose Ave Plans



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Exh. b. t &
conceptual bathroom plan

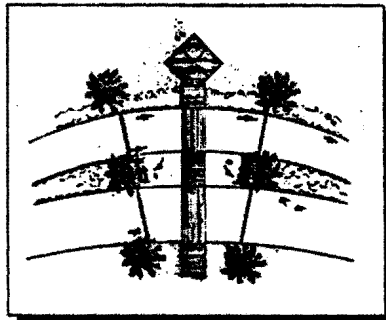




With the guiding precept that the conversion of beach sand for recreational use is not preferred (as stated in meetings with Coastal Commission staff), this plan proposes incorporating as many of these recreation expansions and new additions to the existing facilities as possible. Expansions proposed in the plan include:

1. Build a separate 10'-14' bike path west of the existing bike path*

The public strongly supported adding a new bike path with gentler turns and designated pedestrian crossings. The existing bike path would then be redesignated as a skate and jogger turns for safety. The public overwhelmingly supported greater separation between the bike and blader path with concentrated crossings and rest stops. To accommodate safe pedestrian crossings between the two paths, larger separation is proposed in most areas, which will be planted with



beach- and dune-type landscape and/or left as sand. The paths would come together at pedestrian access points at key crossing locations. At these crossings, rest stops with benches and trash cans would provide safe turnouts for bikers, bladers and joggers and pedestrians, as well as provide handicap access to the beach, as illustrated in the plan below. Lighting of the bike path was also supported by the community, but it is costly and not recommended unless subsequent funding can be obtained. Further, the design team is proposing placing a rubberized asphalt overlay onto the existing skate and jog path in a texture that would be compatible for both skaters and joggers. This, combined with appropriate signage, would also identifiably distinguish it from the new, concrete-smooth bike path. This is a relatively inexpensive item which was well supported by the public at the final workshop.

**The design team recommends that a 10' vs. 14' wide concrete path be constructed to reduce cost and beach sand removal. County Beaches and Harbors staff requires a minimum 14' wide path. Coordination between the city and county on this issue is continuing and should be shortly resolved.*

2. Relocation and Expansion of the Existing Children's Play Area

Strongly supported by the public, the plan involves relocating and expanding the existing children's play area at 17th Street and Ocean Front Walk further to the west, closer to the beach, and immediately adjacent to the new police substation and public restroom. In redesigning the Windward plaza park, a meandering path would provide a physical and visible connection between the active Ocean Front Walk and the plaza to this reconstructed children's play area.

3. Create a New Children's Play Area Near the Rose Parking Lot

A second children's play area is proposed near the county outfall pier at the Rose Avenue parking lot. The public repeatedly expressed the need for good play facilities for children at the north end of Venice Beach. After considering two different locations, the location closest to the beach was preferred. This plan envisions full construction of a 12,000 square foot new children's play area.

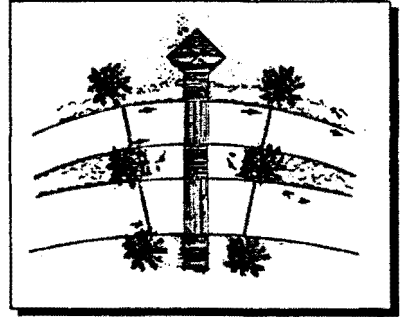
4. Handicap Access to the Beach

Seemingly an area of consensus, there was much public support for providing multiple forms of handicap access to the beach. Thirteen different pedestrian crossings are proposed that would link the Ocean Front Walk to the beach. Designed in combination with



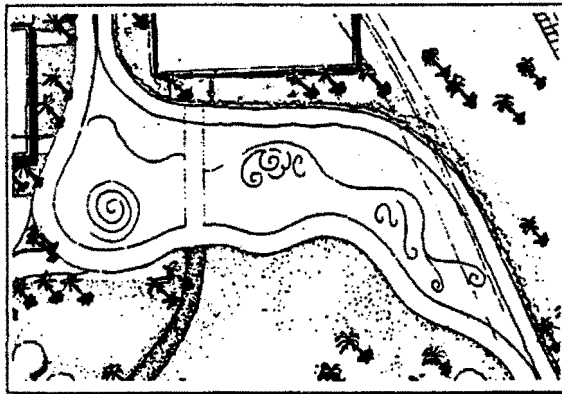
the pagodas, restrooms or other activity areas, permanent boardwalks would be constructed of wood or recycled wood plastic, so that wheelchair access to the beach could be accommodated.

In addition to these access points, the plan proposes a purchase of five handicap wheelchair vehicles constructed of PVC material that could be driven on beach sand. A system for reservation and checkout with the Recreation and Parks Department office will be necessary to fulfill this recommendation.



5. Skate Dance Area

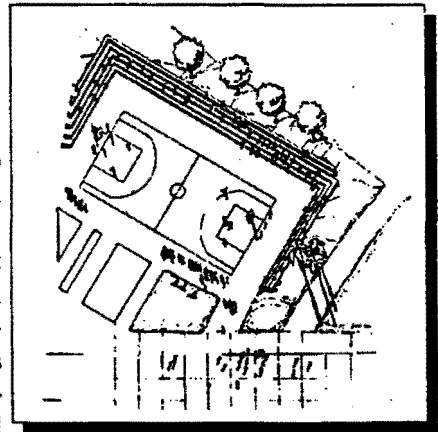
Noted as "the skating and roller blading capital of the world", most everyone supported establishing a skate dance area somewhere near the Windward plaza park. The plan proposes that a stage, and concrete ramping in various forms be constructed immediately adjacent and east of the Damson Oil site, separating the bike path from the skate and jogging path. Landscape berming in the grasslands just east of the skate path would allow for public gathering to view skate dancing or other skate performances, in an area off the Ocean Front Walk so that congestion along the walk is not a problem.



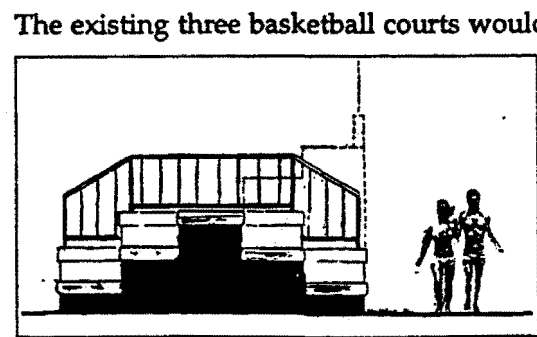
6. Creation of Grandstand Basketball Court

It is evident that basketball is clearly one of the high-demand recreational uses on the Ocean Front Walk. The film industry shoots many basketball scenes in Venice. The basketball facilities have a notariety unto themselves. The public expressed the need for increased seating to view basketball games, which led to the addition of a grandstand basketball court.

This court would be placed on angle near the Ocean Front Walk at grade, linked by a restroom on the east side and an area for portable bleachers, and using the natural landscaping and grade change to create bleachers and berms to provide substantial seating and viewing of key basketball competitions. This center court would be striped for multi-use play, and could be used for volleyball, roller hockey and possibly soccer.



