

# VENICE

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# Community Plan

## TABLE OF CONTENTS

### ACTIVITY LOG

### COMMUNITY MAPS

### COMMUNITY PLAN

- I. Introduction
- II. Function of the Community Plan
- III. Land Use Policies and Programs
- IV. Coordination Opportunities for Public Agencies
- V. Urban Design

Land Use Diagram

Appendix A - Landmarks per Venice Historic Sites Survey Report of 1990

Appendix B - Programmed Arterial Improvements

**VENICE**  

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**ACTIVITY LOG**

<b>ADOPTION DATE</b>	<b>PLAN</b>	<b>CPC FILE No.</b>	<b>COUNCIL FILE No.</b>
Sept. 29, 2000	Venice Community Plan Update	97-0047 CPU	2000-1505

<b>ADOPTION</b>	<b>AMENDMENT</b>	<b>CPC FILE No.</b>	<b>COUNCIL FILE No.</b>
Sept. 7, 2016	Mobility Plan 2035 Update	CPC-2013-910-GPA-SPCA-MS	15-0719

# VENICE

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# Community Plan

## Chapter I INTRODUCTION

### COMMUNITY BACKGROUND

#### PLAN AREA

The Venice Community Plan Area contains approximately 2,061 acres, representing 0.7 percent of the land in the City of Los Angeles. Located in the western portion of Los Angeles, it contains the world famous Venice Beach and Boardwalk that stretch from Marina Court on the north to Yawl Street on the south. The Plan Area is bounded to the north by Marine Court and Dewey Street, adjoining the City of Santa Monica. It extends in an irregular fashion from the Pacific Ocean eastward to Walgrove Avenue, Beethoven Street and Del Rey Avenue bordering the Palms-Mar Vista-Del Rey Community Plan Area, parts of Culver City and Los Angeles County Marina Del Rey.

The majority of the Venice Community Plan Area, approximately 85 percent, that extends from the Pacific Ocean to Lincoln Boulevard, lies within the California Coastal Zone and is thus subject to the provisions of the Coastal Act of 1976. The Venice Coastal Zone has been divided into eight subareas for planning purposes, including: Oakwood-Millwood-Southeast Venice, North Venice, Venice Canals, Marina Peninsular, Ballona Lagoon East and West, Silver Strand, and Oxford Triangle subareas.

The predominant land use in the community is residential. Most of the low density residential development is located east of Lincoln Boulevard, in the Oxford Triangle and in the western portion of the Southeast Venice subarea. The majority of the multi-family development of medium and high medium density is located west of Lincoln Boulevard to the coastline and south of Washington Boulevard within the Marina Peninsula.

Approximately 7 percent of the land is designated for commercial uses. The majority of commercial facilities are small-scale in character and serve the local population. A more intense commercial area is located on the western edge of the community adjoining Lincoln Boulevard and within the Oxford Triangle area. It contains movie theaters, a large hotel, and a variety of restaurants and other retail uses. The remainder of the commercial uses are generally located at street intersections as in around the Windward Circle and along boulevard-like Lincoln Boulevard which is an auto-oriented commercial strip.

Of the Community's total area, approximately 3 percent is designated for manufacturing and industrial uses. The majority of this land is concentrated on both sides of Venice Boulevard, and extends one block east of Abbot Kinney Boulevard. Other concentrations of industrial and light manufacturing designated land uses are found along Main Street, from Abbot Kinney Boulevard to Dewey and Navy Streets.

**COMMUNITY PARTICIPATION**

The State of California requires citizen participation in the preparation of the General Plan. Government Code Section 65351 reads, "During the preparation or amendment of the General Plan, the planning agency shall provide opportunities for the involvement of citizens, public agencies, public utility companies, civic education, and other community groups through public hearings and any other means the city or county deems appropriate."

Community participation occurred through an open house and the public hearing process. Community members assisted in identifying major issues and formulating land use policies and objectives to be contained in the Venice Community Plan.

**COMMUNITY ISSUES AND OPPORTUNITIES**

The following planning and land use issues and opportunities have been identified in the Venice Community plan area and form the basis for the policies and programs listed in Chapter III.

**RESIDENTIAL**

**Issues**

- C Need to maintain the low-density character of single-family neighborhoods and protect them from incompatible uses.
- C Preservation of residential neighborhoods and provision of more affordable housing.
- C Lack of transition in scale, density and character of multiple-family housing and commercial uses adjacent to single-family homes.
- C Lack of adequate parking, usable open space and recreational areas in multiple-family housing.
- C Need to improve the visual environment of multiple-family dwellings through the development of appropriate design criteria and landscaping.
- C Need to promote rehabilitation of residential areas and improve quality of housing in some parts of the plan area.
- C Coordination of new development with the availability of public infrastructure.
- C Proliferation of illegal additions of dwelling units to areas zoned for single-family use.

- Private residential encroachments into the public rights-of-way.
- Illegal conversion of residential uses to commercial uses.

### **Opportunities**

- C Moderately priced housing on the westside and relatively smog free, mild climate.
- C Proximity to ocean amenities, airports and major universities.
- C Potential for residential and mixed use development along commercial corridors.
- C A diverse community that is socially and economically vibrant with unique architectural and historical characteristics.

## **COMMERCIAL**

### **Issues**

- C Lack of cohesiveness and continuity of complementary uses along commercial frontages.
- C Unsightly strip commercial development such as Lincoln Boulevard with poor visual identity, lack of adequate parking and convenient access and oriented to pass-through traffic rather than to neighborhood and pedestrian traffic.
- C Proliferation of out-of-scale signs including billboards, roof and wall signs and sandwich board signs on sidewalks.
- C Unsightliness of new construction such as mini-malls due to the lack of landscaping, architectural character and parking.
- C Inadequate transition between commercial and residential uses.

### **Opportunities**

- C Develop a distinctive character and cohesive visual identity for the community through the upgrade of commercial areas, especially at the entry points on major streets of Venice and Washington Boulevards, Rose Avenue and around Windward Circle.
- Establish street identity and character on Venice and Washington Boulevards adjoining Culver City, through the provision of pedestrian-oriented amenities and street scape improvements that would unify the street and attract pedestrian and business patronage.
- Physical improvement of commercial buildings by incorporating appropriate design criteria and landscaping to promote a healthy retail environment.

- Potential for mixed-use on Venice and Washington Boulevards and Rose Avenue to encourage pedestrian activity, reduce traffic circulation and congestion, invigorate commercial areas and increase their viability.
- Promote existing commercial areas on Abbot Kinney Boulevard between Venice Boulevard and Main Street as an artcraft center. Encourage a broad range of community serving commercial uses and services.
- Promote beach-oriented and visitor-serving commercial activities and other coastal-dependent uses.

## **INDUSTRIAL**

### **Issues**

- Need to maintain the industrial employment base.
- Need to protect residential areas from possible detrimental effects of industrial activities.
- Inadequate buffering and landscaping in industrial areas.

### **Opportunities**

- Close proximity of artists to small industrial uses can facilitate creativity between the two users.
- Proximity to the new Playa Vista project may attract additional media/entertainment and high-tech firms to the area.
- Proximity to Marina Del Rey may attract recreational boat building and other marine related industries.

## **TRANSPORTATION**

### **Issues**

- Inadequate transportation linkages between residential areas and commercial, retail and recreation facilities within Venice.
- Inadequate transit feeder services from residential neighborhoods to major transportation corridors.
- Inadequate automobile alternatives such as rail, bus service and streets or paths which encourage biking and walking.
- Congestion caused by through traffic from outside the community.
- Inadequate parking for beach visitors during the peak tourism season.
- Unsightly and generally outdated infrastructure such as above ground utility poles and lines along Lincoln Boulevard.

### **Opportunities**

- C Future study of a minibus or circulation system which links residential areas with employment, commercial, retail, institutional and recreational areas.
- Improved and expanded bicycle lanes coordinated with systems in adjacent communities and with special attractions such as the beach and shopping centers.
- Neighborhood shopping centers and mixed-use developments which would encourage walking and reduce traffic congestion and air pollution.
- Existing walk streets within the Venice Coastal Zone Community should be protected and adequately maintained.
- Properties designated for Low-Medium II Residential uses lying westerly of Speedway and northerly of Washington Boulevard may also be used for parking as an alternative use when authorized by the Zoning Administrator under the Conditional Use provisions of the Planning and Zoning Code.
- Funds collected in the Beach Impact Parking Trust Fund may be used to build parking structures at strategic locations.
- Developer fees collected under the Coastal Corridor Transportation Specific Plan may be expanded to improve signalization and other street improvements to ameliorate circulation within Venice.
- The Lincoln Corridor Task Force is preparing a comprehensive study of traffic and streetscape improvements for Lincoln Boulevard.

## **RECREATION, PARKS, AND OPEN SPACE**

### **Issues**

- C Public facilities within the community such as parks, libraries and community centers are generally inadequate to address the needs of the community residents.
- Protection of existing natural and recreational resources, including Venice Beach, Ballona Lagoon, and Grand and Venice Canals.

### **Opportunities**

- C Acquisition, expansion and improvement of local parks within the community should be facilitated by the availability of additional funding sources.
- Possibility of multi-purpose use of existing public facilities.
- Improvement to the Beach recreation area following the demolition of the Venice Pavilion.

- Restoration of the Venice Canals and improvement of the lagoon and canals banks and bridges would preserve this unique community resource.

## **MAJOR OPPORTUNITY SITES**

Except for the Metropolitan Transportation Authority (MTA) bus maintenance yard located at Main Street and Sunset Avenue, there is a lack of large and vacant parcels in the community with significant development potential. Many changes are likely to occur from modification or adaptive reuse of buildings. The majority of new development is expected to be small scale since existing regulations prohibit land assembly of more than two parcels, particularly in the Coastal Zone.

## **COMMUNITY PROFILE**

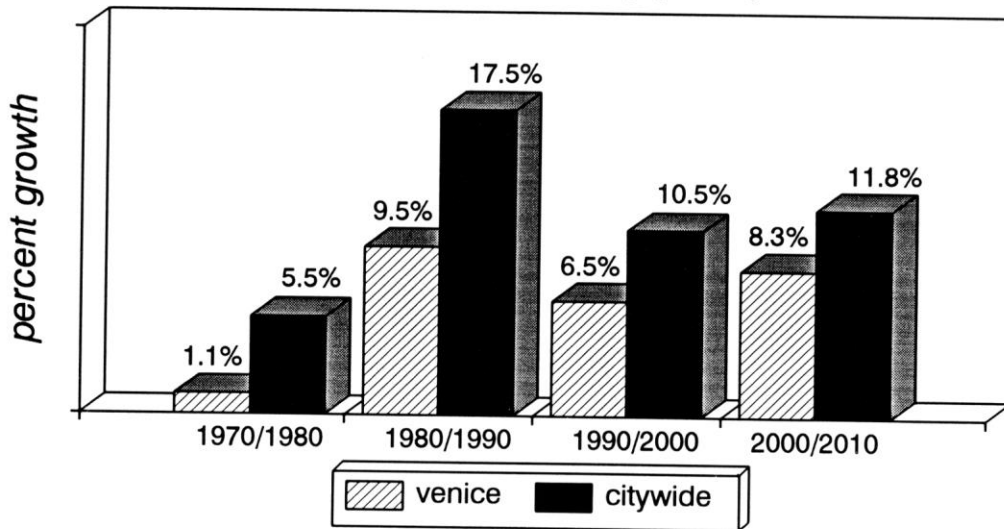
The community profile provides an overview of population, housing, and socio-demographic characteristics of the Venice Community Plan Area and compares it to the rest of the City. The following tables contain the statistical data for previous census dates and rates of growth.



# VENICE COMMUNITY PROFILE

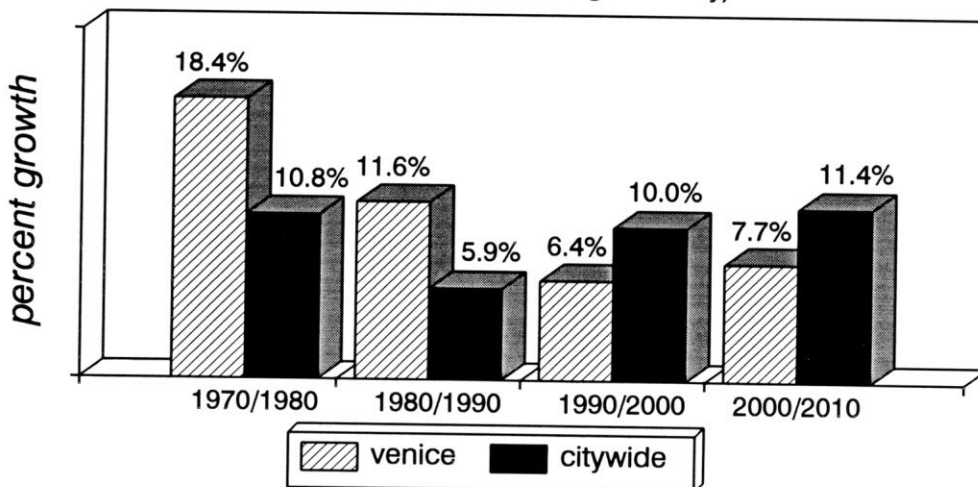
	estimated data (from U.S. Census)			projections (from SCAG) *	
	1970	1980	1990	2000	2010
<u>total population</u>					
venice	36146	36553	40040	42643	46198
citywide	2811801	2966850	3485398	3852993	4306564
<u>growth rate</u>					
venice		1970 to 1980	1980 to 1990	1990 to 2000	2000 to 2010
citywide		1.1%	9.5%	6.5%	8.3%
		5.5%	17.5%	10.5%	11.8%

**population growth rate comparison**  
(includes group quarters population) \*\*



	1970	1980	1990	2000	2010
	<u>total households</u>				
venice	14489	17154	19152	20386	21955
citywide	1024873	1135491	1203052	1323882	1474514
<u>growth rate</u>					
venice		1970 to 1980	1980 to 1990	1990 to 2000	2000 to 2010
citywide		18.4%	11.6%	6.4%	7.7%
		10.8%	5.9%	10.0%	11.4%

**household growth rate comparison**  
(occupied dwelling units only)



\* Southern California Association of Governments; a regional council of county and municipal governments that includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.  
 \*\* Population in group quarters includes institutionalized individuals, students in dormitories, and persons in emergency shelters, migrant worker housing, halfway houses, nursing homes, military quarters, etc.

# VENICE – COMMUNITY PROFILE

estimated data (from U.S. Census)

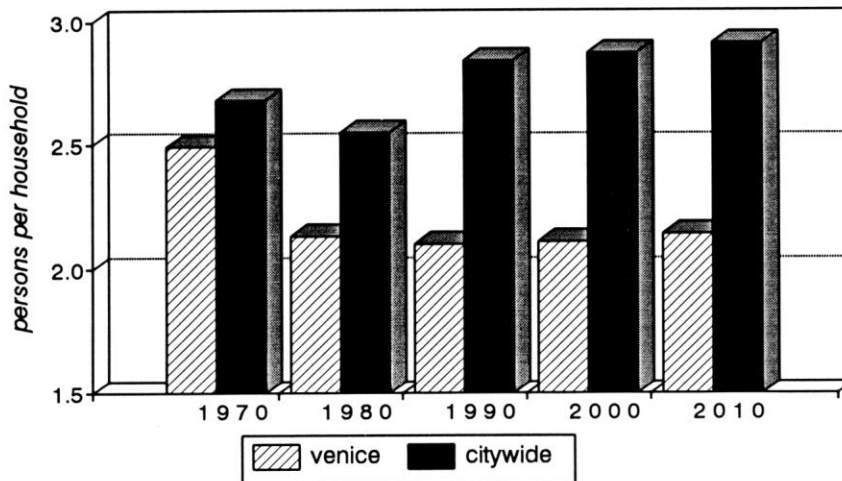
projections (from SCAG)

## household size

(persons per dwelling unit) \*

	1970	1980	1990	2000	2010
venice	2.49	2.13	2.10	2.11	2.14
citywide	2.68	2.55	2.84	2.87	2.91

household size comparison

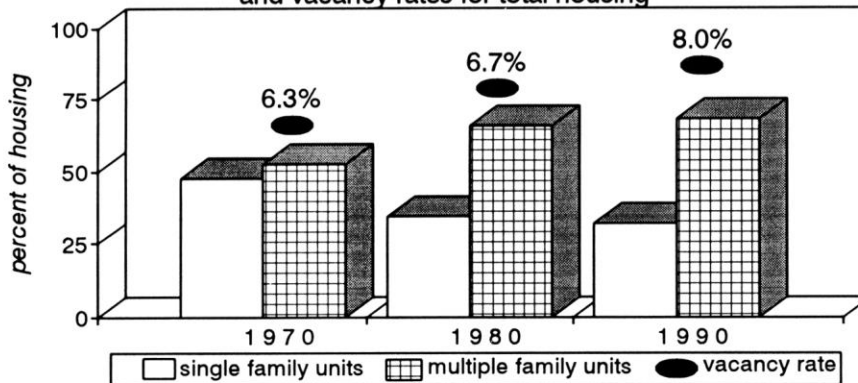


## housing splits / vacancy factors \*\*

(venice only)

	1970	1980	1990
single family dwellings	48%	34%	32%
multiple family dwellings	52%	66%	68%
vacancy rate (total housing)	6.3%	6.7%	8.0%

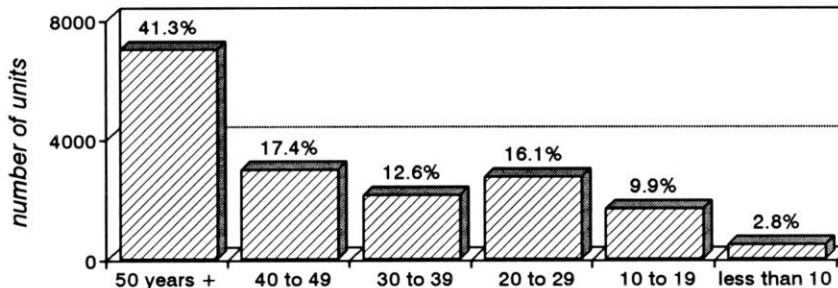
single family dwelling units, multiple family dwelling units, and vacancy rates for total housing



## age of housing as of 1994 \*\*\*

total dwellings in venice (includes vacant and occupied units).

age of housing



\* Count of all persons in occupied dwellings. Does not include group quarters population.