7. Resurfacing and Lighting of Existing Basketball Courts



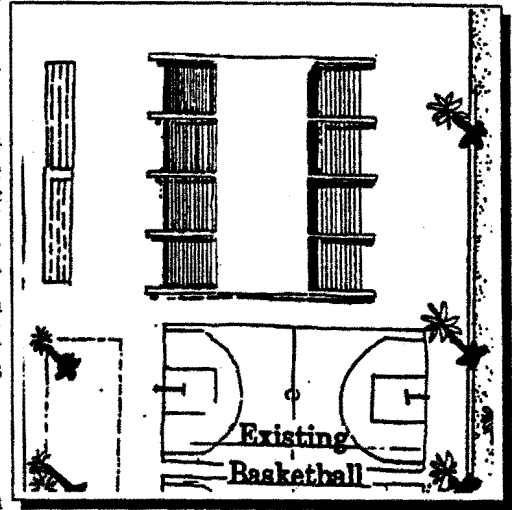
The existing three basketball courts would be resurfaced, and all the courts would be lit with high-quality, durable, vandalism-proof lighting. Further, the existing bleachers located between the existing basketball courts and the Ocean Front Walk would be lowered and renovated as shown in the picture at left. It has been repeatedly voiced that the present height of these bleachers coupled with a narrow section of walk between the bleachers and storefronts creates a significant crime magnet. The



plan proposes removing the top two risers of these existing bleachers and stepping them back down to the Ocean Front Walk, which would not only open up views to the ocean, but reduce the closed, isolated space which invites crime. The public supported this idea.

8. Handball Court Improvements and Expansion

Handball is a heavily-used sport at Venice Beach. The existing five handball courts, like the basketball courts, are in use most of the daylight hours. While it is an expensive item, a natural expansion to the handball courts would be to construct five additional walls and canopies on the north side of the existing handball court wall. This is proposed as a future phase of the plan that should be pursued when additional funding is available. As an interim measure, canopy structures will be placed over the existing five courts to alleviate ball loss and improve game efficiency.



9. Volleyball Court Relocation

The existing volleyball courts are located between the apparatus equipment behind the Muscle Beach bleachers and the existing bike path. These courts are rarely used due to their layout and lack of fall space. This plan proposes relocating these volleyball courts to a location nearby the Rose Avenue parking lot, and constructing simple poles and cranks, at minimal expense.

10. Reclamation of Damson Oil Site for Future Skate Park / Roller Hockey Arenas

While not envisioned in the first phase of improvements, once remediation of the Damson Oil site is completed (dependent upon outside funding sources), there is strong consensus from the community to reuse this area for a skating venue inclusive of a state-of-the-art skate park and multiple roller hockey arenas. At such time this is being considered, reconfiguration of the new bike path and existing blade and jog path should be contemplated to remove unsafe turning radii that are currently necessary to meander the paths around the Damson Oil site. Further, the City Recreation and Parks Department should pursue whether the EPA or other governing agencies will allow the Damson Oil site to be capped in concrete, in lieu of remediation so that the area could soon be used for recreation purposes as described in this plan.

Restrooms

The State Coastal Conservancy report recommended reconstruction of four existing restrooms and the addition of three new restrooms. The VBA / VAC / VHS plan as well as the People for a More Cooperative Venice Plan concurred with that recommendation and even suggested constructing an additional restroom. Clearly, as evidenced throughout the public outreach pursued by the design team, reconstruction of the existing restrooms and addition of more stalls and showers, in a state-of-the-art design using durable, lasting hardware is essential. Currently the restrooms are uninviting in nature, unsafe, unhealthy and inconvenient to the thousand of recreation enthusiasts, visitors and beach-goers. Reconstruction of existing restrooms and addition of new restrooms was one of the first plan elements that received community consensus.

Existing Restrooms

The following restrooms are existing:

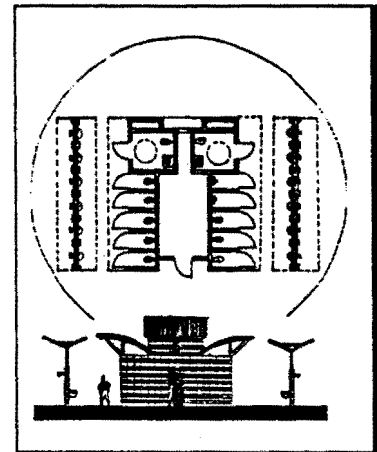
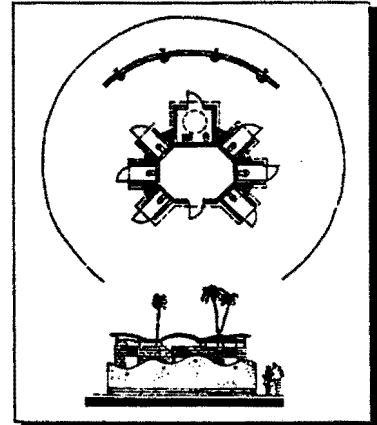
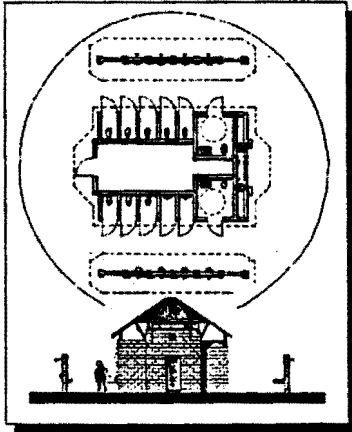
- | | |
|---|----------|
| 1. North Venice Boulevard County restroom | 8 stalls |
| 2. Recreation and Parks office / basketball courts restroom | 5 stalls |
| 3. Children's play area restroom | 2 stalls |



mounted onto a stucco-faced block structure, again utilizing the same floor plan. Each one of these designs was adaptable to the county design standards for the North Venice Boulevard restroom.

A great deal of support was voiced for the gull-wing striped restroom, but strong support was also cast for the pagoda version of the restroom. Therefore, at the fourth public workshop, the design team presented three very different and more refined design alternatives responding to the public's comments.

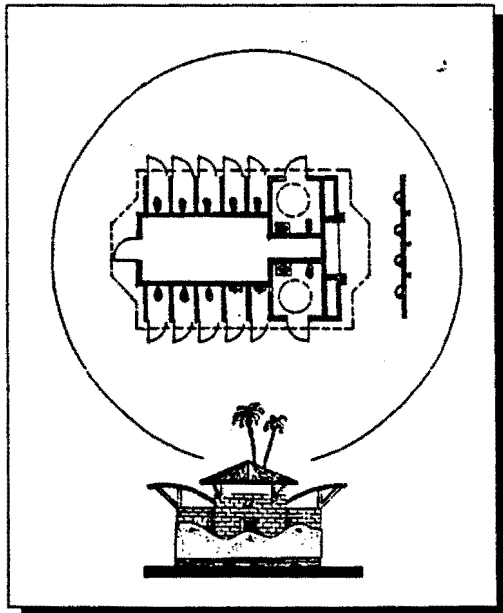
These exhibits illustrate three design styles shown at workshop #4. The public was asked to place "preference dots" on the restroom style which they preferred. Most widely supported was the shingled-roof style restroom, with the gull-wing barrel-vaulted style placing a close second. Public comments related to the multiple roof design, or third alternative, directed that its style would be an inappropriate bathroom located at the children's play areas, as an accent, and more



playful piece of architecture.

Proposed Restroom Style

Since public workshop #4, the design team has worked to combine the elements favored by the public in a way that the design team feels the restrooms can act as a distinguishing identifiable landmarks along the Ocean Front Walk.



Since the restrooms are one of the few architectural elements on the Ocean Front Walk and beach, the compatibility between their architectural features and color needs to be reflected in the Windward Avenue entry monuments, the lighting and the pagodas. The proposed restroom style evokes a subtle connection between the pitched-roof design of the pagodas. Further, the gull-wing like arm over the restroom stalls is compatible with the entry feature monuments, lifeguard towers and open air, expansive beach climate. Picking up the green from the pagodas in the roof structure and working with subtle color contrast in the stained concrete block reflects the compatibility with the pagodas and light standards.