\*\* Housing splits are defined by the presence of a common wall between two or more dwelling units. Typical multiple family units include condominiums and apartments. Typical single family units include detached structures.

\*\*\* Source of this information is the Los Angeles County Assessor. Data derived from the Assessor's LUPAMS (Land Use Planning and Management Subsystem) file. File date is mid 1994.

## VENICE – COMMUNITY PROFILE HOUSING and OCCUPANCY FACTORS

### 1990 census data;

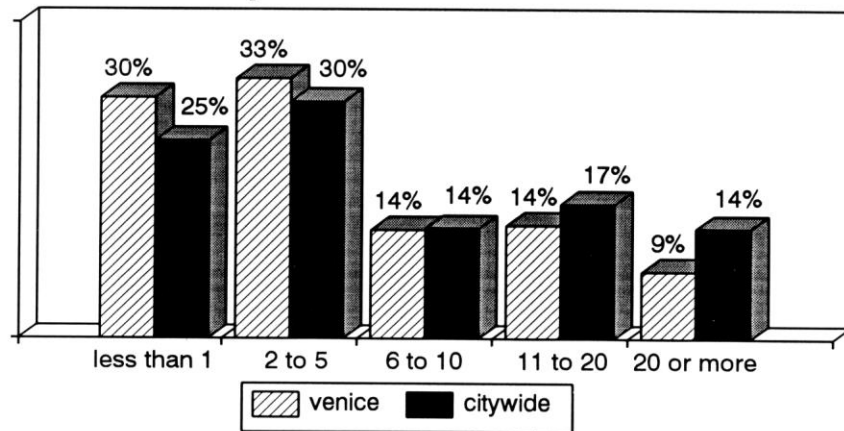
<u>cost of housing (as a percent of income) *</u>	20% or less	20% to 29%	30% or more
owner occupied housing units	46.8%	19.8%	33.3%
renter occupied housing units	23.3%	24.0%	52.7%

<u>cost of housing (owner occupied units)</u> (value estimated by owner)	under \$100,000	\$100,000 to \$200,000	\$200,000 to \$300,000	\$300,000 to \$500,000	\$500,000 or more
venice	2.6%	6.7%	20.0%	49.3%	21.4%
citywide	8.4%	28.5%	25.9%	21.4%	15.8%

<u>cost of housing (renter occupied units)</u> (monthly cost estimated by resident)	under \$300	\$300 to \$500	\$500 to \$750	\$750 to \$1,000	\$1,000 or more
venice	6.2%	15.5%	32.7%	22.5%	23.1%
citywide	10.9%	29.9%	38.3%	13.1%	7.9%

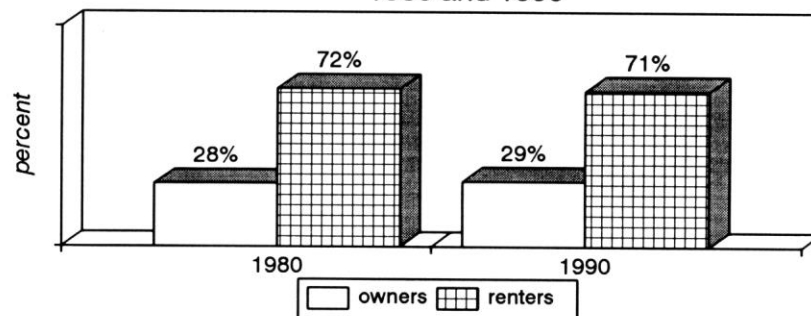
<u>stability indicator (percent) **</u> (length of time in the community)	less than 1 year	2 to 5 years	6 to 10 years	11 to 20 years	20 years or more
venice	30.4%	32.9%	13.8%	14.4%	8.5%
citywide	25.1%	30.3%	13.7%	16.9%	14.1%

### years at same address



### residential tenure (ownership status)

### owners/renters 1980 and 1990



**NOTE:** All information included on this sheet calculated on basis of householders response to census questionnaire.  
 \* Sums to 100% by type of housing. This is a distributed calculation of all householders who responded to census questions about cost of housing. Approximately 90% of all householders responded.  
 \*\* Describes length of time living at the same location. Owners and renters combined.

# VENICE – COMMUNITY PROFILE SOCIO/DEMOGRAPHICS

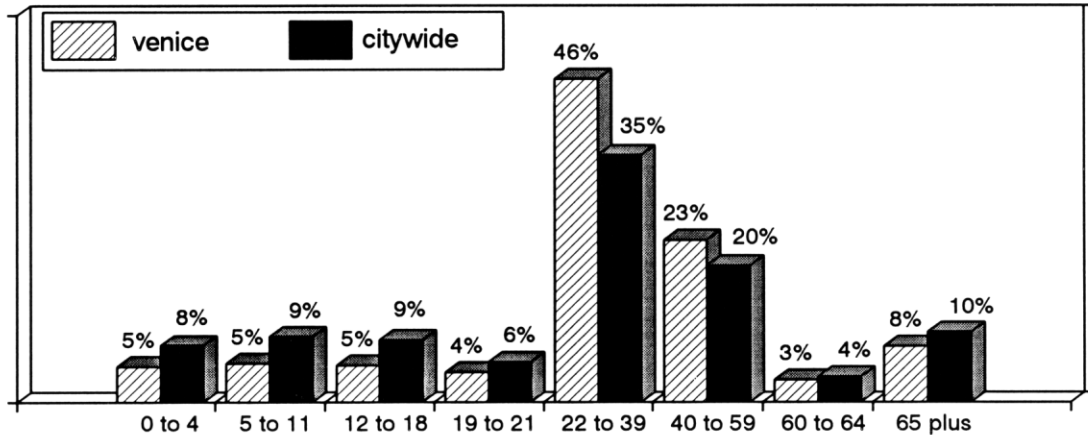
## 1990 census data;

<u>employment (percent) *</u>	
females employed	42.7%
males employed	57.3%
employment participation rate (citywide rate)	77.3% 67.3%

<u>household income (1989) **</u>	
average	\$52,468
(citywide)	\$45,701
poverty (percent)	13.4%
(citywide)	18.9%

<u>education (percent) ***</u>	high school	beyond high school	college graduate
venice	81.8%	67.5%	39.9%
citywide	67.0%	47.8%	23.0%

## age of the general population

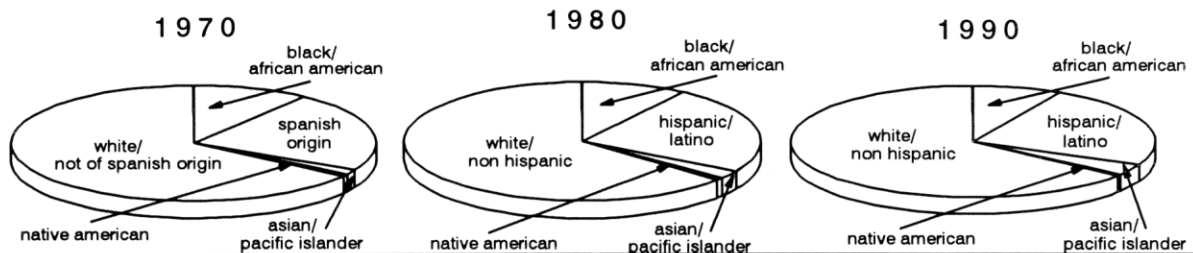


<u>language and citizenship (percent) ****</u>	foreign language spoken at home			foreign born
	spanish	asian	other language	
venice	15.6%	1.9%	19.7%	23.5%
citywide	24.3%	6.0%	5.6%	44.9%

<u>means of transportation to work (percent) *****</u>	drive alone	vanpool/ carpool	public transit	other means
	venice	69.7%	9.8%	6.7%
citywide	65.2%	15.4%	10.5%	10.5%

<u>head of household *****</u>	live alone	married with children	married no children	single parent	single non family
	venice	46.0%	11.2%	17.5%	6.7%
citywide	31.0%	24.3%	22.0%	12.7%	10.0%

<u>race/ethnicity (percent) *****</u>	1970	1980	1990
asian/pacific islander	1.2%	2.2%	3.2%
black/african american	10.3%	9.6%	7.8%
hispanic/latino	22.6%	24.0%	24.1%
native american	0.6%	0.7%	0.5%
white-non hispanic	65.2%	63.6%	64.4%



**NOTE:** All information included on this sheet calculated on basis of householders response to census questionnaire.

\* Civilian persons 16 years or older. Employment participation measures only persons eligible to work; therefore, students, retirees, housewives, military personnel, etc. are not included in this calculation.

\*\* See the note above. Poverty is calculated on the basis of all persons surveyed (98% of citywide population). Only persons 25 years or older are included in this calculation.

\*\*\* Persons 5 years or older (except for foreign born which excludes anyone under the age of 18).

\*\*\*\* Total workers 16 years of age or older. Includes military personnel.

\*\*\*\*\* Adult person acknowledged as representing the household in response to census questionnaire. Household may consist of any number of persons or families.

\*\*\*\*\* Census definition of hispanic/latino persons changed after 1970. Previously described as "spanish origin".

## **Chapter II**

# **FUNCTION OF THE COMMUNITY PLAN**

### **STATUTORY REQUIREMENTS**

California State law (Government Code Section 65300) and the City of Los Angeles City Charter (Section 96.5) require that the City prepare and adopt a comprehensive, long-term general plan for its development. It must contain seven mandatory elements including land use, circulation, housing, conservation, open space, noise and safety. California State law requires that the Land Use Element be prepared as part of a city's general plan and that it correlate with the Circulation Element. In the City of Los Angeles, the thirty-five Community Plans comprise the Land Use Element and contain policy and standards for each geographically distinct area.

The Land Use Element has the broadest scope of the General Plan Elements required by the State, since it regulates how land is to be utilized. Many of the issues and policies contained in all other plan elements are impacted or have an impact on this element.

Government Code Section 65302(a) requires that land use elements designate the proposed general distribution and general location and extent of the land uses for housing, business, industry, open space (including agriculture, natural resources, recreation and enjoyment of scenic beauty), education, public buildings and grounds, solid waste disposal facilities and other categories of public and private land uses. The land use element is also required to include a statement of the standards of population density and building intensity recommended for the various communities and other territory covered by the plan.

The Venice Community Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map. The Community Plan text states goals, objectives, policies, and programs. The Community Plan map outlines an arrangement and intensities of land uses, the street system and the locations and characteristics of public service facilities.

### **ROLE OF THE COMMUNITY PLAN**

The General Plan is the fundamental policy document of the City of Los Angeles. It defines the framework by which the City's physical and economic resources are to be managed and utilized over time. The plan guides the City in the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public services, protection of environmental resources and protection of residents from natural and other known hazards.

Community Plans are intended to promote an arrangement of land uses, streets and services which will encourage and contribute to the economic,

social and physical health, safety, welfare and convenience of the people who live and work in the community. The Plans also guide development by informing the general public of the City's goals, policies and development standards with the objective of creating a healthy and pleasant environment. Goals, objectives, policies and programs are created to meet the existing and future needs of the community through the year 2010. The Plans are intended to coordinate development among the various parts of the City of Los Angeles and adjacent municipalities in a fashion both beneficial and desirable to the residents of their communities and compatible with infrastructure and public services.

The General Plan expresses the City's intentions with respect to the rights and expectations of the general public, property owners, and prospective investors, business interests, and community-based organizations. Through the Community Plan, the City can inform these groups of its goals, policies and development standards, thereby communicating what is expected of the City government and private sector to meet its objectives.

The Community Plan allocates sufficient land in the community for housing, commercial, employment, educational, recreational, cultural and social uses. The Plan identifies and provides for the maintenance of any significant environmental resources within the community. It also seeks to enhance the distinctive community identity and recognizes its unique neighborhoods.

## **PURPOSE OF THE COMMUNITY PLAN**

The last comprehensive review of the Venice Community Plan was completed March 22, 1976, and has been subsequently revised through the General Plan Consistency Program and Periodic Plan Review and other Plan amendments. Since that time, considerable growth has occurred, new issues have emerged, and new community objectives regarding the management of new development and community preservation have evolved. Consequently, it is necessary to update the Community Plan not only to reflect current conditions, but to accurately reflect the prevailing visions and objectives of the area's residents and property and business owners.

The Venice Community Plan is consistent with the Venice Local Coastal Program, complements it and integrates its policies and implementation programs as they apply to the Venice Coastal Zone in compliance with the provisions and requirements of the California Coastal Act of 1976.

The Community Plan sets forth goals and objectives to maintain the community's distinctive character by:

- Providing a guide for the orderly and balanced development of Venice, designating and generally locating land uses and public facilities in the quantities and at the densities which will accommodate population and activities projected to the year 2010.
- Coordinating the planning of Venice with that of other parts of the City of Los Angeles, with the adjacent Cities of Santa Monica and Culver City, and with the County of Los Angeles Marina Del Rey.

- Preserving and enhancing the low-density character of residential areas to maintain the variety of the residents' lifestyles.
- Preserving and promoting existing uses, particularly small businesses and artisan which characterize Venice various neighborhoods.
- Promoting the economic health, convenience and general welfare of the community.
- Preserving open space, particularly the coastal zone, giving due consideration to private property rights, and develop recreational facilities for the enjoyment of both local residents and persons living throughout the Los Angeles region.
- Supporting the development of an integrated and balanced transportation system, utilizing all appropriate public and private modes, to meet the transportation and recreation needs of the community and of the surrounding area. Where possible, this should be accomplished by means that do not require the widening and realigning of streets, such as the short-term improvement of public transportation and improved signalization.
- Guiding the location and programming of public services and utilities to adequately meet the future needs of the community.
- Guiding development and use of lands and waters located within the Coastal Zone consistent with the provisions of the California Coastal Act of 1976.

## **ORGANIZATION AND CONTENT OF THE COMMUNITY PLAN**

This Plan sets forth goals, objectives, policies, and programs that pertain to the Venice Community. Broader issues, goals, objectives, and policies are provided by the Citywide General Plan Framework Element and other applicable citywide Elements.

The Plan is organized and formatted to facilitate periodic updates. The State recommends that a plan be comprehensively reviewed every five years to reflect new conditions, local attitudes, and technological advances.

The principal method for the implementation of the Land Use Map is the Zoning Ordinance. The City's Zoning Map must be updated to remain consistent with the adopted Land Use Map. Together, the Zoning Ordinance and the Zoning Map identify specific types of land use and development standards applicable to specific areas and parcels of land within the community. The Venice Coastal Zone area is further regulated by the Local Coastal Program Land Use Plan adopted by City Council on October 29, 1999, and other applicable specific plans.

## RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Community Plan includes appropriate policies and implementation measures generated from the mitigation measures listed in the environmental clearance. In many instances these measures encompass the policies contained in the General Plan Framework Element.

The City of Los Angeles is responsible for revising and implementing its General Plan. State law requires that the General Plan an internal consistency. The Venice Community Plan, a portion of the City's Land Use Element, must be consistent with other elements and components of the General Plan.

The General Plan Framework is a long range, citywide, comprehensive growth strategy. It is a special element of the General Plan which plans for the future as required by law and replaces Concept Los Angles and the Citywide Plan (adopted in 1974). Therefore, the Framework Element looks at the City as a whole and provides a citywide context within which local planning takes place. It discusses both the benefits and challenges of growth.

Because it takes a citywide perspective, the Framework Element cannot anticipate every detail. The Community Plans must be looked to for final determinations as to boundaries, land use categories, intensities, and height that fall within the ranges described by the Framework. The Framework Element neither overrides nor supersedes the Community Plans. It guides the city's long range growth and development policy, establishing citywide standards, goals, policies, and objectives for citywide elements and Community Plans. The Framework Element is flexible, suggesting a range for uses within its land use definitions. Precise determinations are made in the Community Plans.

The General Plan Framework Element projects the following population, housing and employment levels for the Venice Plan area for the year 2010:

<i>Population (2010) Projection</i>	<i>46,198</i>
<i>Employment (2010) Projection:</i>	<i>16,575</i>
<i>Housing (2010) Projection</i>	<i>24,632</i>

These numbers are provided as reference during the Community Plan Update process and are best estimates that are derived from regional data which are disaggregated to the city and then to the community level. Population, employment and housing could grow more quickly or slowly than anticipated depending on economic trends.

Regional forecasts do not generally reflect the adopted Community Plan land use capacity or build-out estimate from planned land use. Plan capacity or build-out is also an imprecise estimate and depends on specific assumptions about future development density and household size, which may vary from what actually occurs. Community Plan capacity does not include housing located within commercial districts nor the current residential vacancy rate.



In addition to the seven State mandated elements, the City's General Plan includes a Service System Element, a Cultural Element, a Major Public Facilities Element and an Air Quality Element. All the provisions and requirements of these elements apply to the Venice Community Plan.

There are also other types of plans such as specific plans or neighborhood plans which set detailed policy and development regulations for unique neighborhoods within a community. In addition to these specific plans, there are overlay zones which combine policy and implementation functions to address issues specific to a neighborhood.