All permanent restrooms are proposed to be similar in style to the illustration except for the two restrooms located adjacent to the children's play areas. Since the children's play areas are intended to be whimsical and fun, the octagonal-style plan with the varying roof lines, parapets and wavy, free-standing wall is an appropriate architectural motif for those select areas. In both

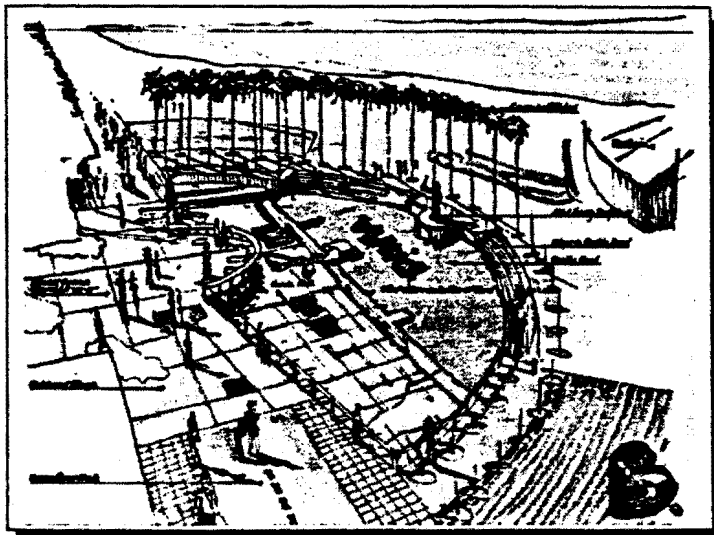
instances, the octagonal restrooms are located well off the Ocean Front Walk and closer to the beach.

Public Safety Facilities

The issue of public safety is of great concern to the broad spectrum of people that live, work and recreate at Venice Beach. Police presence and the need to create safe and well lit public places is germane to a successful plan in Venice Beach. If the City is to pursue substantial capital improve-



into Venice Beach. When the design team tested this concept with the community, they strongly supported some kind of entry statement at this location.

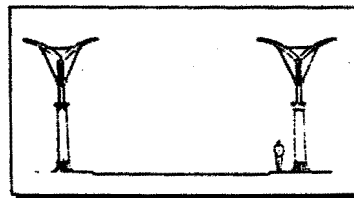


As shown in the illustrations, a series of design alternatives ranging from simple plaza enhancements to much more complicated structural elements, were proposed to the community at the workshops where participants were then asked to state their preferences. Repeatedly, over 70% of the public preferred some kind of entry statement change to the Windward plaza park. Thus, the design team refined the design of this plaza and presented it to the community on two occasions. Since then, the design team has revised this gateway statement and entry feature into something that makes a reduced, yet still grand statement of entry into Venice Beach that would be simple and functional for service

vehicles, pedestrians and future uses envisioned at the pavilion.

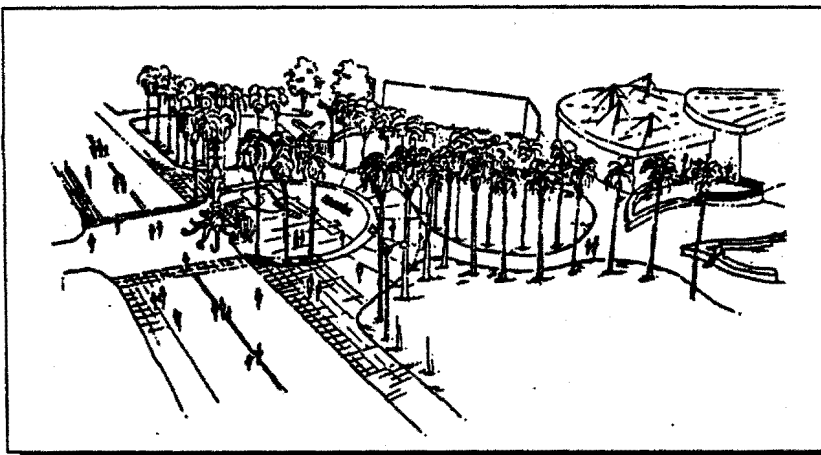
The gateway feature along Windward proposes creating a staging area and pedestrian drop-off zone at Speedway and erecting a movable bollard system (either automated or manual) so that vehicular access is limited.

Two tall gateway monuments would flank Windward Avenue as shown. The two vertical structures would flank the Windward Avenue entry to the Ocean Front Walk plaza park. As described earlier, these substantial monuments are envisioned as 24-foot high structures designed to not only frame the visual approach to Ocean Front Walk, but establish a design vocabulary compatible with restrooms, lighting and the pagodas. The curved structural arm of the entry feature reflects the gull-wing like vernacular of the beach — a place where waves and movement is common. Further, these structures evoke a feeling of openness, peace and make a statement of outstretched arms — that everyone is welcome to Venice Beach.



A scored and colored concrete pattern treated as accent paving would create a map form of the present day L.A.

greater area, moving across the Ocean Front Walk to a central, vernacular artistic column fountain which would be a focal point. This scored paving pattern would then unfold into a map of Venice history, reflecting Kinney's vision of Venice Beach as it appeared in 1912. Interwoven with the map would be key historical landmarks and milestone periods. A simple concrete pattern would then be extended around the circumference of the historic map.



ing across the Front Walk to a tical artistic column which designed by a local artist. This scored paving would then unfold into a map of Venice history, the Abbott collection for Venice appeared in interpretive plaques for visitors through

Meandering concrete paths would lead from this central area to the skate dance area, graffiti pit





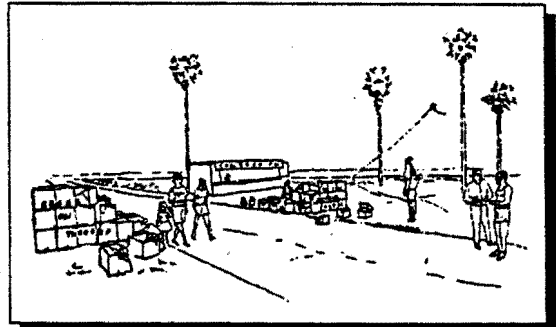
and children's play area. Two small sculpture monuments would be constructed at the intersections of the paths with the pedestrian plaza. These sculptures could be created by local artists and serve as directional landmarks for pedestrians, users and visitors to the beach.

Pavilion area landscaping surrounding the pedestrian plaza would be kept fairly simple. Large, high-canopy date palms would be placed around the circumference of the plaza, framing the public space and creating a backdrop accentuating the pavilion and beach beyond. These palms would also help define the vehicular and pedestrian spaces. All grassy areas will be maintained in a mixture of flat and low-mounded berms for continued recreational use and leisure of beach-goers.

Two locations close to the Ocean Front Walk are denoted for picnic tables within these grassy areas, allowing for hungry visitors to enjoy the sun and food immediately off the Ocean Front Walk, to avoid congestion of the bustling walkway.

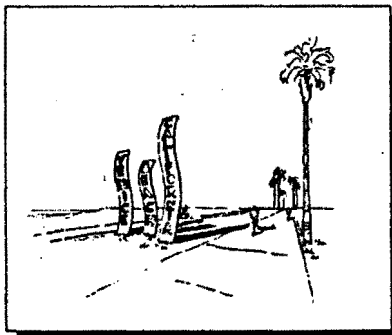
North Gateway Feature

Venice Beach is not only a place of local color, but a place of national prestige as many actors, actresses and musicians got their start in Venice. It is in this spirit that the northern entry monument was designed, with the thought of Jim Morrison and the Doors — opening the door into Venice Beach. A series of large stones would be placed in the form of a wall with a break in the middle of the walk.