## **PLAN CONSISTENCY**

Each plan land use category within a Community Plan indicates the corresponding zones permitted, unless it is restricted by the plan text, footnotes, adopted specific plans or other specific limitations set by discretionary approvals. The residential densities, commercial and industrial intensities depicted on the Community Plan Map are theoretical and will not occur due to Plan and zone restrictions, economic conditions, and design limitations.

The Community Plan permits all corresponding zones designated with each plan category and also zones which are more restrictive, as referenced in Section 12.23 of the Los Angeles Municipal Code (LAMC). Any subsequent action or monitoring review that modifies the Plan must be accompanied by new consistency findings.

City actions on most discretionary approval projects require a finding that the action is consistent or in conformance with the General Plan. Discretionary approval on projects in the Venice Community Plan area will require the decision-maker to refer to the additional programs, policies or objectives contained in Chapter III of the Plan Text. To further substantiate the consistency findings, decision-makers may cite other programs, policies, or objectives which would be furthered by the proposed project. In addition, Chapter V of the Plan requires a decision-maker to make a finding of conformance with applicable design standards for discretionary projects.

## **PLAN MONITORING**

The Plan has a land use capacity greater than the projected development likely to occur during the Plan period. During the life of the plan, growth will be monitored and reported in the City's Annual Report on Growth and Infrastructure, regularly submitted to the City Planning Commission, Mayor, and City Council. In the fifth year following Plan adoption (and every five years thereafter), the Director shall report to the Commission on the relationship between population, employment, and housing growth and plan capacities. If growth has occurred faster than projected, a revised environmental analysis will be prepared and appropriate changes recommended to the Community Plan and zoning. These Plan and zoning changes and any related moratoria or interim control ordinances, shall be submitted to the Planning Commission, Mayor, and City Council as specified in the Los Angeles Municipal Code (L.A.M.C.).

# Chapter III

## LAND USE POLICIES AND PROGRAMS

Chapter III of the Plan Text Contains goals, objectives, policies, and programs for appropriate land use issues, such as residential, commercial, industrial, public and institutional service system categories. The Planning Department has authority over the goals, objectives, policies, and the initiation and direct implementation of the programs contained in Chapter III.

### RESIDENTIAL

The quality of life and stability of neighborhoods throughout the Venice Community Plan Area critically depends on providing infrastructure resources (i.e., police, fire, water, sewage, parks, traffic circulation, etc.) commensurate with the needs of its population. If population growth occurs faster than projected and without needed infrastructure improvements to keep pace with that growth, the consequences for livability within Venice could be problematic.

Accordingly, the proposed Plan has three fundamental premises. First, is limiting residential densities in various neighborhoods to their prevailing density. Second is the monitoring of population growth and infrastructure improvements through the City's Annual Report on Growth and Infrastructure with a report to the City Planning Commission every five years on the Venice Community following Plan adoption. Third, if this monitoring finds that population in the Plan area is occurring faster than projected; and that infrastructure resource capacities are threatened, particularly critical resources such as water and sewage; and that there is not a clear commitment to at least begin the necessary improvements within twelve months; then building controls should be put into effect, for all or portions of Venice Community, until land use designations for the Venice Community Plan and corresponding zoning are revised to limit development.

The Community Plan includes appropriate policies and implementation measures generated from mitigation measures listed in the environmental clearance. In many instances, these measures encompass the policies contained in the General Plan Framework Element.

According to the 1990 Census, the Plan area's population amounts to approximately 40,040 persons. This population ethnic mix consists of 64 percent Caucasian (non-Hispanic), 24 percent Hispanic, eight percent African-American, three percent Asian, and less than one percent Native American.

The 1990 Census indicates that the Plan area contains a total of 21,844 housing units. About a third, or 7,222 units, consists of single-family dwellings, and 14,622 units are multi-family dwellings. Most of the housing stock is well maintained, but relatively old with approximately 41 percent of the housing in the community over fifty years old. Due to the lack of available vacant land for new construction, most new housing is created by demolishing older units and building new ones. As reported in the Annual Report on Growth and Infrastructure, about 200 housing units, mostly in

multi-family structures, were added to the housing stock between the 1990-96 years.

Less than half of the Venice Community Plan area, or 918 acres is designated for residential use. Residential land use consists of 335 acres designated as Low Density Residential, or approximately 36 percent of the total residential land use; 133 acres as Low Medium I Density Residential, or approximately 15 percent; 332 acres of Low Medium II Density Residential, or approximately 36 percent; 111 acres of Medium Density Residential, or approximately 12 percent; and 7 acres of High Medium Residential, or less than one percent. The average net density for all housing types is approximately 20 units per acre.

Areas designated for Low Density Residential land use are concentrated in the eastern portion of the community plan area, east of Lincoln Boulevard in the Oxford Triangle subarea; in part of Southeast Venice, west of Abbot Kinney Boulevard; and in the Silver Strand subarea. Other single-family residential development is found in areas designated as Low Medium I Density, mostly along the canals in the Coastal Zone. Multi-family residential development characterizes most of the residentially designated land in the Low Medium I and II categories in the North Venice, Oakwood-Milwood-Southeast Venice, and Ballona Lagoon Subareas. Higher density residentially designated land uses are concentrated along boulevards, such as Washington and Venice Boulevards and in the eastern portion of the Silver Strand Subarea. Higher density residentially designated land uses are also found east of Lincoln Boulevard, in the Lincoln Place residential neighborhood bounded by Lake Street and Palms Boulevard, as well as along Penmar Avenue.

As a result of prior development and changes in land use, there has emerged a blend of residential uses of various intensities, commercial uses and some minor industrial uses. Housing is located in single-family homes, multi-family dwellings, and mixed use structures. Some areas that include live/work artist studios and workshops are designated Commercial Artcraft (CA) and may be found in either residential or commercial areas. While Venice contains traditional light industrial uses it also has a concentration of industrial structures which house artist galleries and live/work studios.

The subdivision patterns in Venice are also unique, the layout of which still reflects the original canal system and rail lines. Lots range in size from less than 3,000 square feet near the beach to 5,000 square feet closer to Lincoln Boulevard. Few of the original canals remain. Most have been filled in and have become streets for vehicular traffic, while others are now part of the system of walk streets.

The Plan designates residential land use categories as depicted in the following table. The reasonable expected population and dwelling unit count for the year 2010, using a mid-point range for the "dwelling units per net acre" category is also displayed. The mid-point of the range represents a reasonable factor, since new development within each land use category is unlikely to occur at the extremes of the range, but more likely, at different densities within the range. The Marina Pointe residential project, which consists of approximately 1,380 dwelling units, is located in a commercial district and therefore, is not reflected in this chart.

## PLAN POPULATION AND DWELLING UNIT CAPACITY

Residential Land Use Category	Dwelling Units Per Net Acre Midpoint	Number of Dwelling Units*	Net Acres	Persons Per Dwelling Unit (2010)	Reasonable Exp. Population (2010)
Low	6.5 (4+ to 9)	2,178	335	2.47	5,380
Low Medium I	13.5 (9+ to 18)	1,776	135	1.96	3,481
Low Medium II	23.5 (18+ to 29)	7,881	331	1.96	15,447
Medium	42 (29+ to 55)	3,932	111	2.00	7,864
High Medium	82 (55+ to 109)	2,052	6	2.03	4,104
<b>TOTALS</b>		<b>17,819</b>	<b>918</b>		<b>36,276</b>

\* There are approximately 1,380 dwelling units developed at the south end of Lincoln Boulevard on commercially designated land (Marina Pointe apartments and condominiums) which are not reflected in this chart.

### GOAL 1

***A SAFE, SECURE, AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL COMMUNITY RESIDENTS.***

#### Objective 1-1

To provide for the preservation of the housing stock and its expansion to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

#### Policies

1-1.1 Designate specific lands to provide for adequate multi-family residential development.

***Program:*** The Plan Map identifies specific areas where multi-family residential development is permitted.

1-1.2 Protect the quality of the residential environment and the appearance of communities with attention to site and building design.

***Program:*** Chapter V of the Plan text contains design policies for residential development which will implement this policy.

***Program:*** The Venice Coastal Zone Specific Plan sets height limits and other development standards for projects located in the Coastal Zone that carry out this policy.

1-1.3 Protect existing single-family residential neighborhoods from new out-of-scale development and other incompatible uses.

***Program:*** The Plan Map identifies lands where only single-family development is permitted. These areas are protected by designating appropriate transitional residential densities to serve as buffers and

through plan amendments and corresponding zone changes which minimize incompatible uses.

**Program:** The Venice Coastal Zone Specific Plan sets height limits and other development standards for projects located in the Coastal Zone that carry out this policy.

- 1-1.4 Promote the preservation of existing single-family and multi-family neighborhoods.

**Program:** The Homeowner's Encouragement Loan Program (HELP), administered by the City's Housing Department, provides loans to owners of small residential buildings (one to four units) to correct code violations.

**Program:** The Neighborhood Preservation Program, administered by the Housing Authority of the City of Los Angeles and by the City's Housing Department provides financial resources to rehabilitate single-family homes and multi-family rental housing.

**Program:** Encourage the use of federal rehabilitation programs, such as mortgage insurance and interest subsidies.

## **Objective 1-2**

To reduce vehicular trips and congestion by developing new housing in proximity to services and facilities.

### **Policies**

- 1-2.1 Locate higher residential densities near commercial centers and major bus routes where public service facilities and infrastructure will support this development.

**Program:** The plan designates most of the higher residential densities near major transit corridors.

- 1-2.2 Encourage multiple-family residential development in commercial zones.

**Program:** The Plan permits mixed-used or residential only developments in commercial zones.

**Program:** The Venice Coastal Specific Plan contains residential density provisions that encourage residential uses in commercial zone for projects located in the Coastal Zone.

## **Objective 1-3**

To preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.

### **Policies**

- 1-3.1 Seek a higher degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.

**Program:** Chapter V of the Plan contains design policies for residential development which will implement this policy.

**Program:** The Plan proposes the preservation of walk streets in the Coastal Zone by maintaining existing City-owned dedications. This will preserve the residential neighborhood unique character and maintain landscaped public access to the beach to both residents and visitors.

- 1-3.2 Proposals to alter planned residential density should consider factors of neighborhood character and identity, compatibility of land uses, impact on livability, adequacy of public services and facilities, and impacts on traffic levels.

**Program:** A decision-maker should adopt a finding which addresses these factors as part of any decision relating to changes in planned residential land use designated densities.

#### **Objective 1-4**

To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population.

#### **Policies**

- 1-4.1 Promote greater individual choice in type, quality, price and location of housing.

**Program:** The Plan allocates residential land use designations at various densities throughout the Plan area.

**Program:** Sponsor laws benefitting elderly persons that:

- a. provide tax relief for rental properties occupied by senior citizens;
- b. promote the development of senior housing on City-owned vacant land;
- c. provide rent subsidies for rehabilitating old hotels and apartment buildings through the Los Angeles Housing Authority.

- 1-4.2 Ensure that new housing opportunities minimize displacement of residents.

**Program:** A decision-maker shall adopt a finding which addresses any potential displacement of residents as part of any decision relating to the construction of new housing pursuant to the provisions of Section 65590.C of the State Government Code, referred to as the Mello Act.

**Program:** Implement the Replacement of Affordable Housing Unit provisions of the Venice Coastal Zone Specific Plan for projects involving the demolition or conversions of affordable housing in the Coastal Zone.

**Program:** Provide regulatory incentives such as increased density for units qualifying as replacement of affordable units.

**Program:** Setting aside a percentage of new private multi-unit housing for low-income and elderly persons.

**Program:** Seek funds to augment existing housing assistance services including maintaining records and disseminating information on availability of rentals, making recommendations on housing in the Community to appropriate City agencies, and providing relocation assistance.

## **COMMERCIAL**

Commercial land use in the Plan area is primarily small-scale and neighborhood-oriented. The majority of commercial uses generally occur at intersections, within defined centers or along the major streets in the community. Most of the commercial uses in the Plan area consist of retail development which, in 1996, amounted to 2.1 million square feet. Office uses represented only 17 percent of the 2.5 million square feet of commercial space. Although many of the commercial uses are oriented to the automobile traffic, there are numerous instances of commercial uses which are more pedestrian oriented, particularly near the beach.

Approximately 141 acres, or 7 percent, of the Plan area is designated for commercial uses. Commercial land use designations are broken down into Community, Neighborhood, and General Commercial.

## **COMMUNITY COMMERCIAL**

Several areas comprising approximately 85 acres are designated for Community Commercial land use. These areas include the Abbot Kinney Boulevard north of Venice Boulevard; the southeastern half of the Oxford Triangle Subarea; Rose Avenue between Lincoln Boulevard and Fourth Avenue; Washington Boulevard, west of Beach Avenue; Via Dolce to Driftwood Street; part of Kinney Plaza; the northern part of Ocean Front Walk; and other scattered smaller areas as shown on the Plan Map.

Two Community Centers are identified in the General Plan Framework Element and in the Community Plan Land Use Diagram. The Community Centers boundaries are redefined as shown in the Community Plan Land Use Diagram. The Abbot Kinney Boulevard Community Center, extending from Electric Avenue to Alhambra Court, and from Palms Boulevard and Rialto Avenue to Main Street, is a unique pedestrian-oriented area with retail shops, restaurants and art galleries. Most of the commercial areas within the Community Center are proposed for an Artcraft District where the on-site sale and production of artwork and other goods can be integrated with artist housing. The Windward Circle Community Center is generally bounded by Ocean Front Walk, Market Court, Market Street, the eastern side of Main Street south of Market Street, Riviera Avenue, the eastern side of Main Street north of Venice Way, Venice Way, Westwind Court and Seventeenth Street, Seventeenth and Main Streets, and Westminster and Riviera Avenues. It is a unique historic and pedestrian-oriented area that attracts local visitors and tourists. It is developed with retail shops, restaurants, a hotel, a bank, a post office and a medical clinic.

The General Plan Framework Element and the Community Plan Land Use Diagram identify four Mixed-Use Boulevards. The Lincoln Mixed-Use Boulevard, bounded by the City of Santa Monica boundary line on the north and Van Buren Avenue to the south, is developed with a mixture of uses including retail stores, offices, motels, medical centers, gas stations, auto repair shops, parking, beauty salons, a church, restaurants, youth hostels and some apartments. The Washington Mixed-Use Boulevard, bounded by Ocean Front Walk and Beach Avenue and by Oxford Avenue and Lincoln Boulevard is developed with a variety of uses including specialty retail, restaurants, motels, banks as well as residential uses. It is also served by adequate transportation infrastructure, including public transit. The Mixed-Use Rose Avenue, bounded by Lincoln Boulevard and Fourth Avenue, also contains a variety of commercial, residential and some institutional uses. Ocean Front Walk, a major tourist attraction, is designated Mixed Use in the portion that extends from Westminster Avenue to Navy Street. It contains a mix of residential, institutional and visitor-serving uses such as restaurants, cafes, and open-air retail.

A significant amount of residential units are contained on Community Commercial designated land, such as near the intersection of Lincoln Boulevard and Maxella Avenue. The Marina Pointe apartment complex contains approximately 580 units and the Marina Pointe condominium complex (under construction) will contain approximately 800 units. These two developments constitute over 7 percent of the housing in the Plan area.

**NEIGHBORHOOD  
COMMERCIAL**

Several areas in the Plan are designated for Neighborhood Commercial uses, totaling 15 acres. They are characterized by small-scale commercial establishments that provide daily convenience services to local residents. They include the west side of Abbot Kinney Boulevard between Washington Way and South Venice Boulevard; the west side of Lincoln Boulevard bounded by Rose and Seventh Avenues and Machado Drive; the west side of Main Street north of Rose Avenue; and the blocks bounded by Pacific and Westminster Avenues, and Market and Main Streets.

Also included in the Neighborhood Commercial land use category are properties designated for Commercial Artcraft, namely, the lots of a block bounded by 20th Place, Speedway, North Venice Boulevard and Pacific Avenue; the inner lots of a block bounded by North Venice Boulevard, Pacific Avenue, Center Court and Speedway; and the adjacent lots fronting on Ocean Front Walk.

A portion of the Windward Circle Community Center designated by Framework is redesignated as a Neighborhood District to better reflect its function in the community and because it contains more neighborhood-oriented retail establishments than are found in the Windward Community Center. The general boundaries of the Neighborhood District include the eastern side of Main Street to Pacific Avenue, from Westminster Avenue and Market Street as shown in the Community Plan Land Use Diagram.

**GENERAL  
COMMERCIAL**

There are two main locations in the Plan area designated for General Commercial uses with encompassing approximately 40 acres. The first is



Lincoln Boulevard from Washington Boulevard to Rose Avenue. The second is Washington Boulevard between Lincoln Boulevard and Oxford Avenue.

Lincoln Boulevard, the north-south arterial traversing the Venice Community Plan Area, is part of California State Route 1. Because it carries traffic from Los Angeles International Airport to Santa Monica and other westside communities, it serves both local and transient populations. The street presents major commercial development and improvement opportunities which can provide a visual identity and an interesting local flavor. While only the west side of Lincoln Boulevard is regulated by the Venice Coastal Zone Specific Plan, similar design and development standards should be applied to the eastern side of Lincoln Boulevard.

The portions of Washington Boulevard designated as General Commercial contain a variety of retail sales and services, some offices and auto-oriented uses.

## **GOAL 2**

***A STRONG AND COMPETITIVE COMMERCIAL SECTOR WHICH PROMOTES ECONOMIC VITALITY, SERVES THE NEEDS OF THE COMMUNITY THROUGH WELL DESIGNED, SAFE AND ACCESSIBLE AREAS WHILE PRESERVING THE HISTORIC, COMMERCIAL AND CULTURAL CHARACTER OF THE COMMUNITY.***

### **Objective 2-1**

To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services within existing commercial areas.

#### **Policies**

2-1.1 New commercial uses shall be located in existing established commercial areas or shopping centers.

***Program:*** The Plan designates adequate land for commercial uses and the Plan Map identifies areas where commercial uses are permitted, generally located along major thoroughfares, recreational centers and other focal points of community activity.

2-1.2 Protect commercially planned and zoned areas from encroachment by residential-only development.

***Program:*** Limit residential uses in commercial zones to densities no greater than the highest density in adjoining residential areas, but in no event shall the density be restricted below that allowed in the Low Medium I designation.

***Program:*** Provisions of the Zoning Code currently restrict the floor area of buildings, including residential buildings in most commercial zones, to one-half the floor area allowed in residential zones. These provisions effectively discourage residential-only developments in commercial zones.

**Program:** The Venice Coastal Zone Specific Plan limits most residential densities on commercially designated parcels located in the Coastal Zone to R3 densities.

- 2-1.3 Ensure the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.

**Program:** The Community Development Department offers technical assistance for Business Improvement District and other economic revitalization programs. In a business improvement district, property owners or merchants collectively contribute to a fund that pays for improvements such as street cleaning, landscaping, security, marketing campaigns and holiday decorations. The formation of a district requires the support of the majority of the merchants or property owners within its boundaries.

- 2-1.4 Encourage neighborhood “mom & pop” stores throughout the community at appropriate locations.

**Program:** Authorization by means of commercial zoning with conditions imposed to protect adjacent residential uses, or by zone variances.

**Program:** A Zone Code study should be undertaken to determine the feasibility of allowing secondhand and antique sales in the C1 Zone.

- 2-1.5 Require that commercial projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with surrounding uses and development.

**Program:** Chapter V of the plan text contains design policies and standards for commercial development which will implement this policy.

**Program:** The Venice Coastal Zone Specific Plan contains design and development provisions applicable to commercial development located in the Coastal Zone.

- 2-1.6 West Washington Boulevard, Windward Avenue and the beach frontage are envisioned as Commercial Artcraft areas intended to provide local artisans the opportunity to work, sell their goods and live in the same location.

**Program:** Authorization by means of commercial zoning with conditions imposed to protect adjacent residential uses, or by zone variances.

**Program:** Amendment of the Commercial Artcraft District to better meet the needs of the community and eliminate undesirable uses.

**Program:** A planning study should be undertaken to determine the feasibility of a Windward Mall commercial development which would stress the unique architecture of the area.

**Program:** The Venice Coastal Zone Specific Plan contains design and development provisions applicable to Commercial projects development located in the Coastal Zone.

## **Objective 2-2**

To enhance the identity of distinctive commercial districts and to identify pedestrian-oriented districts.

### **Policies**

2-2.1 Encourage pedestrian-oriented uses and mixed-use in designated areas.

**Program:** The Plan Map identifies specific areas for mixed-use and pedestrian activity. The implementation of this plan will ensure the creation of pedestrian friendly commercial areas in conjunction with mixed-use development.

2-2.2 New development in designated areas should focus on pedestrian street activity.

**Program:** The Plan includes an urban design component which proposes design standards for pedestrian-oriented commercial development.

**Program:** The Venice Coastal Zone Specific Plan contains design standards that address pedestrian orientation issues, such as fenestration and access, in commercial structures located in the Coastal Zone.

2-2.3 Require that mixed-use projects and development in pedestrian-oriented areas are developed according to specific design guidelines to achieve a distinctive character and compatibility with surrounding uses.

**Program:** Chapter V of the plan text contains design policies and standards for commercial development which will implement this policy.

**Program:** The Venice Coastal Specific Plan contains provisions that address compatibility of uses, such as landscaping and building separation required for commercial projects located in the Coastal Zone.

## **Objective 2-3**

To enhance the appearance of commercial districts.

### **Policies**

2-3.1 Require that new development be designed to enhance and be compatible with adjacent development.

**Program:** Chapter V- Design Guidelines of the Plan text contains design policies and standards for commercial development which will implement this policy.

**Program:** The Venice Coastal Zone Specific Plan contains provisions that regulate the design and appearance of commercial project located in the Venice Coastal Zone.

2-3.2 Preserve community character, scale and architectural diversity.

**Program:** Design standards for commercial areas are included in Chapter V- Design Guidelines of the Plan implement this policy.

2-3.3 Improve safety and aesthetics of parking lots and structures in commercial areas.

**Program:** Design standards for parking areas established in Chapter V- Design Guidelines of the Plan implement this policy.

**Program:** The Venice Coastal Zone Specific Plan contains provisions that regulate the design and appearance of parking lots and structures located in the Venice Coastal Zone.

2-3.4 Establish street identity and character of commercial areas through appropriate sign control, landscaping and streetscape improvements.

**Program:** Chapter V- Design Guidelines of the Plan provide standards for community design, street scape and landscaping. These standards are intended to serve as a reference for other City Departments, public agencies and private entities which may participate in projects which involve improvements to public spaces and rights-of-way.

**Program:** The Venice Coastal Zone Specific Plan contains provisions that regulate the design and appearance of commercial projects located in the Venice Coastal Zone.

## INDUSTRIAL

Less than 3 percent of the Plan area, or approximately 45 acres, are devoted to industrial uses. Most of the industrial uses are concentrated in three areas. The largest of these areas consists of a dozen blocks in the North Venice Subarea, generally bordered by the City of Santa Monica, Hampton Drive, Rose, Fourth, and Sunset Avenues, Main Street, Thornton Court and Pacific Avenue. The second industrially designated area is in the Southeast Venice Subarea. It includes old Pacific Electric Rail Road right-of way, and is bounded by Palms Boulevard, Electric Avenue, Zeno Place, Boccaccio Avenue and Abbot Kinney Boulevard. The third area is located in the southeastern part of the plan area, extends on block east of Lincoln Boulevard to the Plan area boundary (Del Rey Avenue), between Washington Boulevard and Maxella Avenue.

The type of uses found on the industrially-designated parcels include multi-media and advertising studios and firms, movie production facilities, car repair yards, garages and storage facilities. However, current development

applications tend to include more commercial uses, including retail establishments and offices as well as Artist-In-Residence projects.

### **GOAL 3**

***SUFFICIENT LAND FOR A VARIETY OF INDUSTRIAL USES WITH MAXIMUM EMPLOYMENT OPPORTUNITIES WHICH ARE ENVIRONMENTALLY SENSITIVE, SAFE FOR THE WORK FORCE AND WHICH HAVE MINIMAL ADVERSE IMPACT ON ADJACENT USES.***

#### **Objective 3-1**

To provide for existing and future industrial uses which maintain a viable industrial base and afford job opportunities for residents with minimal environmental and visual impacts to the community.

#### **Policies**

3-1.1 Designate and preserve lands for the continuation of existing industrial uses including multi-media, entertainment, tourism and other coastal-related industrial uses such as boat building, servicing, and production of related marine supplies and goods, which provide employment opportunities.

***Program:*** The Plan Map designates adequate industrial lands to accommodate a variety of industrial uses.

3-1.2 Ensure compatibility between industrial and other adjoining land uses through design treatments, and compliance with environmental protection standards and health and safety requirements.

***Program:*** The Plan, through plan amendments and zone changes, proposes other uses on a few industrially designated parcels, where the uses are incompatible with surrounding properties and where the change does not potentially affect employment opportunities. Industrial uses are subject to environmental protection standards and health and safety requirements which are enforced by State and County agencies.

3-1.3 Require that any proposed development be designed with adequate buffering and landscaping and that the proposed use be compatible with adjacent residential development.

***Program:*** Chapter V- Design Guidelines of the Plan text contains design policies applicable to industrial developments located in the vicinity of residential uses.

***Program:*** A decision-maker should evaluate any use which is proposed on industrially designated lands for its traffic impacts on adjacent residential areas.

***Program:*** The Venice Coastal Zone Specific Plan contains provisions that regulate the design and appearance of industrial projects located in the Venice Coastal Zone.

### **Objective 3-2**

To assure mitigation of potential negative impacts generated by industrial uses when they are located in proximity to residential neighborhoods and to improve the aesthetic quality of industrial uses.

#### **Policies**

3-2.1 Encourage new industrial uses adjacent to residential neighborhoods to mitigate their impact on the residential neighborhoods to the extent feasible.

**Program:** New development of industrial uses located adjacent to residential neighborhoods shall comply with the Industrial/Residential design guidelines found in Chapter V- Design Guidelines of this Plan.

**Program:** Restrict new industrial uses located adjacent to residential neighborhoods to uses first permitted in the CM zone.

## **PUBLIC AND INSTITUTIONAL LAND USE**

The Venice Community Plan designates 56 acres, or about 3 percent of the Plan area, to public or institutional uses. Such uses include mostly libraries, parks, schools, fire and police stations, railroad rights-of-way and other publicly-owned lands. Public facilities shown on the Venice Community Plan Map should be developed in accordance with user needs, site area, design and general location identified in the Service Systems Element and the Safety Element of the General Plan. Such development shall be phased and scheduled to provide an efficient and adequate balance between land use and public services.

There is a continuing need for the modernizing of public facilities to improve services and accommodate changes in the Community Plan. However, the community's amenities and environmental quality must be adequately protected. Cost and equitable distribution are major issues in the provision of public facilities and in the delivery of public services. It is essential that priorities be established and new and alternate funding sources are identified. Additionally, public and private development must be coordinated to avoid costly duplication so that more services can be provided at a lesser cost.

## **RECREATIONAL AND PARK FACILITIES**

The City of Los Angeles Department of Recreation and Parks operates public parks and recreational facilities in the Plan area. The Public Recreation Plan of the City of Los Angeles provides an official guide for considering needs of neighborhoods and communities for recreational sites. It sets forth standards for the size, service areas and types of facilities needed as recreation sites. Parks are classified by the Department of Recreation and Parks into regional, community, neighborhood and small parks. Regional parks are at least 50 acres in area, community parks are usually more than five acres in area or provide special facilities, neighborhood parks are usually one to five acres and small parks are usually less than one acre. There are eight small parks, three neighborhood parks, two community parks and two

regional park in the community plan area, with a total area of approximately 254 acres.

The eight small parks, with a total area of approximately 0.8 acres, include Amorosa Tirangle, Canal Park, Crescent Place Triangle, Marco Place Parkway, Marco Triangle, Nowita Triangle, San Juan Garage and Triangle Park.

The three neighborhood parks, with a total area of approximately 11 acres, include Oakwood Recreation Center, Venice Beach Recreation Center and Westminster Senior Citizens Center. The Oakwood Recreation Center is improved with a community building, an indoor gym, two baseball diamonds, a basketball court, a children's play area, multipurpose sports fields and a tennis court.

The Venice Beach Recreation Center is improved with three basketball courts, a children's play area, paddle tennis courts, a weight pit, handball courts and an outdoor gym. The Westminster Senior Citizens Center is improved with a community building.

The two community parks with a total area of approximately 12 acres, include the Penmar Recreation Center and the Venice Pool. The Penmar Recreation Center is improved with a community building, an indoor gym, five ball diamonds, a basketball court, a children's play area, a multipurpose sports field and six tennis courts.

The two regional parks, with a total area of approximately 231 acres, include Venice Beach, which is leased to the Los Angeles County Department of Beaches, and Penmar Golf Course. Focal points of the Venice Beach include the Ocean Front Walk where residents and visitors alike flock to entertain or be entertained; the Venice Pavilion, which is located seaward of Windward Avenue and terminating at Ocean Front Walk, is currently being redeveloped; Venice Recreation Center; and the Muscle Beach or locally known as the "Pit".

## **GOAL 4**

### ***ADEQUATE RECREATION AND PARK FACILITIES WHICH MEET THE NEEDS OF THE RESIDENTS IN THE PLAN AREA.***

#### **Objective 4-1**

To conserve, maintain and better utilize existing recreation and park facilities which promote the recreational needs of the community.

#### **Policies**

4-1.1 Preserve and improve the existing recreational facilities and park space.

***Program:*** The Plan assists in preserving facilities and park space by designating City recreation and park facilities as Open Space, which provide such protection.

***Program:*** Implement the recommendations of the Waterfront Restoration Plan (1990) and the Venice Beach Ocean Front Walk Refurbishment Plan (1995).

**Program:** Promote the use of existing funding sources, such as Los Angeles County Proposition A, to finance recreation and park facilities improvements.

4-1.2 Better utilization and development of recreational facilities at existing parks.

**Program:** The Los Angeles Unified School District and the City's Department of Recreation and Parks should continue to improve existing facilities and expand recreation programs using available funding such as Proposition K and A, to fully utilize each of their respective sites.

**Objective 4-2**

To provide facilities for specialized recreational needs by utilizing existing public lands such as flood control channels, utility easements, or Department of Water and Power property.

**Policies**

4-2.1 Flood control channels and other appropriate public lands should be considered for open space and recreational purposes.

**Program:** Develop and maintain walking trails along the Venice Canals and Ballona Lagoon.

**Objective 4-3**

To ensure the accessibility, security and safety of parks by their users, particularly families with children and senior citizens.

**Policies**

4-3.1 Provide local residents and visitors alike adequate access to local recreational facilities.

**Program:** Consider establishing a community-based shuttle program and implement expanded seasonal shuttle program to Venice Beach as established in the Venice Coastal Zone Land Use Plan.

4-3.2 Ensure that parks are adequately illuminated for safe use at night.

**Program:** Park design, construction and maintenance is the responsibility of the Department of Recreation and Parks for city-owned parks.

**OPEN SPACE**

Land designated as open space represents 16 percent of the Community Plan area, or 320 acres and includes the beach, the canals, Ballona Lagoon and the esplanades, Venice Boulevard median, and the parks mentioned in the Recreation and Park Facilities section above.

There are two classifications for Open Space, publicly owned and privately owned open space. Open Space is broadly defined as land which is essentially free of structures and buildings or is natural in character and which functions in one or more of the following ways:



1. Recreational and educational opportunities.
2. Scenic, cultural, and historic values.
3. Public health and safety.
4. Preservation and creation of community identity.
5. Rights-of-way for utilities and transportation facilities.
6. Preservation of physical resources or ecologically important areas.
7. Preservation of physical resources including ridge protection.

**GOAL 5**

***A COMMUNITY WITH SUFFICIENT OPEN SPACE IN BALANCE WITH NEW DEVELOPMENT TO SERVE THE RECREATIONAL, ENVIRONMENTAL, HEALTH AND SAFETY NEEDS OF THE COMMUNITY AND TO PROTECT ENVIRONMENTAL AND AESTHETIC RESOURCES.***

**Objective 5-1**

To preserve existing open space resources and where possible develop new open space.

**Policies**

- 5-1.1 Encourage the retention of passive and visual open space which provides a balance to the urban development of the community.

***Program:*** The Plan Map designates areas for passive and visual open space including linear open space such as the landscaped median on Venice Boulevard.

- 5-1.2 The City should encourage continuous efforts by Federal, State and County agencies to acquire vacant land for publicly-owned open space.

***Program:*** The open space and parkland purchase programs of Federal, State and County agencies should be used as applicable.

- 5-1.3 Protect significant environmental resources from environmental hazards.

***Program:*** Implement the protection measures for significant environmental resources identified in the Venice Coastal Zone Land Use Plan.

- 5-1.4 Protect and maintain unique open space areas, including the Venice Canals, Grand Canal, Ballona Lagoon and beaches.

***Program:*** Implement the Grand Canal Rehabilitation Project recommendations to improve water quality, aquatic habitat and pedestrian access.

***Program:*** The Venice Coastal Zone Specific Plan contains a provision that limits recreational boating use of the Venice Canals to non-commercial shallow-bottom and non-motorized boats.

***Program:*** Maintain and enhance the canals and lagoon public walkways.

## SCHOOLS

The Los Angeles Unified School District (LAUSD) administers public schools in the Plan area. There are six public schools within the Plan area, including three elementary schools: Westminster Elementary School, Broadway Elementary School and Coeur D'Alene Avenue Elementary School. In 1998, they had a combined resident enrollment of 1,200 pupils and a capacity of 1,600. The Venice High School, located at the eastern edge of the Plan area serves the adjacent Palms-Mar Vista-Del Rey Community residents. A magnet school, the Westside Leadership Magnet, is located in the Marina Peninsula. It operates at capacity with an average enrollment of 450 pupils. The Venice community is also served by an adult/special education school. There are no middle school within the Plan area. The Mark Twain Middle School is located in the adjoining Palms-Mar Vista-Del Rey Community Plan area, on Walgrove Avenue, within a walking distance from Venice High School. The Plan encourages shared use of existing school facilities for the general public after hours and on weekends. School grounds should also be made available to the public for after school hour recreational uses.

### GOAL 6

***PUBLIC SCHOOLS THAT PROVIDE A QUALITY EDUCATION FOR ALL OF THE CITY'S CHILDREN, INCLUDING THOSE WITH SPECIAL NEEDS, AND ADEQUATE SCHOOL FACILITIES TO SERVE EVERY NEIGHBORHOOD IN THE CITY.***

#### Objective 6-1

To site schools in locations complementary with existing land uses, with adequate buffer with residential uses and convenient access to recreational opportunities.

#### Policies

6-1.1 Encourage compatibility between school locations, site layout and architectural design with adjacent land uses and community character.

***Program:*** Require the decision-maker in a discretionary review action for a proposed schools to adopt a finding which supports the application of this policy.

6-1.2 School design should buffer classrooms from noise sources.

***Program:*** Implement the provisions of the City's Noise Element applicable to schools.

***Program:*** Incorporate noise mitigation measures to reduce adverse environmental impacts in compliance with California Environmental Quality Act (CEQA) Guidelines..