Simply stated on the north side of the wall would be the statement "Break On Through To The Other Side — Welcome to Venice Beach". Again, local artists could get involved to further embellish this entryway concept.

South Gateway Monument

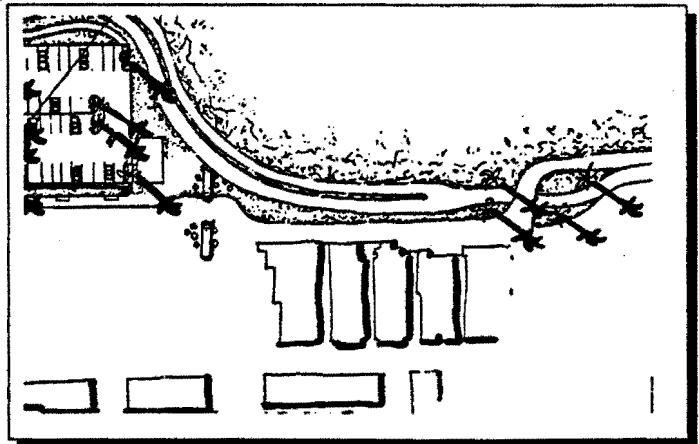


The feeling one gets of the Ocean Front Walk at Washington is somewhat different than that between North Venice Boulevard to Navy. It's a much quieter, more residential stretch of the walk except for the commercial establishments located directly on Washington Boulevard. Hence, the entry feature proposed for the Washington area is a simple statement welcoming people to Venice Beach. Constructed of 10-foot high curved metal panels, the words "Venice Beach" would be cut vertically into the metal panels which would allow for the sun to cast a shadow on the ground spelling out "Venice Beach". Simple, subtle, yet fun. Local artists could be involved in the detailed design and construction of this

entry feature.

Navy Street Transition Improvements

A common concern was raised by the public that the current transition from the City of Santa Monica boardwalk and bike path to the Venice Beach bike / skate path and Ocean Front Walk is dangerous. This is a place where many accidents occur due to the fact that the bike paths and boardwalks between the two cities are not aligned. Recreation enthusiasts, visitors and homeowners along Navy voiced concern about resolving this tough transition.



The design team has proposed a solution

which should work and allow for thru-pedestrian traffic from Santa Monica to Venice Beach, as well as the transition to the new bike path and the existing skate and jog path from the City of Santa Monica bike and blader path. Creating a landscape island, entryway signage and decorative paving (consistent with the design below) should provide a clear transition zone and force pedestrians, bikers and bladers to feel as though they are crossing a crosswalk at this location. Simply by changing the configuration of paths, enhancing the separate paving zones so the user recognizes the transition, and forcing bikers and bladers to slow down, will go far to alleviate the existing problem.

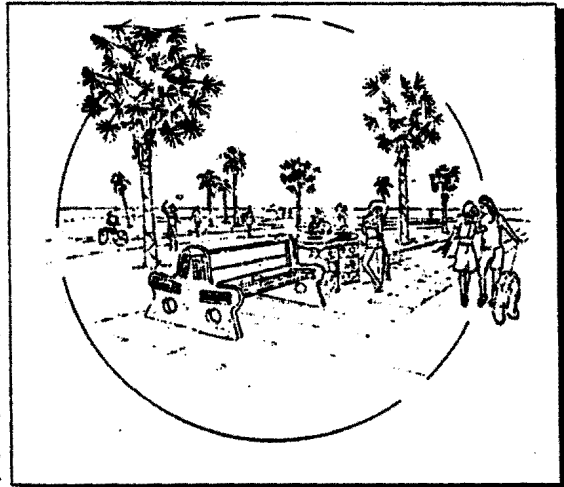
Assorted Street Furniture

Benches

Throughout the public outreach process, it became evident that there simply are not enough benches and seating areas on and nearby the Ocean Front Walk. Those that do exist are deteriorating, vandalized and provide sleeping beds for the homeless. Thus, early in the process, the issue of adding additional benches to the Ocean Front Walk was well received by the public.

Once it was determined that more benches are needed, the question remained as to what is the appropriate style of bench. Numerous styles were presented to the public, including concrete "S" style benches, a decorative wrought-iron bench, or different renditions of the existing historic bench. The public's response was that the historic bench is an appropriate style for Venice Beach, but that placing art along the concrete bench ends might be a nice addition, or creating a center arm on the existing 8-foot bench at a different height from the existing concrete arm would do much to curb the homeless sleeping problem. Also, the fact that the benches are made of wood creates a problem for maintenance, in that the wood bench slats are often broken and used as firewood during the cold, winter months.

In response to these issues and suggestions, the design team recommends that 200 new benches be placed up and down the Ocean Front Walk in key locations such as around the pagodas, near the children's play areas and at the Windward plaza park. These benches should be similar in style to the historic bench with concrete arms and a concrete center arm at a different height than the concrete end arms. The bench should be constructed out of a recycled wood, plastic material (TREX or similar). Recycled wood plastic is durable and does not need to be frequently replaced.



Further, the idea of adding mural art onto the concrete ends of the bench was supported by the public. However, the design team is not recommending it at this time. It is felt that mural art on the benches should be revisited once the Ocean Front Walk improvements are in place to ensure that the walk does not become cluttered, but instead art is used only as accents. The design team did contact SPARC, who has a well-structured program that could be employed to apply art to the bench arms at some future time.

Trash and Recycling Cans

Such as the benches, trash and recycling cans are a much needed element at Venice Beach, particularly in the busy summer months. During high activity times, the Park Maintenance staff is known to place a can every 10 feet on the Ocean Front Walk.

The public was polled about their preferred style for trash and recycling cans along the Ocean Front Walk. In general, the preference was to use a steel can similar to that which exists at Venice Beach today, but to fabricate a lid that could be placed on the can, reducing problems with vandal-



The Venice public has repeatedly called attention to the intent of Proposition A to ensure that any plan for the waterfront be in keeping with the goal of enhancing recreation and park facilities. Hence, the guiding premise behind the recommendations in the following plan is to implement the goals of Proposition A, through refurbishing existing recreational facilities to protect the public health, safety and welfare, enhance recreation and provide facilities that are cost effective, durable and easy to maintain.

C. Initial Interviews with the Public

Over a four-day period at the outset of the process, the design team conducted intensive interviews with people and groups interested in the refurbishment of Venice Beach. These interviews provided insights about issues of consensus among the community and areas of divisiveness. In addition, these initial interviews and subsequent periodic meetings were held with various groups and individuals to keep the design team informed of the public's response to the outreach process.

D. Camera Survey

In May, 1995, the design team sent out Camera Survey announcements and instructions inviting approximately 50 people and groups in Venice to solicit their "story in pictures" about the good and bad attributes of Venice. A broad cross section of the public picked up disposable cameras from the Recreation and Parks office in Venice Beach and were asked to take photos of their "likes" and "dislikes" in and around the Venice Beach area. Pictures were returned to the design team and displayed by categories at the first public workshop on June 3, 1995. The table below shows the general "likes" and "dislikes" as photographed by the camera survey participants.

LIKES	DISLIKES
Murals - Artistic, Colorful & Ethnic	Restrooms - Dark, Smelly, Unsafe, Poorly Maintained & Designed, Dirty
Shopping and Dining - Variety & Open Air Cafes	Damson Oil Site - Ugly, Ecological Hazard, & an Eye Sore
Pagodas & Seating Areas - Historic, Provides Shade & Resting Areas	Unmaintained Landscaping - Exposed Pipes, Weeds, Poor Tree Pruning
Biking and Skating - Special to Venice, Useful & Family Entertainment	Children's Play Area - Unuseable Equipment, Not Large Enough, No Fencing
Tourism - Muscle Beach is Unique and Lots of Shopping	Type of Shops - Too Generic, Too many T-shirt Shops, Commercialism
Various Sports Facilities - Affordable & Creates Sense of Community	Graffiti Pit - Dirty, Ugly, Eye Sore, Homeless Hangout
Street Performers and Art - Spirit of Venice & Freedom of Expression	Poor Seating & Views - Invites Homeless, Creates Congestion, Ugly, Power Lines Block Views
Children's Play Area - Well Used, Diverse, & Lots of Equipment	Street Furniture - Poor/Ugly Lighting, Ugly Trash cans, Not Enough Lighting & Signage, Unmaintained Drinking Fountains
Beach & Landscaping - Beautiful and Useful	Narrow Boardwalk - Unsafe, Congested, Bleachers are Dangerous

E. Day on the Oceanfront Walk and Questionnaire

To help the design team better understand the issues raised during the planning process, it was important to spend time on the Ocean Front Walk during a peak-use period. On April 28, 1995, the design team set up a table on the walk and visited with the public, equipped with aerial photographs and sign-in sheets. Throughout the day, a questionnaire was circulated to willing users of the beach and walk interested in stating their thoughts. Three basic questions about why the public visits Venice Beach and what they liked and disliked were asked. In addition to these questions, a list of seven commonly heard issues were raised and the public was asked to identify if they had any strong feelings about these issues or others that were not raised on the list. In summary, the following information was found:



Why do you visit Venice Beach and what do you like about the beach?

The responses were vast, but the most common responses were: "Experience all walks of life / people watch / experience - positive energy / freedom / interesting people / artistic / eclectic atmosphere / diversity." Other favored reasons for those visiting Venice Beach were: "Shop, play sports, solicit the vendors."

What did people dislike most about the Boardwalk?

The areas of largest dislike included: "Crime, violence, gangs, litter and dirt, not commercialized, too many homeless / aggressive panhandlers, and nothing." The other commonly heard dislikes were: "Poor facilities, pollution, lack of parking, police aggression, lack of quality shops and eateries."

Included in the questionnaire were 8 items of interest about Venice Beach. Listed below are the most repeated comments received pertaining to each item.

1. **Boardwalk Surface Materials:** Improve the surface, make it nicer, asphalt, cheaper resurfacing.
2. **Pagodas:** Predominant need to refurbish them.
3. **Benches and Lighting:** More lighting is needed for safety and additional seating along Ocean Front Walk.
4. **Bikers / Bladers / Joggers / Pedestrians:** Let them ride (uninterrupted) and create a separate blader path.
5. **History of Venice:** Bring back the old red car and other historic features.
6. **Police Presence:** Currently public safety is great. Keep up the good work! Need more and friendlier police at night.
7. **Children's Play Area:** Should be expanded.
8. **Other:** Keep Venice the way it is. Restore the pavilion for more uses (dancing, art shows, etc.). The restrooms need to be cleaner, more of them with full-time attendants.

F. The Public Workshop Process (Workshop #1 - Workshop #4)

In order to structure a thoughtful process involving the public in a meaningful way, the design team embarked on a seven-month process which included four public workshops to be held on weekends on the beach itself. In addition to the four public workshops, one public information meeting was held. Each workshop was aimed at interacting with the public and receiving feedback on design issues and cost parameters. Below each of the workshops is briefly described.

Workshop #1: June 3, 1995 in the Graffiti Pit

This workshop involved an organized series of question, answer, and visioning exercises geared toward obtaining public input regarding various elements of the Ocean Front Walk, "today and tomorrow". Criteria exercises helped the participants explain what they felt captured the "Essence of Venice" as well as different elements ranging from the nature and locations of the restrooms, to the qualities of the paving material for the walk itself. Attendees were given colored stickers to state which criteria mattered most or least. The workshop findings were then published in a widely distributed newsletter.

Workshop #2: July 9, 1995 in the "Big Tent" Behind the Basketball Courts

On July 9, 1995, the design team held the second public workshop in the "big tent" behind the basketball courts in Venice Beach. Structured as a fun and interactive design charette, the design team facilitated a number of exercises including looking at the "Big Picture" of the Venice Ocean-front Walk as well as "Focus Areas" along the walk.



What were the most overwhelming responses?

- Separate the skate and bike path or parallel the bike and skate path, but provide both.
- Improve, clean, or replace the restrooms and showers and provide more in higher use areas.
- Provide a police substation that's close and visible to the Ocean Front Walk that is friendly and not intimidating to the public.
- Renovate Damson Oil site to a roller skate/blade park and clean up the toxic run-off
- Restore the pagodas and possibly add more of them, with public art on the walls
- Expand the children's playground
- Treat urban run-off prior to releasing to the ocean
- Increase public art done by artists and children

Other comments and concerns received were:

- Better maintenance is critical for all site elements
- Add a first-aid/Red Cross station
- Increase recreational facilities, particularly basketball/handball
- Create gateways at North Venice Boulevard and Rose Avenue
- Increase informational and directional signage and install multi-lingual signage
- Increase public art
- Give equal weight to the various paving surfaces
- Increase the lighting levels and install pedestrian scale lighting
- Light the bike path and recreational facilities
- Have the design reflect the rich history of Venice
- Add more benches and landscaping, recycling and trash cans, bike racks, drinking fountains with doggie faucets

Workshop #3 — Evaluating the Alternatives Under the Tent

On September 9, 1995, the third public workshop was held to present and review design alternatives prepared by the design team. Approximately 300 people attended and voiced their preferences through using a "report card" exercise. The design team displayed an "art wall" full of drawings and character sketches reflecting many of the ideas generated from the public in earlier outreach efforts. Two alternative plans for the Ocean Front Walk were presented and three alternative designs for a pedestrian park at the end of Windward Street were also displayed. Other more specific plan elements were illustrated as well including various restroom designs, benches, trash and recycling cans, lighting, and alternative pagoda wall treatments. Preliminary cost estimates were placed as "price tags" on the plan features so that the public could get a sense of how much different products and/or materials might cost. The public was asked to grade each of the individual designs on "report cards", thereby stating their preferences on a wide array of architectural styles and ideas. Area for additional written comments was also provided on the report cards for the public to comment about items of concern other than those presented.

The design team reviewed and tallied over 200 report cards, and the support voiced for certain elements are described in the summary below:

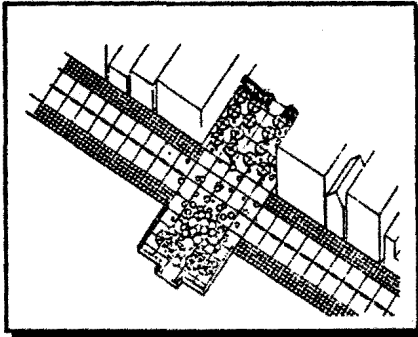
S	Strong Support	Over 40% in favor
M	Moderate support	Between 20% - 40% in favor
L	Limited Support	Under 20% in favor



made available to the public to write down their questions, and submit them to the moderator, who then directed the questions to the panel members. Open and comprehensive debates were encouraged of the different materials strength, durability, cost, installation, and recreational benefits. While no decisions were made at this meeting, the design team did receive many comment cards from the public who attended the meeting.