6-1.3 Expansion of existing school facilities should be considered prior to acquisition of new sites.

***Program:*** The Los Angeles Unified School District is the responsible agency for providing school facilities.

- 6-1.4 Encourage cooperation between the Los Angeles Unified School District and the Department of Recreation and Parks to provide recreation facilities for the community.

**Program:** The Los Angeles Unified School District and the Department of Recreation and Parks should develop a program where both schools and parks can be utilized for recreational and instructional purposes.

## LIBRARIES

The Los Angeles City Public Library provides library services within the Plan area. The Plan area is served primarily by the Venice-Abbot Kinney Memorial Branch Library located at 501 South Venice Boulevard. Portions of the Community Plan area are served also by the Mar Vista Branch Library located at 12006 Venice Boulevard in the Palms-Mar Vista Community Plan area as well as the West Los Angeles Regional Library.

## GOAL 7

### ***ENSURE THAT ADEQUATE LIBRARY FACILITIES ARE PROVIDED FOR THE COMMUNITY'S RESIDENTS.***

### Objective 7-1

To encourage the City's Library Department to provide adequate library service to meet the Community's needs.

#### **Policies**

- 7-1.1 Support construction of new libraries and the rehabilitation and expansion of existing libraries to meet the needs of the community.

**Program:** The existing library sites are designated as a Public Facility with a Public Facilities (PF) zone. This designation gives the libraries additional protection to retain their existing use and allows a greater certainty in obtaining the necessary City approvals for rehabilitation and expansion.

- 7-1.2 Encourage flexibility in siting libraries in mixed-use projects, shopping malls, pedestrian-oriented areas, office buildings, and similarly accessible facilities.

**Program:** Through the inclusion of this policy the Plan supports such utilization when the Library Department and decision-makers review and approve new libraries sites.

- 7-1.3 Encourage shared-use of libraries for educational, recreational and community-based activities.

**Program:** LAUSD, Recreation Parks and the Library Departments should develop strategies and adopt programs to increase the joint-use of library space and services, such as after school and homework-assistance programs.

# POLICE PROTECTION

The Los Angeles Police Department (LAPD) has responsibility of providing police protection services to the residents of the Plan area. Police protection services are provided primarily by the Pacific Area Station of the Los Angeles Police Department, which has jurisdiction over the Plan area and whose headquarters are located at 12312 Culver Boulevard. A police substation is located also in Venice Beach.

## GOAL 8

***A COMMUNITY WITH ADEQUATE POLICE FACILITIES AND SERVICES TO PROTECT ITS RESIDENTS FROM CRIMINAL ACTIVITY, REDUCE THE INCIDENTS OF CRIME AND THE PROVISION OF OTHER NECESSARY LAW ENFORCEMENT SERVICES.***

### Objective 8-1

To provide adequate police facilities, personnel and protection to meet the demand of the existing and future population.

#### **Policies**

8-1.1 Consult with Police Department as part of the review of significant development projects and land use changes to determine law enforcement needs and demands.

***Program:*** A decision-maker shall include a finding which considers the impact on police service demands of the proposed project or land use plan change.

This consultation with the Police Department is currently in effect for plan amendments which must be reviewed by the General Plan Advisory Board that includes representatives from the Police Department.

### Objective 8-2

To increase the community's and the Police Department's ability to minimize crime and provide security for all residents.

#### **Policies**

8-2.1 Support and encourage community-based crime prevention efforts such as Neighborhood Watch, through regular interaction and coordination with existing community-based policing, foot and bicycle patrols, watch programs and regular communication with neighborhood and civic organizations.

***Program:*** Promote community-oriented law enforcement programs that are administered by the Los Angeles Police Department.

8-2.2 Ensure adequate lighting around residential, especially multi-family, commercial and industrial buildings to improve security.

***Program:*** Develop security lighting standards for all residential, commercial and industrial buildings in consultation with the Los Angeles Police Department.

8-2.3 Ensure that landscaping around buildings does not impede visibility.

**Program:** Discretionary land use approvals should apply “Design-Out Crime Guidelines” and other standards in consultation with the Police Department.

## **FIRE PROTECTION**

Fire protection services are provided by the Los Angeles Fire Department pursuant to the applicable provisions of the Los Angeles Municipal Code and the Safety Element of the General Plan. The Safety Element is intended to promote fire prevention by maximizing fire safety education and minimizing loss of life and property through fire prevention programs. It is designed to guide City and other governmental agencies, private developers and the public on the construction, use and maintenance of fire protection facilities in the City. It establishes criteria for the distribution, design, construction and location of fire protection facilities, including systems incorporated into private developments. These standards specify fire flow requirements, minimum distances to fire stations, public and private specifications and location criteria, and access provisions for fire fighting and emergency vehicles and personnel.

The Los Angeles City Fire Department maintains City Fire Station No. 63 located at 1930 Shell Avenue, to provide primary fire protection services to the Plan area. In addition, portions of the Plan area fall within the service area of City Fire Station 62 which is located at 3631 Centinela Avenue in the adjoining Palms-Mar Vista-Del Community Plan area.

### **GOAL 9**

#### ***PROTECT THE COMMUNITY THROUGH A COMPREHENSIVE FIRE AND LIFE SAFETY PROGRAM.***

#### **Objective 9-1**

Ensure that fire facilities and protective services are sufficient for the existing and future population and land uses.

##### **Policies**

9-1.1 Coordinate with the Fire Department the review of significant development projects and General Plan amendments affecting land use to determine the impact on service demands.

**Program:** Require a decision-maker to include a finding on the impact on fire service demands of the proposed project or land use plan change.

This consultation with the Fire Department is currently in effect for projects which are subject to the subdivision process and for plan amendments which must be reviewed by the General Plan Advisory Board which includes representation from the Fire Department.

9-1.2 Encourage the Fire Department to locate fire service facilities in appropriate locations throughout the community to maintain safety.

**Program:** The Plan Map identifies general locations for the establishment of fire service facilities in appropriate locations

throughout the community. Special attention should be given to walk streets, narrow alleys and the canal areas.

## **TRANSPORTATION**

A number of regional improvement plans affect transportation in the Community Plan area. They include: the Los Angeles County Congestion Management Program (CMP) and the Regional Transportation Plan prepared by the Los Angeles County Metropolitan Transportation Authority (LACMTA); the Regional Mobility Plan (RMP) and the Regional Transportation Improvement Plan (1996-2003) prepared by the Southern California Association of Governments (SCAG); the Statewide Transportation Improvement Program (STIP) prepared by the California Department of Transportation; and the Coastal Transportation Corridor Specific Plan (CTCSP), Ordinance No. 168,999, prepared by the City of Los Angeles and administered by the Department of Transportation.

### **TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM (TIMP)**

A Transportation Improvement and Mitigation Program (TIMP) that analyzed the land use impacts on transportation projected to the year 2010, was prepared for the Venice Community Plan area. It utilized information generated in the Venice Traffic and Parking Study finalized in 1995.

The TIMP establishes a program of specific measures which are recommended to be undertaken during the life of the Community Plan. Due consideration should be given to individual recommendations regarding any potential adverse impacts on existing commercial activities in the immediate area. Any proposed capital improvements, specifically street widening, signing and striping improvements and prohibitions on peak hour parking should be weighed against the preservation of the commercial viability of the immediate areas impacted by the proposed mitigation measures.

The TIMP document provides an implementation program for the circulation needs of the Plan area that includes recommendations groups in the following categories:

- A. Transit Improvements
- B. Transportation Demand Management strategies (TDM)
- C. Residential Neighborhood Protection Plans
- D. Transportation Systems Management strategies (TSM)
- E. Highway Infrastructure Improvements

These recommendations are integrated with other goals, policies and programs below.

### **PUBLIC TRANSPORTATION**

Fixed-route public transportation services in the Venice Community are currently provided by the Los Angeles County Metropolitan Transportation Authority (LACMTA), the Los Angeles Department of Transportation (LADOT), the Santa Monica Big Blue Bus (SM), and the Culver City Municipal Bus lines (CC). The City of Los Angeles will continue to work with other agencies in evaluating travel needs for residents and making recommendations for

modifications and improvements to public transportation, and generally identify opportunities for public transportation improvements in the Venice Community Plan area.

**GOAL 10**

***DEVELOP A PUBLIC TRANSIT SYSTEM THAT IMPROVES MOBILITY WITH CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.***

**Objective 10-1**

To improve local and express bus service throughout the Venice Community Plan area and encourage park-and-ride facilities to connect with freeways and high occupancy vehicle (HOV) facilities.

**Policies**

10-1.1 Coordinate with the Los Angeles County Metropolitan Transit Authority (LACMTA) and the Los Angeles Department of Transportation (LADOT) to improve express and local bus service to, and within the Community Plan area.

***Program:*** Increase, expand and implement bus service along high travel demand routes such as Lincoln and Venice Boulevards.

***Program:*** Implement Transit-Priority Highway treatments including signal coordination, and transit signal priority at major intersections along: 1) Venice Boulevard throughout the Venice Community Plan area, and continuing further east through the Palms-Mar Vista-Del Rey and West Adams Community Plan area; 2) Lincoln Boulevard throughout Venice (TIMP).

***Program:*** Implement the recommendations formulated in the Westside Transit Restructuring Study (LACMTA, LADOT) aimed at enhancing and optimizing transit service in West Los Angeles (TIMP).

10-1.2 Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled people and the transit-dependent population.

***Program:*** Provide shuttles and other services that increase access within the Venice Community Plan area and to adjacent activity centers. Smart Shuttles are recommended to serve Venice residents along collector and local streets, and to function as “feeder” service to existing transit lines. The proposed program would use smaller vehicles, such as small shuttles with 20-passenger seating capacity, that can be operated effectively on most collector and local streets.

***Program:*** Promote the use of CITYRIDE, a specialized transit subsidy program, administered by LADOT.

10-1.3 Maintain and expand the Venice DASH seasonal transit service.

**Program:** Maintain and implement the expansion of the Venice DASH seasonal transit service as described in the Venice Coastal Zone Land Use Plan.

**TRANSPORTATION  
DEMAND  
MANAGEMENT  
STRATEGIES**

Major street intersections in the plan area are consistent with the City's objective, to the extent feasible and compatible with the Mobility Plan's policies, to maintain a traffic level of service (LOS) of "E,". However, the level of trips which could be generated by future development in and surrounding the Plan area requires the implementation of Transportation Demand Management (TDM) strategies and other improvements to enhance safety and mobility. These strategies are designed to encourage people to change their travel mode from single occupancy vehicles to other transportation modes, and include:

1. Transportation Management Association Formation/Coordination -

The City should encourage the formation of Transportation Management Associations (TMA's) to assist employers in the same business complex or area in creating and managing trip-reduction programs (TIMP).

2. Participation in Regional Transportation Management Programs -

The City should continue to participate in local and regional TDM programs and coordinate its TDM program with those of other communities, agencies and adjacent jurisdictions (TIMP).

3. TDM Ordinance - The Citywide Ordinance on TDM and trip-reduction measures, applicable to Venice, calls for several measures to be taken in developments to achieve trip-reduction targets (TIMP).

4. Monitoring - LADOT is responsible for monitoring the current citywide TDM ordinance.

5. Bikeways - The City has adopted and implemented and updated the Mobility Plan as part of an overall transportation demand management strategy.

6. Telecommuting - The City should encourage large non-residential office developers, those with 1,000 employees or more, to provide teleconferencing facilities. Large residential developers, those with developments containing 500 or more units, are encouraged to incorporate "work centers" for telecommuting into their developments (TIMP).

**GOAL 11**

***ENCOURAGE ALTERNATIVE MODES OF TRANSPORTATION OVER THE USE OF SINGLE-OCCUPANT VEHICLES (SOV) TO REDUCE VEHICULAR TRIPS.***

**Objective 11-1**

To pursue transportation demand management strategies, that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.



**Policies**

11-1.1 Encourage non-residential developments to provide employee incentives for utilizing alternatives to the single-occupant vehicles such as carpools, vanpools, buses, flex time, bicycles and walking.

**Program:** The Citywide Ordinance on TDM and trip-reduction measures will continue to be implemented and monitored by the Department of Transportation (LADOT).

**Program:** The median of Venice Boulevard at Pacific Avenue is an appropriate site for a park-and-ride facility. This park-and-ride facility would serve the mass transit needs of the community and provide an alternative to excessive use of the coastal arterials.

11-1.2 Require that proposals for major new non-residential development projects include submission of a TDM Plan to the City.

**Program:** A decision-maker shall require a TDM plan in approving major new non-residential projects.

**NON-MOTORIZED TRANSPORTATION**

The Plan provides for various modes of non-motorized transportation such as walking and bicycle riding. The (2035) Mobility Plan identifies a bikeways in the community which include: Class I bike paths along the Exposition Corridor and Culver Boulevard and on Ocean Front Walk, north of Venice Boulevard; and Class II bike lanes along <Venice designated for a Class IV facility>Sepulveda Boulevard. The Community Plan establishes policies and standards to facilitate the development of a bicycle route system which is intended to complement other transportation modes.

**GOAL 12**

**A SYSTEM OF SAFE, EFFICIENT AND ATTRACTIVE BICYCLE AND PEDESTRIAN FACILITIES.**

**Objective 12-1**

To promote an adequate system of safe bikeways for commuter, school and recreational use.

**Policies**

12-1.1 Plan for and encourage funding and construction of bicycle facilities connecting residential neighborhoods to schools, open space and recreation areas and employment centers.

**Program:** The Department of Transportation shall maintain and improve existing bikeways, including Class III bikeways with adequate signage.

**Program:** Coordinate improvements for the construction of the newly-adopted bikeway route serving the southern part of Venice Beach, along Via Dolce and Via Marina, with the County of Los

Angeles, consistent with the Local Coastal Program Land Use Plan and City Council's action (CF 98-0518).

12-1.2 Identify bicycle facilities along arterials in the community.

**Program:** The Plan Map identifies existing and proposed bicycle facilities.

12-1.3 Assure that local bicycle facilities are linked with the facilities of neighboring areas of the City.

**Program:** The Plan Map and the (2035) Mobility Plan identify facilities which link Venice to adjacent communities.

12-1.4 Encourage the provision of bicycle amenities such as changing rooms, showers and bicycle storage at new and existing and non-residential developments and public places.

**Program:** Through the inclusion of this policy in the Plan Text, the plan supports the provision of bicycle facilities particularly in pedestrian-oriented areas. The Plan recommends that this policy be considered by decision-makers when reviewing projects requiring discretionary action.

**Program:** Provide bicycle storage facilities, bicycle racks and other amenities at the southern end of Via Marina, to promote access to Venice Beach among bicyclists as recommended in the Local Coastal Program Land Use Plan.

## **Objective 12-2**

To promote pedestrian-oriented access and routes that are safe, efficient and attractive for commuter, school and recreational use, and facilitate economic activity and access to transit facilities.

### **Policies**

12-2.1 Encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utilities, railroad rights-of-way, and streets wherever feasible for the use of bicycles and/or pedestrians.

**Program:** Implementation of the Citywide Land Use/Transportation Policy and the City's discretionary review process.

12-2.2 Require the installation of sidewalks in all new roadway construction and in significant reconstruction of existing roadways.

**Program:** Utilize the City's Capital Improvement Program, public works construction projects and the City's discretionary project approval process.

## **Objective 12-3**

To protect, maintain and improve pedestrian access to coastal resources including the system of walk streets.

## Policies

12-3.1 Implement all the policies and programs pertaining to pedestrian access to coastal resources contained in the Venice Coastal Zone Land Use Plan.

**Program:** The Department of Public Works shall continue to maintain and improve pedestrian walkways along the Venice Canals, Ballona Lagoon, and other public rights-of-way including the system of walk streets.

**Program:** The Department of Transportation shall provide appropriate directional signs for the Venice Canals walkways and for walk streets.

**Program:** The Department of Recreation and Parks shall continue to maintain and improve Ocean Front Walk.

## PARKING

The Plan encourages the development of City-owned parking facilities in the community so that an adequate supply of parking can be provided to meet the demand for both year-long and seasonal peaks. City-owned parking lots should be located in or near commercial areas.

### GOAL 13

***A SUFFICIENT SYSTEM OF WELL DESIGNED AND CONVENIENT ON-STREET PARKING AND OFF-STREET PARKING FACILITIES THROUGHOUT THE PLAN AREA.***

### Objective 13-1

To provide an adequate supply of parking at appropriate locations in accordance with Citywide standards and community needs.

#### Policies

13-1.1 Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterial streets, and direct traffic to side streets.

**Program:** The Plan contains an Urban Design chapter which outlines guidelines for parking facilities, including the design of access to parking facilities.

**Program:** The Venice Coastal Zone Specific Plan contains parking design and access provisions applicable to projects located in the Coastal Zone.

13-1.2 New parking lots and garages shall be developed in accordance with design standards.

**Program:** The Plan contains an Urban Design Chapter which outlines guidelines for parking facilities.

**Program:** The Venice Coastal Zone Specific Plan contains provisions for the design and buffering of parking lots and structures applicable to projects located in the Coastal Zone.

13-1.3 Increase parking opportunities for both visitors and residents of Venice.

**Program:** Implement parking management strategies outlined in the Local Coastal Program Land Use Plan that are based on the Venice Parking and Traffic Study (1995).

**Program:** The Venice Coastal Zone Specific Plan contains provisions intended to augment the supply of on-site parking for projects located in the Coastal Zone.

**Program:** Use the Beach Impact Parking Trust Fund and other funding sources to finance the acquisition, construction and maintenance of public parking lots and structures.