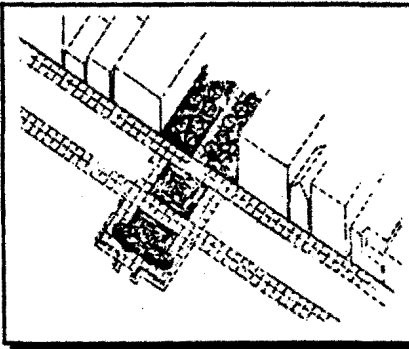
Workshop #4 — Refining the Design Plan Under the Tent

On Saturday, October 14, 1995, the final design workshop was held with the public under the "big tent" in Venice Beach. The design team presented a refined design plan which combined stated design preferences from the overall plan Alternatives A and B, that were presented during Workshop #3. Character sketches and vignettes for each of the individual elements were also displayed along an "art wall" and the public was asked to comment on the various refined designs.



The different plan elements were discussed with the public and, in general, consensus was received on nearly all of the plan elements. Two issue areas still outstanding were addressed and the public asked to state their preference on more detailed design drawings; these two areas involved restroom architectural material of the paving surface. signs were put before the public preference dots" on the architectural best. Preliminary budgets for posted so the public could weigh

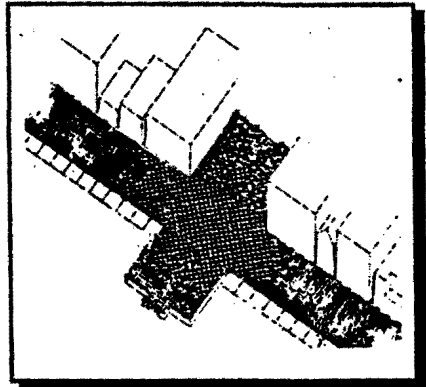
tural style and the pattern and Three alternative restroom designs who were asked to place "preference dots" on the architectural style of the restroom they liked each restroom style was also cost as a factor.



The remaining outstanding material of the paving surface the community. Three alternatives with different materials and to the public, as illustrated.

issue, that of the pattern and face, was then discussed with native paving patterns, each cross sections were presented

Even at this final workshop, the public remained divided on what the surface of the Ocean Front Walk should be. Each paving design alternative presented reflected a similar pattern, one of a subtle, gray colored street bounded by sidewalks, with some form of accent paving at pagoda intersections. Yet, once again, it was the materials used rather than the designs that prompted public debate. When the public was asked to state their preference for one of the three alternatives, approximately 51% felt the brick alternative would be most appropriate, and 40% felt that a compromise cross section involving asphalt, concrete and brick would retain more of the existing character while allowing some accent paving near the pavilions. Yet, those who preferred asphalt strongly opposed the full brick solution, and those who preferred brick opposed the compromise solution. Approximately 9% of the community felt that the concrete alternative was the proper way to replace the surface, and further many of the participants felt that the concrete alternative would be a good second choice.



Lastly, a large list of proposed plan elements and budget items were presented to the public. The public was then asked to prioritize where available funding should be spent to improve the Ocean Front Walk, through a general show of hands. The following table outlines the public's funding priorities as voiced at Workshop #4.

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CALIFORNIA
COASTAL COMMISSION

**SOUTH VENICE RESIDENTIAL & PRESERVATION ASSOCIATION
2515 OCEAN FRONT WALK
VENICE, CA 90291
310 305 9737**

APRIL 9, 1997

Mr. Charles Posner
Venice Coastal Zone Staff Analyst
245 Broadway, Suite 380
Long Beach, CA, 90802

CDP 5 96-176
(City of Los Angeles
Venice Beach Refurbishment Plan)
Hearing date May 13-16, 1997
Santa Barbara, CA

Dear Chuck:

Re: Homeowner's & Resident Survey To Be Submitted to The Coastal
Commission Report

This study was done because of the *under representation* of this community at the time of the workshops. The point is that our community was at the workshops, but compared to the significant numbers from the commercial part of Venice, and those from Venice, south of Washington Boulevard to the peninsula, our residential neighborhood was heard, but with a small voice.

In an effort to communicate our concern with regard to the impact of the VENICE BEACH REFURBISHMENT PLAN (VBRP), a direct mail survey was conducted in early January, among homeowners and residents in the South Venice area. The community encompasses, South Venice to Washington Blvd. and Pacific Avenue to Ocean Front Walk.

The survey was mailed to 183 homeowners and residents (please see attached questionnaire). We received a response from 92 residents for a return of 51%.

In summary, there are a many things this community likes within the framework of the VBRP. The focus of this survey was to communicate our concerns with regard to the addition of concrete on the beach for a unneeded second bike path, the public safety issues effecting our community, and the encroachment of the commercial zone north of Venice Blvd. into our residential neighborhood.

596.176
Exhibit 9

Chuck, please submit this letter, and the attached survey results which represents the attitude of this community.

Sincerely



Joe Folender
President

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Exhibit 9
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SURVEY RESULTS

1 ADDITION OF A SECOND BIKE PATH ON THE BEACH.

The Plan calls for the addition of a second bike path on the beach, starting at Washington Blvd. and Ocean Front Walk. PLEASE CIRCLE A OR B

A I am FOR the addition of a second bike path on the beach.

19 21%

B I am AGAINST the addition of a second bike path on the beach.

72 78%

2 ADDITION OF BENCHES ALONG OCEAN FRONT WALK.

The Plan calls for the addition of benches along Ocean Front Walk from Washington Blvd. to So. Venice Blvd. PLEASE CIRCLE A OR B
From the area encompassing Washington Blvd. to So. Venice Blvd.

A Benches along Ocean Front Walk will be a community ENHANCEMENT, and therefore I am FOR the placement benches in our neighborhood.

12 13%

B Benches along Ocean Front Walk will be a community PROBLEM, and therefore I am AGAINST the placement of benches in our neighborhood.

80 87%

3 EXPANSION OF BEACH PARKING LOTS.

The Plan calls for the expansion of the beach parking lots located on Washington Blvd. and No. Venice Blvd. PLEASE CIRCLE A OR B

A I am FOR the expansion of the beach parking lots.

6 7%

B I am AGAINST the expansion of the beach parking lots.

85 92%

4 ADDITION OF PUBLIC RESTROOM ON THE BEACH.

The Plan calls for the addition of a selfcleaning public restroom adjacent

The Plan calls for the addition of a selfcleaning public restroom adjacent to the lifeguard station on So. Venice Blvd. PLEASE CIRCLE A B OR C

A I am FOR the addition of the restroom adjacent to the Venice life guard station as proposed.

13 14%

B There are ADEQUATE facilities in place. No additional restrooms are needed.

24 26%

C UPGRADE current facilities and provide more restroom signs.

57 62%

5 LOCATION OF "WELCOME TO VENICE" MONUMENT.

The Plan calls for the location of the above monument at the beginning of Washington Blvd. and Ocean Front Walk. PLEASE CIRCLE A OR B OR C

A I am FOR the placement of the proposed "Welcome To Venice" monument at Washington Blvd. and Ocean Front Walk.

12 13%

B I am AGAINST the placement monument at Washington Blvd. and Ocean Front Walk.

34 37%

C I am FOR the relocation of the proposed "Welcome To Venice" monument at the entry of the commercial zone at No. Venice Blvd.

50 54%

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Excluded 9
P3

DAVID & JAN ALTEMUS

2405 Ocean Front Walk
Venice, CA 90291

2/6/97

Joe Folender
President
So. Venice Residential & Preservation Assoc.
2515 Ocean Front Walk
Venice, CA 90291

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CALIFORNIA
COASTAL COMMISSION

Dear Joe:

Unfortunately, work and other commitments will make it impossible for us to join you on tonight. Pursuant to your request, the following is a list of issues concerning South Venice Beach with our position on each:

- Street lighting improvements - Favor
- Gateway Monuments - Favor
- Boardwalk Restoration Using New Material - Favor, so long as drainage is corrected and Boardwalk is not widened
- Landscape Improvements - Favor, though we find it difficult to accept spending more money to replace irrigation & lawns that that were installed approximately 5 years ago and have been nicely maintained; palm trees should be trimmed regularly, as part of the plan
- Pier refurbishment - Favor
- Restroom at 24th - Opposed to additional restroom so close to homes; concern is loitering, vandalism, noise, drug dealing
- Additional path for skating or bicycling - Opposed, as we see no reason to cover more beach with more concrete
- Handicap crossings at bike path(s) - Oppose any crossing, handicap or otherwise, partly due to safety considerations
- Expansion of parking lots, anywhere on beach - vehemently opposed
- Benches - opposed if placed near residences (problem is loitering and noise); benches between paths, if a second path is installed, is ill-advised and could create a safety issue if people congregate
- Klosks - opposed to any advertising of any kind on the beach

If you have any questions, feel free to call at the office(s): David - (310) 478-7727;
Jan - (818) 683-5266.

Sincerely,


David Altemus


Jan Altemus

5.96176
Exhibit 10
R

STEPHEN J. SNIPPER
MAURICE WAINER
NANCY YOUNG MARKOFF

LAW OFFICES
SNIPPER, WAINER & MARKOFF

CENTURY CITY
2029 CENTURY PARK EAST, SUITE 1650
LOS ANGELES, CALIFORNIA 90067

TELEPHONE
(310) 557-1905

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FAX
(310) 557-0725

CALIFORNIA
COASTAL COMMISSION

February 26, 1997

Ruth Galanter
Council Member, Sixth District
200 N. Spring Street
Room 239, City Hall
Los Angeles, CA 90012

Kathlene Chan
Department of Recreation & Parks
Design and Construction Division
Room 1290, City Hall East
200 North Main Street
Los Angeles, CA 90012

RE: Ocean Front Walk Project

Dear Councilwoman Galanter and Miss Chan:

I feel compelled to tell you that I left the meeting last night so angry that I was unable to sleep and I know that all of the other home owners that were at that meeting last night felt the way I did. Although we are a group composed of highly educated professionals, educators and business people, it was the perception of every person in the room that you treated us with a total and complete lack of respect and sincerity.

We uniformly believe that the two of you do not understand the issue which we have raised. You each continue to call the beach front a park. It is not a park. A park is an urban area that has been landscaped and made user friendly. A beach is created by nature and cannot be improved upon. The beach does not become more user friendly by putting concrete on it, by planting plants in it and by putting games or tricks or toys on it. Although there will always be someone who uses the tricks and the toys, its not why people come to a beach.

Moreover, although I have not seen statistics on the topic, I strongly suspect that the creation of a "Coney Island" atmosphere and persona to the Venice Boardwalk has cost the City

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Ruth Galanter and Kathlene Chan

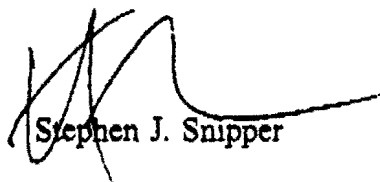
February 26, 1997

Page 2

considerably more than it has benefitted the City in the form of tax revenues. Throughout this country, Venice is considered a dangerous and crazy if interesting place to go. Conversely, both Santa Monica and Manhattan Beach the two closest neighboring beach cities have created a safe and enjoyable atmosphere that is utilized by the citizens both day and night unlike Venice Beach. The important ingredient in those two communities missing in ours is, community pride. Concessions made to graffiti artists who put gang slogans on a public wall with city approval is an example of undermining community pride rather than creating it.

I write this letter out of extreme frustration (although neither of you has ever responded to any of my earlier letters) and it is my suggestion that the two of you meet with our association and discuss potential compromises to these issues rather than simply tell us you are going forward with this project and only the court system will stop you. I also urge you to understand that time is of the essence.

Yours very truly,



Stephen J. Snipper

SJS:bg

Exhibit 11
p. 2

5-96-176

JACK C. WILDER

2415 OCEAN FRONT WALK • VENICE, CALIFORNIA 90291 • TELEPHONE (213) 306-2535

310

January 22, 1997

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APR 11 1997

Councilwoman Ruth Galanter
200 North Spring Street
City Hall, Room 239
Los Angeles, CA 90012

CALIFORNIA
COASTAL COMMISSION

copy

Re: **Panic and horror on the beach south of Venice Blvd.**

Dear Ruth

Is it true that the City wants to increase the existing parking on the beach, double the existing bike path, add restrooms, pagodas, signs and more concrete to the beach?

Nature did a great job of creating our beach and ocean. It is one of the only natural and untouched areas in Los Angeles. We want everyone to enjoy it. Why does the City want to convert it into a commercial theme park?

The residents are in a state of panic. Who is creating this nightmare?

- L.A. City Planning Dept.?
- L.A. Dept. of Recreation and Parks?
- L.A. County Dept. of Beaches and Harbors?
- California Dept. of Parks and Recreation?
- California Coastal Commission?

It is truly scary when the FIRST NOTICE THE PUBLIC GETS is the arrival of the bull dozers and concrete trucks on the beach. The public has had no idea what been going on for the last few years.

How do you feel about all of this?

What can you do to alleviate our fears and what should we do?

' sorry I've missed you at the last couple of Venice Clinic dinners. There is enough time in the day to do all that has to be done. Thanks for your time.

Exhibit 12
5-96-176

Jack C. Wilder
JCW:ss

70 P.M. 11/10/97
To K.F. P. 12/12/97

Thur. Dec. 12

RECEIVED
APR 11 1997

Haideh Aghassi
Los Angeles Planning Dept.
221 S. Figueroa St. Suite 310
Los Angeles CA 90012

CALIFORNIA
COASTAL COMMISSION

Dear Ms. Aghassi

I attended the meeting Tues. Dec 10 at Venice High regarding the 'Venice Local Coastal Program'. I am a homeowner, in what is the proposed zone of North Venice, on Ocean Front Walk. These are my comments about the proposed plan.

Policy II.A.2. Expansion of Public Beach Parking:

I am opposed to expansion of all of the proposed parking lots, for a number of reasons; It goes against the Coastal Acts Policy Sec. 30251, that states: " The scenic and visual qualities of coastal area shall be considered and protected as a resource of public importance... development shall... protect views to and along the ocean and scenic areas.". Covering the sand with asphalt goes against this theory. It would be an eyesore.

Additionally, parking lots in the immediate vicinity, between North and South Venice Blvd., are not filled to capacity in the summer, except for infrequent Holiday weekends. I believe these parking lots are not utilized because of the cost. Why pay 5\$ to park a few blocks from the beach, when you can spend \$5 and park on the beach. This is why the 'on beach' parking is consistently full and congested. Potential lost revenue could be generated by installing more metered parking on streets around the beach. More revenue could be gained, still, by a proposal you mention in Policy II. A. 6. Preferential Parking: Issue permits allowing resident to park on streets. This is implemented in West Hollywood and works well, plus cuts down on traffic.