## RESIDENTIAL NEIGHBORHOOD PROTECTION PLAN

In recent years, with an increase in traffic, residential streets have been used more as pass-through routes for commuters by-passing congestion along arterials and as storage for spillover parking from adjacent commercial streets. Within the Community Plan area, a variety of neighborhood traffic controls exist. These traffic controls are used to regulate, warn and guide movement of pedestrians and vehicular traffic in a safe, efficient and compatible manner. They include stop signs, speed bumps, traffic circles, semi-traffic diverters and right or left turn only lanes.

Currently, most residential streets in the Venice Community Plan area are operating at satisfactory service levels. However, commercial development in and around the Venice Community Plan area is expected to increase significantly between now and 2010. As traffic continues to grow, service conditions on some of those residential streets will be to deteriorate.

In order for neighborhood traffic control plans to be effective, traffic control measures should be clearly understood by motorists and pedestrians. Traffic control measures should convey clear and unambiguous messages, be justified and regulate the traffic for which they are applied and intended. An effective neighborhood protection plan can only be implemented on an area-wide basis involving all affected parties including planners, traffic engineers, neighborhood residents and Council representatives.

### GOAL 14

**DISCOURAGE NON-RESIDENTIAL TRAFFIC FLOW ON RESIDENTIAL STREETS AND ENCOURAGE COMMUNITY INVOLVEMENT IN DETERMINING NEIGHBORHOOD TRAFFIC CONTROLS.**

#### Objective 14-1

To initiate neighborhood based traffic and parking mitigation plans in each of the Community Plan's neighborhoods.

## **Policies**

14-1.1 The City should initiate a series of neighborhood outreach meetings to identify and discuss existing and anticipated “cut-through” traffic and spillover parking from adjacent commercial areas. Through these neighborhood/community meetings, strategies and programs would be developed for an effective neighborhood protection plan. Availability of funding to pay for implementation of programs would also be discussed at these meetings.

**Program:** Implement neighborhood traffic control monitoring programs to ensure that (TIMP):

- adequate devices are installed;
- their effectiveness are analyzed;
- undesirable impacts on established residential neighborhoods are minimal; and
- the need for additional controls are assessed

## **TRANSPORTATION SYSTEMS MANAGEMENT STRATEGIES**

Transportation Systems Management (TSM) is the optimization of the transportation system by improving the traffic flow with low capital cost projects and minor construction that can be implemented in a short time frame. TSM strategies include synchronization of traffic signals, localized intersection improvements, limiting on-street parking during peak travel times, conversion of parallel arterial into one-way couplets, bus-only lanes and reversible lane operations.

## **GOAL 15**

### ***A WELL MAINTAINED, SAFE, EFFICIENT FREEWAY AND STREET NETWORK.***

#### **Objective 15-1**

Signalized intersections should be integrated with the City’s Automated Traffic and Signalization Control (ATSAC) system and Adaptive Traffic Control System (ATCS) by the year 2010 (TIMP).

## **Policies**

15-1.1 Install ATSAC and ATCS equipment at an accelerated rate as funding becomes available.

**Program:** Implement ATSAC improvements at the Penmar Avenue and Venice Boulevard intersection.

**Program:** Implement ATCS improvements at all critical intersections along Pacific Avenue, Main Street, Abbot Kinney Boulevard, Via Dolce, Fourth Avenue, Ocean Avenue, Penmar Avenue, Walgrove Avenue, Washington Boulevard, Venice Boulevard and Rose Avenue.

## FREEWAYS AND STREETS IMPROVEMENTS

The Community Plan area is traversed by three transportation corridors: Lincoln Boulevard, in the north-south direction and Venice and Washington Boulevards in the east-west direction. They are designated as Boulevards I and II in the Transportation Element. Lincoln Boulevard is also a part of State Highway Route 1, and is considered for relinquishment by CALTRANS. Major improvements to Lincoln Boulevard are being studied by the Lincoln Corridor Task Force that includes representatives from the adjacent jurisdictions as well as State agencies. The Marina Expressway (SR90) serves the community but is not included within the Community Plan area.

The Transportation Element designates the following streets as Avenues II: Main Street, Via Dolce and Venice Way. Pacific Avenue is also designated as a Avenue II. Abbot Kinney Boulevard is an Avenue III, except that the portion of Abbot Kinney Boulevard from Palms Boulevard to Main Street is designated as a Modified Avenue III (modified standard: 50-foot roadway within a 70-foot right-of-way.)

The Community Plan area is comprised of mature neighborhoods with established building setback lines along arterials. Street widening improvements are typically proposed to increased roadway capacity. However, they may not always be feasible particularly on avenues, without significant impact on neighborhood character.

### GOAL 16

***TO THE EXTENT FEASIBLE AND CONSISTENT WITH THE MOBILITY PLAN 2035'S AND COMMUNITY PLANS' POLICIES PROMOTING MULTI-MODAL TRANSPORTATION AND SAFETY, A SYSTEM OF FREEWAYS AND STREETS THAT PROVIDE A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING AND PLANNED LAND USES WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT INTERSECTIONS.***

### Objective 16-1

To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and ensure that necessary road access and street improvements are provided to accommodate traffic generated by new development.

#### **Policies**

16-1.1 To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation (e.g. walking, bicycling, driving and taking public transit) and safety, maintain a satisfactory LOS for streets that should not exceed LOS "D" for boulevards, avenues and collector streets. If existing levels of service are LOS "E" or LOS "F" on a portion of an arterial or collector street, then the level of service for future growth should be maintained at LOS "E", where feasible and consistent with the goals of the Mobility Plan 2035.

**Program:** Improve, to their designated standard specifications, substandard segments of those arterials which are expected to experience heavy traffic congestion by the year 2010, except where environmental issues and pedestrian-oriented street segments warrant alternate standards consistent with capacity requirements.

**Program:** The Plan supports the use of Residential Neighborhood Protection Plans to relieve congestion on collector streets that are expected to experience traffic congestion by the year 2010.

**Program:** Implement the following capital improvements (Venice Traffic and Parking Study, TIMP) to the extent feasible and consistent with the policies of the Mobility Plan:

1. Street improvements (Venice Coastal Zone Land Use Plan, TIMP):

The following recommendations for street widening may expand the capacity of the street network along various corridors. Restriping and lane improvements within existing pavement width are recommended. However, these improvements may not be feasible without significant disruption and neighborhood impacts including the reduction of existing on-street parking and alteration of neighborhood character.

*Pacific Avenue and Rose Avenue* - Provide an exclusive left-turn lane on the westbound Rose Avenue approach. Implementation of this improvement would require the removal of approximately four on-street parking spaces on Rose Avenue.

*Pacific Avenue and Westminster Avenue* - Restripe the eastbound Westminster Avenue approach to provide an exclusive left-turn lane. Implementation of this improvement would require the removal of approximately five on-street parking spaces on Westminster Avenue.

*Pacific Avenue and North Venice Boulevard* - Provide an additional northbound through lane on Pacific Avenue by restriping the northbound left-turn lane as a shared left-turn/through lane. Implementation of this improvement would require the removal of approximately 15 on-street parking spaces on Pacific Avenue.

*Pacific Avenue and South Venice Boulevard* - Provide an additional northbound through lane on Pacific Avenue by restriping the northbound approach from one through lane. Implementation of this improvement would require the removal of approximately four on-street parking spaces on Pacific Avenue.

*Main Street and Rose Avenue* - Restripe the westbound Rose Avenue approach to provide an exclusive left-turn lane. Implementation of this improvement would require the removal of approximately four on-street parking spaces on Rose Avenue.

2. Programmed Improvements (Venice Traffic and Parking Study, TIMP) within the community and in the vicinity are summarized in Appendix B.

**Program:** Roadway widening may be accomplished by requiring land dedication in newly developed parcels subject to discretionary review to the extent feasible.

**Program:** The Coastal Transportation Corridor Specific Plan (Ordinance No. 168,999) provides partial funding and/or in-lieu capital improvements by imposing impact fees upon certain new commercial and industrial development projects in portions of the plan area.

### **Policies**

16-1.2 Streets shall be developed in accordance with standards and criteria contained in the Transportation Element of the General Plan and the City's standard street dimensions. There may be exceptions where environmental issues and planning practices warrant alternate standards consistent with street capacity requirements and community desires. When implementation of street improvements can not be accommodated within existing right-of-ways, Section 12.37 of the LAMC requires owners of newly developed parcels to dedicate a portion of their property for street widening.

**Program:** Implementation of Transportation Element.

**Program:** The re-designation of sub-standard avenues as Modified-Avenues should be considered.

### **Objective 16-2**

To ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure.

### **Policies**

16-2.1 No increase in density shall be effected by zone change, Plan amendment, subdivision or other discretionary action unless it is determined that the transportation infrastructure serving the property can accommodate the traffic that would be generated.

**Program:** Decision-makers shall adopt a finding with regards to infrastructure adequacy as part of their action on discretionary approvals that result in increased density or intensity.

## **HISTORIC AND CULTURAL RESOURCES**

### **COMMUNITY HISTORY**

Venice is a significant contributor to Los Angeles, in terms of the historical and cultural resources located within the Plan area. Developed as a beach resort, Venice was known as the Coney Island of the Pacific. Historically it has attracted people from all social and ethnic groups to the coast to live, work and play. While little remains of the "Venice of America" that was built by Abbot Kinney, Venice is still strongly influenced by its past.

Kinney envisioned Venice to be more than a resort and today it is home to 32,270 permanent residents many of whom inhabit the small summer homes



built on substandard lots along paved over canals. Others live on substandard lots (many are less than 3,000 square feet in area) that have been redeveloped with more substantial single-family homes and multi-unit structures. Yet Venice remains the quintessential coastal village where people of all social and economic levels are able to live in what is still, by Southern California standards, considered to be affordable housing. Diversity of lifestyle, income and culture typifies the Venice community. United by the term Venetians with all its connotative meanings, Venice is really a group of identifiable neighborhoods with unique planning and coastal issues.

The Venice Coastal Zone Land Use Plan identifies structures, buildings, and streets as significant architectural, cultural and historical landmarks in the Venice Coastal Zone. Most landmarks are recommended for local Historic-Cultural Monument designations.

To date, only four landmarks have been declared Historic-Cultural Monuments by the City. They are shown on the Community Plan Map and listed in Appendix A. They include:

- The Venice Canal System (#270) including all of the Sherman, Howland, Linnie, Carol, Eastern and Grand Canals and the Ballona Lagoon. Created by Norman F. Marsh, the canals opened in 1905.
- The Venice Arcades, Columns and Capitals (#532), located at 67 through 71 Windward Avenue. They were designed by C.H. Russell and built in 1904.
- The Venice Division 14 Police Station (#595), located at 685 Venice Boulevard. This Art Deco style building was designated and built in 1930 by the City of Los Angeles Bureau of Construction.
- The four-story high “Binoculars” sculpture, located at 340 Main Street, was designed by Oldenburg and Van Bruggen and erected in 1992.

**GOAL 17**

***PRESERVATION AND RESTORATION OF CULTURAL RESOURCES, NEIGHBORHOODS AND LANDMARKS WHICH HAVE HISTORICAL AND/OR CULTURAL SIGNIFICANCE.***

**Objective 17-1**

To ensure that the Community’s historically significant resources are protected, preserved and enhanced.

**Policies**

17-1.1 Encourage the preservation, maintenance, enhancement and reuse of existing historic buildings and the restoration of original facades.

***Program:*** Adherence to the City’s Historic Preservation Ordinance and City’s Cultural Heritage Commission requirements for preservation and implementation of design standards.

***Program:*** Annotate the Community Plan Map with the Historic-Cultural Monument symbols to identify the location of landmarks granted local Historic-Cultural Monument designations.

**Objective 17-2**

To preserve and enhance neighborhoods with a distinctive and significant historical character.

**Policies**

17-2.1 Identify and document the community’s historic resources.

**Program:** The following structures and buildings are recommended to be designated Historic-Cultural Monuments by the City Cultural Heritage Commission:

- Venice City Hall
- Lighthouse Street Bridge
- Eastwind Community Gardens
- Crown Arms (Catamaran St.)
- Bay Cities Laundry
- Sidewalk Café (1915)
- Waldorf Hotel (1913)
- St. Charles Hotel (1905)
- Old Venice Jail
- Breakwater (1905)
- Brick Street - 18th Street
- 64-72 Market Street (1913-14)
- Old Venice Library
- Windward Apartments (1906), 52 Windward Avenue
- 80 Windward Avenue (1905) housed the Venice First National Bank).

17-2.2 Identify special districts that contain a significant concentration of historic or cultural structures and landmarks.

**Program:** Designate the Windward Historic Arcade District as a Historic Preservation Overlay Zone (HPOZ). The HPOZ approximate boundaries are Horizon, Seventeenth and Pacific Avenues and Ocean Front Walk.

**Objective 17-3**

To encourage private owners of historic properties or resources to conserve their architectural integrity.

**Policies**

17-3.1 Assist private owners of historic resources to maintain and enhance their properties and preserve their architectural integrity.

**Program:** Adherence to the City’s Historic Preservation Ordinances and Cultural Heritage Commission requirements for preservation and implementation of design standards.

**Program:** Promote education and interest in cultural, historical and architectural resources, and encourage Building Code flexibility to preserve these structures.

**Program:** Utilize City historic properties restoration programs which provide funding for renovating and/or reusing historic structures.

## COASTAL RESOURCES

The Venice Local Coastal Program Land Use Plan (LUP), adopted by the City Council in 1999, identifies coastal resources and contains policies and implementation programs for their preservation and enhancement in much greater detail than outlined below. The public, policy and decision-makers are thus directed to consult the LUP document for information and base their decisions on the policies it contains.

### GOAL 18

#### **PRESERVATION OF THE SCENIC AND VISUAL QUALITIES OF COASTAL AREAS.**

#### **Objective 18-1**

To govern the manner in which the City of Los Angeles implements the California Coastal Act of 1976, as well as the establishment of land uses and their subsequent development.

##### **Policies**

18-1.1 The location and amount of new development should maintain and enhance public access to the coast.

**Program:** Permitted development shall be sited and designed to protect views to the ocean and scenic coastal areas, to minimize the alternation of natural land forms, to be visually compatible with the character of surrounding areas, where feasible, to restore and enhance visual quality in visually degraded areas.

## COASTAL ACCESS

Maximum public access to and along the shoreline shall be provided consistent with public safety and protection of private property rights and sensitive habitat resources. Existing public access ways shall be protected and maintained and new development near the shoreline shall be consistent with the LUP and the implementing Venice Coastal Zone Specific Plan.

Public access to the shoreline is provided through a variety of transportation modes. Regional access is provided through a network of three freeways: the Santa Monica Freeway (Interstate 10), the San Diego Freeway (Interstate 405), and the Marina Freeway/Expressway (State Route 90). In addition, Lincoln Boulevard (State Route 1), Venice and Washington Boulevards serve as b o u l e v a r d s into and out of the Venice Coastal Zone.

Detailed descriptions of the principal arterials and streets serving the area, including number of lanes, roadway widths, median types, intersection controls, on-street parking and speed limits, are contained in the Venice Traffic and Parking Study, Existing Traffic Conditions Background working Paper, dated May 1991. Local shoreline access is provided by local streets, walk streets, pedestrian walkways and paths, and bikeways. Venice Beach is a publicly-owned sandy beach which provides direct access to the entire oceanfront shoreline.

## COASTAL ACCESS AND RECREATION

### **Shoreline Access**

1. Maximum public access to and along the shoreline shall be provided consistent with public safety and protection of private property rights and sensitive habitat resources. Existing public access ways shall be

protected and maintained and new development adjacent to the shoreline shall be required to provide public shoreline access consistent with the above.

2. Work with local public transit providers to enable busses to transport bicycles to the area.
3. Work with LACMTA and other local transit providers to incorporate peak period/peak event scheduling for the area.
4. The three existing public rights-of-way from the Grand Canal to Strongs Drive and Pacific Avenue shall also be improved and appropriately signed.

To further insure maximum feasible mitigation for traffic impacts, a shuttle bus system serving Venice and Playa Del Rey beaches, connecting to park-and-ride facilities to be located at the existing Venice Boulevard median parking lot, Marina Freeway extension, Jefferson and Lincoln Boulevards intersections, Dockweiler State Beach parking lot north end, or alternative sites substituted in the generated area, shall be funded by the Coastal Transportation Fund(s) and other available funding sources.

5. Work with existing commercial and industrial developments to provide a program to make parking available to the general public during their slack time (weekends) to help meet the public recreation peaks on weekends.

## **MARINE AND LAND RESOURCES POLICY**

### **MARINE RESOURCES**

Los Angeles County Flood Control District and/or Los Angeles City Engineer should approve a feasible design to reduce harmful pollutants from storm drain waters prior to these waters entering the Marina.

The environmentally sensitive habitat areas in the Venice Coastal Zone include the Ballona Lagoon and Grand Canal south of Washington Boulevard; the Venice Canals north of Washington Boulevard; habitat buffer areas on the east and west banks of Ballona Lagoon; and the California Least Tern nesting areas on the southern part of Venice Beach. The existing and potential sensitive values in these areas shall be protected, enhanced, and where feasible, restored.

The Venice Canals, along with adjacent Ballona Lagoon, support some of the last remaining pockets of coastal wetland habitat in Los Angeles County. The Venice Canals are part of the Ballona Lagoon sea water system and are connected with Ballona Lagoon via Grand Canal. For sixty years the Canal waterways had been subject to bank erosion, runoff and stagnant water conditions. The Venice Canals Rehabilitation project was completed in 1993 to rectify these conditions. The majority of the bird utilization of the Venice Canals is by domestic birds such as ducks and geese. Yet, occasionally individual California Least Terns are observed in the canal area.

## Policies

18-1.2 The protection of estuaries and wetlands and the restoration and protection of the Venice Canals.

**Program:** The canal area north of Washington Boulevard shall continue to be maintained as a unique coastal environmental and social resource, as provided by the Venice Canals Rehabilitation Plan.

**Program:** Uses permitted in or adjacent to the canals shall be implemented in a manner to protect the biological productivity of marine resources and maintain healthy populations of marine organisms.

**Program:** To protect the marine habitat, a one and one-half to two-foot-wide safety landscape buffer strip shall continue to be provided and maintained between the canal banks and sidewalks. Landscaping in the buffer strip shall consist of native coastal strand marshland or wetland vegetation as specified in the Canals Rehabilitation Project.

## CULTURAL HERITAGE RESOURCES

1. Review potential resource impacts through the County and City's environmental guidelines and require appropriate environmental documentation and reasonable mitigation measures as determined by the Department of City Planning and the State Historic Preservation Office.
2. Where feasible, as defined by Section 30108 of the Coastal Act, any resources found in the portions of the Local Coastal Program study areas planned for development should be collected and maintained at the interpretive center planned at the wetland preserve, or at the Los Angeles County Natural History Museum.
3. To ensure proper surface and site recordation, the State Historic Preservation Office shall be notified, along with City Planning Director, if any resource is discovered during any phase of development construction.

## LAND USE

### DESIGN PRINCIPLES FOR NEW DEVELOPMENT

Any development occurring in the Venice Coastal zone is regulated by the Venice LUP and the Venice Coastal Zone Specific Plan.

1. Development will be guided by the following design principles:
  - a. New development will be located in areas best served by existing road and utility systems.
  - b. The design of new development will mitigate the impact of the new traffic generated on coastal recreation access roads.

- c. New development will be concentrated to preserve identified coastal resource values (i.e., wetlands, view corridors).
- d. Provisions for public transit will be an integral part of development plans.
- e. Views of distinctive visual resources (e.g., bluffs, wetlands) will not be significantly disturbed.
- f. New development will be adequately served by well-designed recreation facilities.
- g. New development will be planned to encourage pedestrian and bicycle transportation.
- h. Open space buffer areas between new development, identified wetlands and support areas will be established.
- i. Coastal dependent and visitor-serving uses will receive major consideration in development of the land use plan (e.g. wetland preserve, Marina).

**COASTAL VISUAL RESOURCES**

- 1. Protect existing views of the wetlands from the surrounding public streets and open space areas.
- 2. No billboards or off-premise commercial signs will be permitted.
- 3. Sources of funding shall be sought to allow undergrounding of existing transmission lines in and adjacent to the wetlands.
- 4. Landscaping and plant materials should be used to screen and soften visually obtrusive elements.

**HAZARDS AREAS**

- 1. Require a Los Angeles County Flood Control District approved plan for the entire undeveloped area as a prerequisite to new development.
- 2. Flood control facilities proposed for the undeveloped area shall be consistent with the policies of the Local Coastal Plan.
- 3. Future development must be based on thorough site specific geologic and soils studies including specific geotechnical studies related to mitigation of liquefaction and lateral spreading.
- 4. All future development shall utilize earthquake-resistant construction and engineering practices particularly those intended for high density of human occupancy. Preliminary engineering mitigation and structural setbacks shall be designed for a bedrock acceleration of 0.5 g and high potential for liquefaction, unless a reliable geologic survey indicates otherwise. Review by the Division of Mines and Geology shall be required only if it can be shown that local standards are inadequate to provide a reasonable and feasible level of safety and resource participation. Development shall be sited so as to:

- a. Not include channels constructed in areas of liquefiable soils unless it can be shown that the failures of the areas adjacent to the channels can be engineered to preclude or mitigate the impacts of liquefaction.
  - b. Insure that structures affecting life safety, such as gas lines, shall not occupy or transect liquefiable soils adjacent to constructed channels subject to lateral movement as a result of earthquake shaking, unless such structures can be engineered to preclude or mitigate the impact of liquefaction.
5. Consider the effect of seismic sea waves in land use planning and development siting.
  6. Direct the Commander of the Emergency Control Centers to consider the potential threat of tsunamis in the preparation of disaster response plans for low-lying harbor and coastal areas.
  7. Instruct the Commander of the Emergency Control Center to investigate the feasibility of establishing a tsunami alert procedure.

## **PUBLIC WORKS**

1. Public works improvements in the study area shall be designed to protect sensitive habitat resources, accommodate new development permitted in the area and provide for future public access needs.
2. Permission to build new/or intensified development in the coastal zone area is contingent upon the ability to provide proof of availability of adequate water and sewerage facilities.
3. In cases where existing unused capacity cannot meet increased demand, developer-financed improvement of existing water and/or sewerage facilities will be required before new development and/or intensification can proceed.
4. Installation of new sewer and water lines will be accomplished via the least environmentally disturbing method.
5. Water conservation technology should be employed in the installation and operation of additional water service.

# Chapter IV

## COORDINATION OPPORTUNITIES FOR PUBLIC AGENCIES

Chapter IV identifies actions which are recommended to be promoted by the City through the appropriate City Departments and through other agencies including Federal, State and County as well as private sector entities to further the goals of the Plan. These are objectives or goals that the Planning Department does not control, but which involve issues that should be identified in this Community Plan and which help to reinforce the intent of the goals and objectives found in Chapter III.

### RECREATION AND PARK FACILITIES AND OPEN SPACE

1. Encourage continuing efforts by County, State and Federal agencies to acquire vacant land to increase the supply of publicly-owned open space.
2. Ensure that parks, beaches and canals are adequately illuminated for safe use at night where appropriate.
3. Provide for the supervision of park and beaches activities and promote enforcement of codes restricting illegal activities.
4. Coordinate with the Department of Recreation and Parks and the Police Department to ensure adequate police patrols and the utilization of “defensible space” in the design of recreation and park facilities.
5. Improve the utilization and development of recreational facilities at existing parks and beaches.
6. Coordinate with City Departments, neighboring cities, and County, State and Federal agencies to interconnect open spaces and utilize existing public lands such as flood control channels, utility easements and Department of Water and Power properties for such recreational uses as hiking, jogging and biking.
7. This Plan incorporates and amends the (2035) Mobility Plan. Facility locations shown on the Plan Map are intended to be general and are corridors rather than exact locations.
8. The City Department of Recreation and Parks should work with the Los Angeles Unified School District to develop a program for shared use of school sites for recreation and park sites for education.
9. Target the provision of parks and recreation facilities in areas with the greatest deficiencies.
10. Pursue resources to clean up and activate land that can be used for public recreation.



11. The Venice Beach is a major feature of the Community. It should be protected from erosion, development and deposit waste; be provided with appropriate recreational facilities; be made conveniently accessible to both local residents and beach visitors from other areas; and be fully integrated with development of the Community.
12. Coordinate with the Department of Public Works the restoration of the Venice Canals and Lagoon, and improvement and maintenance of public right-of-way.

**SCHOOLS**

1. Maximize the accessibility of school facilities to neighborhood organizations to expand the program for shared use of school sites for recreation and of park sites for education.

**LIBRARIES**

1. Seek additional resources to maintain and expand library services to satisfy projected Year 2010 service demand.
2. Develop a Citywide policy for locating non-English language permanent collections.

**POLICE PROTECTION**

1. Ensure that an adequate number of police stations and police personnel are maintained by periodically evaluating population growth, level-of-service (response time and staffing) and police service within the community.
2. Support and encourage community-based crime prevention efforts (such as Neighborhood Watch) through coordination with existing community-based policing, foot and bicycle patrols and watch programs.
3. Identify neighborhoods in need of expanded police protection facilities.

**FIRE PROTECTION**

1. Ensure that an adequate number and type of fire stations and fire service personnel are maintained by periodically evaluating population growth, level-of-service (response time and staffing) and fire hazards within the community.
2. Prioritize the development of fire station sites in neighborhoods deficient in fire facilities and services.

**HISTORIC PRESERVATION**

1. Assist private owners of historic resources to maintain and/or enhance their properties in a manner that will conserve the integrity of such resources in the best possible condition.

**HOUSING**

1. Assist non-profit housing organizations in sitting housing projects for senior citizens and physically-challenged persons in proximity to health and community service facilities, retail services and public transportation.

2. Maintain and preserve the character and integrity of existing neighborhoods and encourage participation in self-help preventive maintenance to promote neighborhood conservation, beautification and rehabilitation.
3. Improve the coordination of public services to support neighborhood conservation activities.
4. Encourage new and alternative housing concepts, building materials and construction methods which lower housing construction costs and are compatible with City Codes.
5. Allow for the assembly and trade of public land to encourage the construction of housing in appropriate locations within the plan area.
6. Ensure that transitional housing developments and emergency shelters are appropriately located.

**INDUSTRIAL**

1. Encourage economic revitalization and reuse of older industrial properties for industrial uses through available City, State and Federal incentive programs.
2. Assist in the aggregation of smaller, older sites to facilitate revitalization or reuse, where appropriate.

**PUBLIC UTILITIES AND SERVICES**

1. Install utilities underground through assessment districts or other funding mechanism where appropriate.
2. Encourage mitigation measure to reduce solid waste generation including trash separation, recycling, source reduction, and compacting and composting.

**COMMERCIAL**

1. Assist interested businesses in using existing City programs offering technical assistance in establishing Business Improvement Districts where appropriate.

**EMPLOYMENT**

1. Encourage businesses to participate in job-training programs available through the Community Development Department and other agencies.
2. Develop employment opportunities for a wide range of jobs, skills and wages.

**PUBLIC TRANSPORTATION**

1. Coordinate with the Los Angeles County Metropolitan Transit Authority(LACMTA) and other local transit providers to improve local bus service including feeder service within the Community Plan area.

2. Encourage the expansion of transit programs, such as LADOT Cityride program and SCAG Access program, wherever feasible, aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.

**NON-MOTORIZED  
TRANSPORTATION**

1. Encourage funding and construction of a bicycle network connecting neighborhoods to schools, open space areas, employment centers and to transit stations.
2. Coordinate the design and implementation of a bikeway on Via Marina connecting to Via Dolce, with the County of Los Angeles.

# Chapter V

## URBAN DESIGN

The Venice Community Plan area comprises neighborhoods with distinctive and varied characteristics. The purpose of this chapter is to lay out general design policies and standards for individual multiple-family residential, commercial, and industrial developments and for community design.

This chapter identifies general design standards that should be utilized by a decision-maker when reviewing individual projects. These policies establish the minimum level of design that shall be observed in multiple-residential, industrial and commercial projects. In addition, the Community Design and Landscaping Guidelines section is directed at the use of streetscape improvements and landscaping in public spaces and rights-of-way.

The policies and standards found in this chapter can be accomplished through various planning tools including Specific Plans, the establishment of Community Design Overlay Districts (CDO's), or Pedestrian-Oriented Districts (POD's), per the Supplemental Use District Section of the Zoning Code LAMC (Section 13.00).

Specific Plans are already in place the Venice Coastal Zone and in the Oxford Triangle area. The area not presently covered by design or development standards includes the portion of the Community Plan area located east of Lincoln Boulevard. The design policies and guidelines presented here do not replace existing regulations contained in the adopted specific plans but complement them.

### GOALS AND PURPOSES

These design policies and standards are to ensure that residential, commercial and industrial projects and public spaces and rights-of-way incorporate specific elements of good design. The intent is to promote a stable and aesthetically pleasant environment. In commercial corridors, the emphasis is on the provision and maintenance of the visual continuity of streetscapes and the creation of an environment that encourages both pedestrian and economic activity. In multiple-family residential areas, the emphasis is on the promotion of architectural design that enhances the appearance of structures which contributes to the quality-of-life, living conditions and neighborhood pride of the residents. In industrial areas, the intent is to improve compatibility of industrial structures with the non-industrial uses and encourage quality industrial development.

# DESIGN POLICIES FOR **INDIVIDUAL PROJECTS**

## COMMERCIAL

### Site Planning

Structures shall be oriented toward the main commercial street where a parcel is located and shall avoid pedestrian/ vehicular conflicts by:

1. Locating surface parking areas between commercial and residential uses, where appropriate, to provide a buffer.
2. Minimizing the number of driveways providing access from materials.
3. Maximizing retail and commercial service uses and pedestrian entrances at the street level of commercial developments fronting on main commercial streets.
4. Providing through arcades from the front of buildings to rear parking for projects with wide frontages.
5. Providing landscaping strips between driveways and walkways which access the rear of properties.
6. Providing speed bumps for driveways paralleling walkways for more than 50 linear feet.
7. Providing, where feasible, the under grounding of new utility service.
8. Screening of mechanical, electrical equipment, enclosure of trash receptacles from public view.

### Pedestrian-Oriented Height and Building Design

In Community Centers, Neighborhood Districts, and along Mixed-Use Boulevards, the mass, proportion and scale of all new buildings and remodels shall be at a pedestrian scale. The design of all proposed projects shall be articulated to provide variation and visual interest, and enhance the street scape by providing continuity and avoiding opportunities for graffiti.

Building materials employed should provide relief to untreated portions of building facades. The purpose of these provisions is to ensure that a project does not result in large sterile expanses of building walls, is designed in harmony with the surrounding neighborhood, and creates a stable environment with a pleasant and desirable character. Accordingly, the following policies are proposed:

1. No structures should exceed three stories or 45 feet in height or less as further restricted by applicable specific plans.
2. Use of articulations, recesses, surface perforations, or porticoes to break up long, flat building facades and free standing walls.

3. Maximize the area devoted to doors, windows and transparent elements on front facades or those facing rear parking.
4. Provide accenting, complementary building materials to building facades.
5. Locating surface parking to the rear of structures.

#### **Parking Structures**

Parking structures shall be integrated with the design of the buildings they serve through:

1. Designing parking structure exteriors to match the style, materials and color of the main building(s).
2. Landscaping to screen parking structures not architecturally integrated with the main building(s).
3. Utilizing decorative walls and landscaping to buffer residential uses from parking structures.

#### **Surface Parking Landscaping**

1. Devoting a minimum 7 percent of the total area of surface parking lots to landscaping.
2. Providing a landscaped buffer along public streets adjoining residential uses.

#### **Light and Glare**

1. Installing on-site lighting along all pedestrian walkways and vehicular access ways.
2. Directing on-site lighting onto driveways and walkways, away from adjacent residential uses.

#### **Mixed Use**

Maximize commercial uses on the ground floor by requiring 10 percent of commercial development to serve needs of the residential portion of the building.

## **MULTIPLE-FAMILY RESIDENTIAL**

#### **Site Planning**

All multiple-family residential development of five or more units should be designed to the extent feasible around a landscaped focal point or courtyard.

#### **Design**

The design of all buildings shall be of a quality and character that improves community appearances by avoiding excessive variety or monotonous repetition. This can be accomplished through:

1. Requiring the use of articulations, recesses, surface perforations and/or porticoes to break up long, flat building facades.
2. Utilizing complementary building materials on building facades.
3. Incorporating varying design to provide definition for each floor.
4. Integrating building fixtures, awnings, or security gates, into the design of building(s).
5. Screening of all roof top equipment and building appurtenances from view.
6. Requiring decorative, masonry walls to enclose trash.

## **INDUSTRIAL**

### **Structures**

Attractive buffers should be created along street frontages of industrial sites, to serve such purposes as security, sound attenuation, the separation of functional areas, and the screening of unsightly nuisances:

1. Designing the site and building(s) to convey visual interest and to be compatible with adjacent uses.
2. Treating large expanses of blank walls and tilt-up concrete walls visible from the public right-of-way with contrasting complementary colors, building plane variation, murals, planters and/or other landscape elements to create visual interest.
3. Screening of mechanical and electrical equipment, rooftop equipment and building appurtenances from public view.
4. Screening of open storage areas from public view.
5. Requiring freestanding walls to use articulations, surface perforations or other elements, and to include planting of vines or tall shrubs or trees along exterior faces, to relieve long monotonous expanses and mitigate graffiti.
6. Using landscaping effectively to screen parking and loading areas from roadways, and to screen from public view storage areas, trash containers and utility equipment.
7. Locating loading facilities at the rear of industrial sites, or alternately, in areas where they can function efficiently yet be screened from the street or adjacent non-industrial uses, by landscaping that will screen them from view.
8. Providing on-site parking in areas not interfering with other site activities and which are screened from public view by landscaping, fencing and/or walls.

## **Lighting**

Integrating exterior lighting with site design, directing exterior lighting onto the project site and locating flood lighting so as not to impact any surrounding residential uses.

## **Industrial / Residential Interface Areas**

In order to mitigate potential negative impacts generated by manufacturing uses when they are located adjacent to residentially zoned neighborhood, new development of industrial uses should incorporate the following design guidelines:

### **Loading Areas**

1. New development of industrial uses located across a local or collector street from a residentially zoned area should be designed in such a manner that truck loading/unloading be restricted to the rear portion of the lot, and/or separated from the street by the structure housing the industrial use.
2. New development adjacent to residentially zoned areas should be laid out so as to facilities the loading and unloading or open storage of material and finished products on the project site and/or street frontage furthest from the residential development.

### **Walls / Landscaping**

1. Where vehicle parking, loading, or open storage for a new industrial development is located within 50 feet of a public street which separates the industrial and residential uses, a minimum 3-foot high solid decorative masonry wall should be provided in a front yard, or a minimum 5-foot 9-inch to 8-foot solid decorative masonry wall in a side or rear yard. A minimum 5-foot landscaped setback buffer with an automatic sprinkler system should be located in front of said wall, along the street frontage.
2. New industrial development located directly across a local or collector street from a residential neighborhood should provide a minimum 5-foot landscaped setback along any portion of the frontage not required for driveways, facing the residential use. Said landscaping should contain a minimum of one 24-inch box tree for every 20 feet of frontage (with a minimum trunk diameter of two inches, a height of eight feet at the time of planting, and with an installed automatic sprinkler system).
3. On any other interior property line which separates an industrial use from an abutting residential zone, a minimum 5-foot 9-inch to 8-foot solid decorative masonry wall should be provided.