Further argument against these parking lots has to do with nature herself. It was stated that these lots are being restored to what they were before a storm destroyed them. Why waste the city's money on what surely will be damaged again?

Your goal should be to improve public access to the beach, not increase it. Nowhere in your plan do you address the safety issues involved with increasing the number of people at the beach. In May of 1993 the beach had to be closed by the police due to the volume & resulting violence. Since then there has been an increased police presence and the problem seems to, just now, be managed.

If these additional lots are a must, I'm sure more parking lots could be found off of the beach, itself. You should focus on the existing shuttle service. My suggestion is to eliminate the on beach parking completely, but since this has little chance of happening I am strongly

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opposed to any expansion of the existing.

Policy I.B.9 & 10. Artcraft Overlay District Uses & Open Air Sale Ocean Front Walk:

The Venice Beach Boardwalk, beginning at North Venice and extending North currently has a huge number of vendors. If this policy involves increasing the number of vendors on the walk, or extending the area where open air vending can occur, I am adamantly opposed.

Policy I.D.4. Signs:

New signs and billboards should not be allowed anywhere on the beach. The beach and coast is a recreational area used to get away from the city and to enjoy nature. Signage, too, goes against Coastal Acts Policy Sec. 30251: " The scenic and visual qualities of coastal area shall be considered and protected as a resource of public importance... development shall... protect views to and along the ocean and scenic areas.". The beach experience does not include advertising.

Policy I. F. 2. Reuse and Renovation of Historic Structures:

This I am for. I believe Venice has a unique character that should be preserved.

Policy II. A.8. Signs and Management of Pubic Beach Parking:

This too I generally agree with. Tastefully signs, on roadways leading to the beach, regarding parking locations, is a good idea. I do not believe the 'tiered' manually operated signs will work. Additional parking lot attendants and traffic enforcement officers are essential to manage the summer weekend traffic.

Policy II.C.5. Ocean Front Walk North Venice:

I am wary of a 'pedestrian plaza' on Washington Blvd.. Any structure and/or benches where people can loiter is not a good idea. On summer weekends people are in Venice to walk, see the sights, and sit on the beach. As is current, in Santa Monica, the pagodas and benches are hubs for the homeless, drug dealers and criminal activity.

This 'plaza' could become a similar potential problem during the week and winter days, in which it becomes a place where individuals panhandle, sleep, and cause problems for residents, shop owners and the police.

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Policy III.B.1 1990 Waterfront Restoration Plan and 1995 Venice Beach Ocean Front walk Refurbishment Plan:

Here again I object to any 'Street furniture' or 'Sand Wall', for the reasons mentioned above (Coastal Acts Policy Sec. 30251 & safety).

Additionally, I am extremely opposed to the 10 -14' expansion of the existing bikepath. I'm not sure what problem you are trying to solve?

Currently there is no enforcement to keep bikes off the walk paths and visa versa, therefore, I find it hard to believe that this will become anything more than a 24 ft wide mess for bikes and skaters. By allowing this increased volume of motorist, you are going to have more accidents, and probable lawsuits against the city. The current path, as is, I find to be dangerous. I have seen a woman knocked unconscious on the path, when cut off by another cyclist, and sent to the hospital. And, I know that the lifeguards deal with many similar accidents. It is dangerous for pedestrian, too, because it has to be crossed to gain access to the beach.

This bike expansion, additionally, goes against the Coastal Acts Policy Sec. 30251: "The scenic and visual qualities of coastal area shall be considered and protected as a resource of public importance... development shall... protect views to and along the ocean and scenic areas." A 24 ft. road running through the beach is ridiculous.

I would suggest bike traffic management and enforcement of the paths before creating a bike 'freeway'. Increasing the size, and therefore increased volume of motorist will not solve anything.

Policy III.B.2 Venice Pier:

Any additional concessions, beyond bait and ONE food concession, for the fisherman, are too many. Any commercialism of the pier I am against.

Policy III.C.2 &3 Extension of Ocean Front Walk & Bike Path:

I am not opposed to the extension of the walk down the Marina Peninsula, and feel that this would help circulation thought that area of the beach which is now not utilized, and essentially private. I know this is a huge issue with Marina homeowners, but if there is to be no public access to that area, Los Angeles tax payers should not be paying for the LA Lifeguards to patrol it.

I do not think a bike path is necessary. There is inadequate access for additional motorist of any kind.

Policy V.A.5 Conservation Programs:

Landscape and streetscape improvements are a great idea. And, I believe you could get the

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p 7

residents of Venice to assist in the physical labor of it and possibly even assist financially.

#3 "Provisions of amenities..." is not a good idea. Venice has quite enough amenities and, as mentioned before, does not need street furniture, special paving, or graphics.

Regarding the meeting itself:

I too resent that residents were not directly informed of the meeting, or approached on how to remedy some of the problems Venice faces. Who better than those of us who live here and experience all aspects of Venice, to contribute to your plan.

On the whole I think this plan is suspect. I am unclear from it what problems you are trying to solve? It appears that this would add problems to an area that is just getting a grip on them. Where in this plan do you address safety, and you completely over look the environment.

These are my comments and I sincerely hope they are heard. As mentioned by my fellow neighbors, I too, am so adamantly opposed to some of these proposals that I will do everything within my capacity to impeded them.

Please inform me of the next meeting regarding this plan.

Thank you,

Ramsey Bieber
2909 Ocean Front Walk
Venice CA 90291

cc. Ruth Galanter, City Councilwoman
Chuck Posner, South Coast Coastal Commission
Stan Wisniewski, Beach Advisory Board

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February 26, 1997

S. Venice Residential and Preservation Assoc.,

Thank you for organizing us. You've done a wonderful job. We have some observations and suggestions after this last meeting, Feb. 25, 1996; hopefully our ideas are helpful, or at least similar to your own.

(1) The proposed plan has already received two of the three required permits (City of LA Dept. Rec. and Parks and ?). The only permit which remains to be granted is from the Coastal Commission. This seems to be the place to concentrate our efforts.

(2) At the meeting there were many "they don't have this, why should we" arguments (e.g. park benches and the bike path) as well as opinions such as "those people aren't here to enjoy the beach, they're just hanging out." We agree, but this position is not defensible. More effective are arguments based upon safety and environmental impact.

(3) We would be in favor of jointly filing a suit, but would like to get some basic information such as cost and what approach should be taken. As demonstrated by the unsuccessful suit filed 20 years ago, unless we file a suit before any construction has begun, our cause is lost. A suit should be filed before the Coastal Commission meets to review this plan. This way, the suit will be clearly, legally documented before the final step in the approval process can begin.

(4) In addition to a suit, we agree with Bob that the coastal commission may be more receptive to an organized home owners association, and the individuals which comprise it, than they would be to a hired gun. Guidance in enumerating our points in a concise, well thought out, defensible manner is a wise step, but we should present these points ourselves; the people who know the most about the community will speak with a stronger voice than will their legal representative.

(5) Also the idea of block captains and neighborhood watch programs was brought up. At first this seemed to be an unrelated issue. However, these programs demonstrate community interest in safety issues and a willingness to assist the public services in accomplishing their difficult task of maintaining a unique area such as our own. In fact, Block Captains could speak with a recognized, authoritative voice, one which has been educated by and is supported by the local police department. I believe our arguments would be strengthened if our homeowner's association was the organizing force behind a Neighborhood Watch. This would reinforce the argument for safety on a police-supported and crime-related basis. I realize this is a demanding task, but it may be part of "giving everything" to ensure the safety of our unique community.

Chip McDaniel and Ramsey Bieber
2909 Ocean Front Walk
305-1292

596-176
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