### **Architectural Guidelines**

1. New industrial development located directly across a local or collector street, or with a lot line adjoining a residentially zoned area should have outdoor, on-site lighting designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties.



2. New industrial development on local or collector streets fronting onto residentially zoned areas should be designed with articulated facades facing the residential development (for example, facades that have architectural details, wall breaks, or other architectural features which provide at least 5 feet of relief to a minimum depth of 8 inches every 20 feet of the building wall).
3. New industrial development adjacent to residentially zoned areas should be designed with no window openings facing residential properties and the construction of a 5-foot 9-inch to 8-foot high solid decorative masonry wall adjacent to these properties if no such wall exists. There should be no window openings higher than the adjacent wall.
4. All exhaust fans and exterior or rooftop mechanical equipment should be enclosed and sound absorbing and shielding provisions incorporated in the design of the project. Such equipment should be setback as far as possible from residential property lines.

## COMMUNITY DESIGN AND LANDSCAPING GUIDELINES

In addition to the establishment of Design Standards for individual projects, a community's identity can be enhanced through improvements to the streetscape and landscaping in public spaces and rights-of-way. It is the intent of this section to establish a set of guidelines that will serve to improve the environment, both aesthetically and physically, as opportunities in the Venice Community Plan area occur which involve public improvements or other public and/or private projects that affect public spaces and rights-of-way.

A sense of entry should be created for the Venice Community. It should be distinguishable from adjacent communities. A cohesive visual identity can be developed at entry points along major streets.

The presence or absence of street trees is an important ingredient in the aesthetic quality of an area. Consistent use of appropriate street trees provides shade during hot summer months, emphasizes sidewalk activity by separating vehicle and pedestrian traffic, and creates an area-wide identity which distinguishes neighborhoods from each other. The following improvements are recommended:

### ENTRYWAY IMPROVEMENTS

1. Provide improvements along principal streets and at major identified intersections and edges which clearly distinguish these as major entries to the community. Such improvements may include signage, landscaping, vertical pylons, public art and/or other distinctive treatments.
2. Establish primary entry improvements at the following locations:
  - a. The north and south ends of Lincoln Boulevard.
  - b. The eastern ends of Venice and Washington Boulevard.

- c. The north end of Main Street.

## **STREETSCAPE**

1. Provide for a coordinated streetscape design at identified entries to the Plan Area, the Community Center and Neighborhood Districts that includes street lighting, street furniture, and sidewalk and crosswalk improvements in the public right-of-way.
2. Establish a comprehensive streetscape and landscape improvement program for identified corridors and districts that will set standards and priorities for the selection and installation of street trees, street lighting, street scape elements (sidewalk/crosswalk paving, street furniture) and public signage.
3. Identify locations for, and develop landscaped median strips on commercial streets provided there is adequate roadway, traffic flow, site access and the appropriate street cross-section.

## **STREET TREES**

1. Select species which:
  - a. Enhance the pedestrian character, and convey a distinctive high quality visual image for the streets.
  - b. Are drought and smog tolerant, and fire-resistant.
  - c. Complement the existing trees.
2. Establish a hierarchy for street trees that include:
  - a. Major Accent Trees. These trees should be located at entry locations, intersections, and activity centers.
  - b. Street Trees. Select specific species to be the common tree for street frontages. A single flowering species may be selected for all residential neighborhoods and commercial districts or different species selected to distinguish one neighborhood, district, or street from another. In residential neighborhoods, the trees should be full, to provide shade and color. In commercial districts, the trees should provide shade, but be more transparent to promote views of store fronts and signs.
  - c. Ornamental or Special Plantings. At special areas along street frontages, such as linkages to pedestrian walkways and plazas and outdoor dining areas, ornamental trees providing shade and color should be utilized to emphasize and focus attention on those places.
3. Provide for the installation of street trees along public sidewalks defining the types and spacing in accordance with a Street Tree Master Plan.

## **STREET FURNITURE**

Install street furniture that encourages pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional and comfortable, including such elements as bus and pedestrian benches,

newspaper racks, bicycle racks, bus shelters, trash receptacles, kiosks, public telephones, landscaped planters, drinking fountains, and bollards. Priority should be given to pedestrian oriented areas.

## **STREET LIGHTING**

1. Install new street lights in commercial districts which are pedestrian oriented, attractively designed, compatible in design with facades and other street furniture, and provide adequate visibility, security, and a festive night time environment.
2. Establish a consistent street lighting type utilizing a light standard that is compatible with the overall street furniture and graphics/ signage program.
3. Any new street lighting or pedestrian lighting system built in the public right-of way must be designed to currently adopted City standards. Equipment must be tested and approved by the Bureau of Street Lighting.
4. New lighting systems will be designed to minimize glare and "light trespass".
5. No new or replacement street tree should be planted closer than 20 feet from an existing or proposed streetlight. Exceptions will be considered by the Bureau of Street Lighting after reviewing mature tree characteristics.
6. All new or replacement lighting systems require due process. Street lighting is installed through the formation of special assessment districts. Where any increase in special assessment is anticipated, public hearings are required.
7. Ornamental or historic poles cannot be removed without the prior approval of the City's Cultural Affairs Commission.

## **SIDEWALKS / PAVING**

1. Re-pave existing sidewalks in pedestrian-oriented areas, with brick pavers, concrete, or other safe, non-slip materials to create a distinctive pedestrian environment.
2. Develop sidewalk "pull-outs" at intersections, where they do not adversely impact traffic flow, bus service or safety, by extending the sidewalk to the depth of a parking stall, to accommodate landscaping and street furniture and reduce the crosswalk width.

## **SIGNAGE**

1. Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways.
2. Provide for distinctive signage which identifies principal entries to unique neighborhoods, historic structures and districts and public buildings and parks.

3. Ensure that public signage complements, and does not detract from adjacent commercial and residential uses.
4. Provide for signage which uniquely identifies and enhances designated historic sites and districts.

**PUBLIC OPEN SPACE  
AND PLAZAS**

Establish public open space standards that will guide the design of new public plazas and open spaces. These standards should address:

1. The siting of open space to maximize pedestrian accessibility and circulation.
2. Solar exposure or protection.
3. Proximity to pedestrian routes and other open spaces.
4. Appropriate plant and hardscape materials.



- Neighborhood District
- Community Center
- Mixed Use Boulevard

**Land Use Diagram**  
**Venice Community**

## VENICE

# APPENDIX A LANDMARKS PER HISTORIC SITES SURVEY REPORT

LANDMARKS PER VENICE HISTORIC SITES SURVEY REPORT OF 1990			
NAME	YR BUILT	ADDRESS	CURRENT USE
US Island (each house was named after a state)	1913	501-519 Altair Place	apartments
Kenney House (located on an original canal)	x	736 Amoroso Place	SF residence
The Castle (built by Francis X. Bushman, silent screen star. Castle was frequently visited by Rudolph Valentino.)	1932	11 Anchorage Street	SF residence
The Breeze Hotel (important architectural contributor to Ocean Front area)	1930	2 Breeze Avenue	apartments
(Craftsman) (important architectural contributor in Venice)	1909	20 Brooks Avenue	apt-/hotel (youth hotel)
Islamo-Byzantine House (oldest house in Venice, built by Kinney)	1906	1223 Cabrillo Avenue	SF residence
(Craftsman bungalow) (built by Mr. Ingalls, pres. of a bank in Venice. Lived by Mr. Hearns of the Southern Pacific Railroad.)	1911	599 California Avenue	SF residence
Venice Branch Library (added by annexation in July 1926)	1930	610 California Avenue	Youth/Family Comm. Center
(Craftsman Bungalow)	1912	633 California Avenue	SF residence
Duron Plumbing (built by Duron in the new modern style as a studio)	1924	1336 Electric Avenue	SF residence
The Southern Apartments (rented to long-term residents)	1912	31-33 Horizon Street	apartments
(Craftsman) (one of the oldest apartments in Venice)	x	302 Market Street	apartments
(Craftsman) (important architectural contributor in Venice)	1912	221 Market Street	SF residence
Cucoloris (destrian under-roof arcade, part of an arcaded business street)	1913	64-72 Market Street	restaurant/office
Flea Market Building (Parkhurst Bldg., Mr. Parkhurst was attorney/mayor of Venice)	1922	73-85 Market Street	gallery/office
Venice Vanguard Building (home of The Venice Vanguard, a publication, 1930-1955)	1930	120 Mildred Avenue	restaurant
(Industrial Style) (where the canal gondolas were stored & repaired)	1913	200 Mildred Avenue	design studio
La Faz (an example of craftsman architecture)	1914	207-209 N Venice Blvd.	MF residence

**LANDMARKS PER VENICE HISTORIC SITES SURVEY REPORT OF 1990**

<b>NAME</b>	<b>YR BUILT</b>	<b>ADDRESS</b>	<b>CURRENT USE</b>
Beyond Baroque (Ocean Park City Hall or Town Hall where city government had all their meeting)	1907	681 N Venice Blvd.	arts center
Old Venice Police Station (Venice Police & Fire Station. It is the only art deco police station in the City of LA, was the first public building built in Venice after its annexation to LA in 1925)	1930	685 N Venice Blvd.	arts center
Lands End Restaurant (an important contributor to Ocean Front Walk)	1925	321-325 Ocean Front Walk	restaurant
Cadillac Hotel (an important contributor to Ocean Front Walk)	1914	401 Ocean Front Walk	hotel
Biltmore by the Sea (an important contributor to Ocean Front Walk)	1921	417 Ocean Front Walk	apartments
Figtree Café (Knickerbocker Hotel was a seaside resort thru the 1930's)	1911	431 Ocean Front Walk	hotel, café
Phoenix House Tuum Est (important contributor to Ocean Front Walk)	1913	503 Ocean Front Walk	rehab. housing
Pacific Jewish Center (Bay Cities Synagogue was built as a power station)	1925	505 Ocean Front Walk	Jewish Center
Chaplin Center (Sea Spray Apartments)	1922	517 Ocean Front Walk	retail
Sidewalk Café (Conron Building was the last "Venice style" building built by the Kinney Co. & once housed one of Harrah's original Bingo parlor)	1915	1401 Ocean Front Walk	café
Ocean View Apts. (Ocean View Hotel. Originally called King George Hotel, one of Venice's luxury hotels)	1912	5 Rose Avenue	apartments
The Haley Hotel	1906	1512-516 Pacific Avenue	retail
Lucerne Apartments (upper story was used by the American Legion and the Boy Scouts, bottom story, shops)	1920	1800-1802 Pacific Avenue	apartments
The Ellison (housed more permanent guests than most of the Venice apartment-hotels)	1913	15 Paloma	apartments
(Provincial Cottage) (belonged to Abbot Kinney. May be one of the oldest in Venice)	1906	16 Park	SF residence
University of the Arts (one of Abbot Kinney's original buildings intended as part of his cultural institute)	1904	1304 Riviera	
Kinney House (originally stood on an acre of parcel in the canal district. It was lived in by the family in 1908 to 1920. On his death, Kinney willed the house to Irwin Tabor, his black driver. The house was moved to its present location because blacks were forbidden to live in certain districts.)	1915	1310 Sixth Avenue	SF residence

**LANDMARKS PER VENICE HISTORIC SITES SURVEY REPORT OF 1990**

NAME	YR BUILT	ADDRESS	CURRENT USE
Thornton Towers (Isadora Duncan Bldg.)	1913	16 Thornton Avenue	apartments
(Craftsman Bungalow) (built & owned by Phil Davis, prominent Venice real estate salesman)	1910	1507 W Washington Blvd.	SF residence
(Craftsman Bungalow) (original Venice cottage)	1910	1605 W Washington Blvd.	SF residence
(Transitional) (architectural contributor to Abbot Kinney Blvd. & large enough for adaptive reuse)	1906	1611 W Washington Blvd.	duplex
Zephyr Antique Store (an excellent example of a craftsman bungalow)	1921	1617 W Washington Blvd.	commercial
Masonic Lodge FOE 924 Bldg. (Fellowship of Elks)	1925	1621 W Washington Blvd.	commercial
Friends of West Washington Blvd.	1925	1636 W Washington Blvd.	commercial



## VENICE

### APPENDIX B 2010 Base Local Arterial Improvements

ROUTE	LOCATION	DESCRIPTION/COMMENTS	SOURCE
Lincoln Boulevard	Lincoln Boulevard north of Venice Blvd.	Widen to six lanes	CTCSP
Lincoln Boulevard	Lincoln Boulevard from Marina Freeway to Venice Blvd.	Widen to eight lanes	CTCSP
Venice Boulevard	Lincoln Boulevard to Pacific Avenue	Widen to dimensions to be determined at all time of development approval	CTCSP
Venice Canals	Venice Canals	Pedestrian and Bike Bridge replacement (dimensions to be determined at the time of development approval)	CTCSP
Ocean Avenue	Venice Boulevard to Washington Street	Widen to 13.42 meters	CIP
Lincoln Boulevard	from Culver Blvd. to Santa Monica City limits	Rehabilitate	RTIP
Lincoln Boulevard	Junction of Route 1 (Lincoln Blvd.) & Route 90 (Marina del Rey Fwy.)	Intersection improvements	RTIP

**RICHARD RIORDAN**, Mayor

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Rick Tuttle, Controller

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April 21, 2005

All Interested Parties:

**RAS INTERPRETATION TO COMMUNITY PLAN FOOTNOTES  
DIRECTOR'S INTERPRETATION**

Attached is a copy of the Department of City Planning's interpretation of Ordinance 174,999, effective January 15, 2003, which established the RAS Zones. This published interpretation becomes final and effective 20-days from the date of this communication unless an appeal to the City Planning Commission is filed within this time period. Appeals shall be filed in duplicate on forms provided at any of the following public offices of the Department of City Planning, along with the required filing fee:

Planning Department – Public Counter  
201 North Figueroa Street, 3<sup>rd</sup> Floor  
Los Angeles, CA 90012  
Phone: (213) 482-7077

San Fernando Valley Office  
6262 Van Nuys Boulevard  
Van Nuys, CA 91401  
Phone: (818) 374-5050

If you have any questions regarding this case, please contact Jane Blumenfeld at (213) 978-1372 or myself at (213) 978-1274.

Sincerely,

CON HOWE  
Director of Planning

ROBERT H. SUTTON  
Deputy Director

CH/RHS:hkt

Attachment

cc: Council Planning Deputies  
Ray Chan, Building and Safety Department  
David Kabashima, Department of City Planning  
Jane Blumenfeld, Department of City Planning

April 21, 2005

**RAS RELATIONSHIP TO COMMUNITY PLAN FOOTNOTES  
DIRECTOR'S INTERPRETATION**

All Interested Parties:

SUBJECT:

Inquiries have been made regarding potential conflicts between Footnotes on the Community Plans and the RAS 3 and RAS 4 (hereafter referred to as RAS) Zones.

BACKGROUND:

The Residential/Accessory Services Zones (RAS) allow a greater floor area than commercial zones and greater height than otherwise allowed in height district 1VL.

“An example is:

Where a traditional C2-1VL with a Commercial plan designation is limited to a 1.5:1 FAR and a 45 height limit, the RAS 3-1VL and RAS 4-1VL shall not exceed a 3:1 FAR and 50 feet in height in accordance with the LAMC 12.10.5, 12.11.5 and 12.21.1.”

The Community Plans as recommend by the City Planning Commission and adopted by City Council are a general guide to development for the community and city as a whole. Rarely do the Community Plans specify special planning rights or restrictions for particular parcels.

Some community plan maps contain footnotes regarding height and floor area. Footnotes appear on the map legend next to the commercial land use categories or in some cases on specific properties or areas. The footnotes that are attached to the commercial land use categories generally relate in a broad-brushed manner to all areas of the plan designated for that particular use. Typically such footnotes are not site specific, and as such, do not relate to specific locations, blocks, or parcels within the community plan area.

“An example of such a footnote which appears in most Community Plans reads:

Footnote 1: ‘Height District 1VL’

This means all properties within the commercial land use category that have this footnote are limited to an FAR of 1.5:1 with a 45-foot height limit.”

DISCUSSION:

When the City Council adopted the RAS Zones in 2002, their purpose was to promote mixed use development in the city's commercial zones, particularly in the commercial corridors which provide the greatest access to transit. In their adoption of the RAS Zones, the City Council recognized that

the additional floor area and height allowed by the RAS zones are necessary to make such primarily residential projects viable. However to protect the integrity of the Community Plans, the Council limited the residential density permitted in the RAS 3 and RAS 4 Zones to correspond to the residential densities permitted in the R3 and R4 Zones, respectively. Thus, they permitted RAS 3 and RAS 4 Zones in Plans that permit R4 and higher zoning but only permitted the RAS 3 Zone (and not RAS 4) in Plans that previously had R3 as the highest zoning category.

In one particular plan, the Plan Footnote on a Neighborhood Commercial area states:

“Floor Area Ratio 1:1.”

In this specific situation it cannot be the intent of Council to allow a 3:1 FAR since they knowingly restricted the property to a 1:1 FAR.

#### INTERPRETATION:

It is hereby interpreted that the RAS Zones can exceed a Community Plan Footnote when that footnote is general in nature and generally refers to all parcels under that plan category. Where there is a specific footnote that refers to (a) specific parcel(s) that is more restrictive, the RAS Zone would not be permitted without a corresponding Plan Amendment.