



# Westside Community Plans Update: Venice

## **2020 Draft Concepts Summary of Comments**

APRIL 2021

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# PLANNING THE WESTSIDE: PUBLIC COMMENT SUMMARY

As part of ‘Planning the Westside’, a Community Plan Update effort, the Westside Planning Team held three webinars in July 2020. The presentations at these webinars focused on draft land use concepts for each of the four Community Plan areas: West Los Angeles, Palms-Mar Vista-Del Rey, Venice, and Westchester-Playa del Rey. Presentations can be found [here](#).

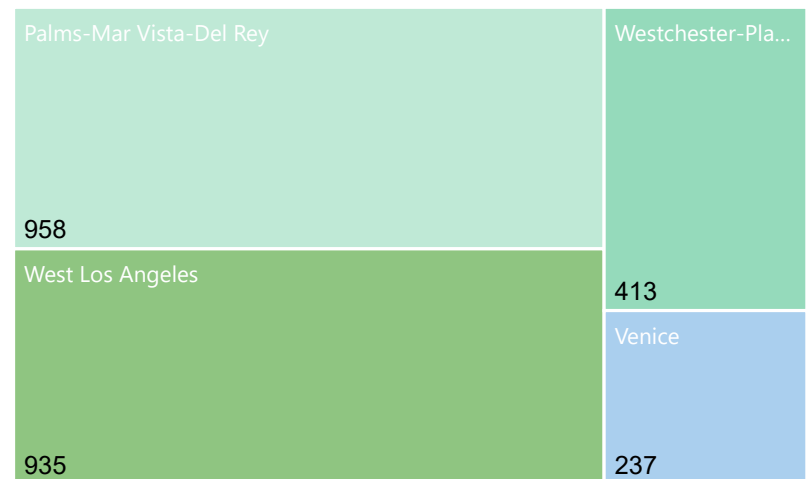
These draft land use concepts are based upon past community feedback, as well as local and state policy directives around housing, climate change, and land use. In the community plan update process, draft concepts are intended to help guide or focus updates to community plan policy documents, land use designations, and zoning. Following the webinars, the team held a series of ‘office hours’ meetings during the month of September, and also attended or hosted a number of stakeholder meetings with Neighborhood Councils, local nonprofits, Homeowners Associations (HOAs), and other groups.

In response to the draft land use concepts, the Westside Planning team received stakeholder feedback in the form of hundreds of survey responses and email correspondences. This input was reviewed and considered by planning staff. **This document presents a summary of the comments that were received for the Venice plan area.**

## 2020 DRAFT CONCEPTS OUTREACH

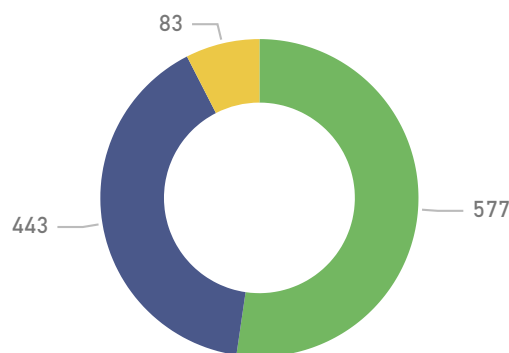


## Total Responses by CPA

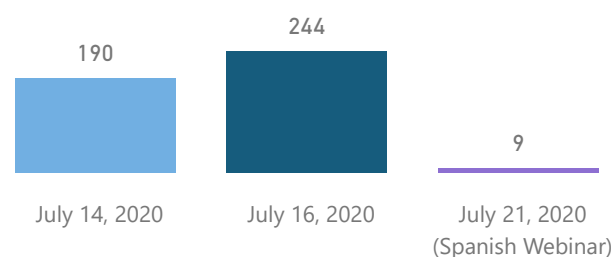


## Breakdown of Participation by Event Type

● Stakeholder Group Meetings ● Webinars ● Office Hours



## Webinar Attendance (3 Webinars Hosted)



# SURVEY RESPONDENTS

The demographics below only reflect answers provided from the survey provided in the 2020 Draft Concepts Story Map, it does not reflect feedback provided via email or online submissions. A total of 539 survey responses were received from stakeholders from various backgrounds. A summary can be found below.

## Age Group of Respondents

● 18 to 24 ● 25 to 34 ● 35 to 44 ● 45 to 64 ● 65+ ● Under 18



## Gender Identity of Respondents

● Female ● Male ● Non-conforming ● Other



## Race / Ethnicity of Respondents

● Asian ● Black or African-American ● Latin(x/a/o) or Hispanic ● Middle Eastern or North African ● Other ● White or Caucasian



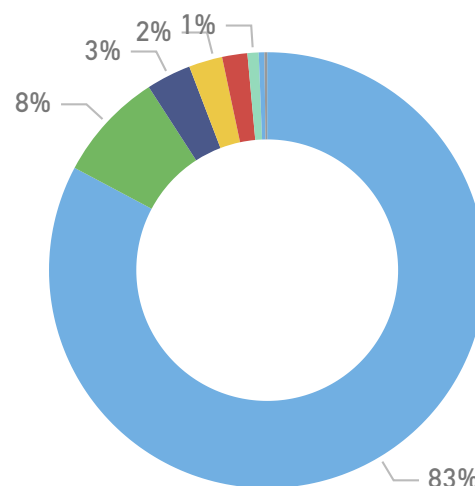
## Connection to the Westside of Respondents

● Live ● Live and Work ● Other ● Work



## Los Angeles Affiliation

● Homeowner ● Renter or Tenant ● Property O... ● Other ● Business O... ● Student ▶



TOTAL SURVEY RESPONSES

539

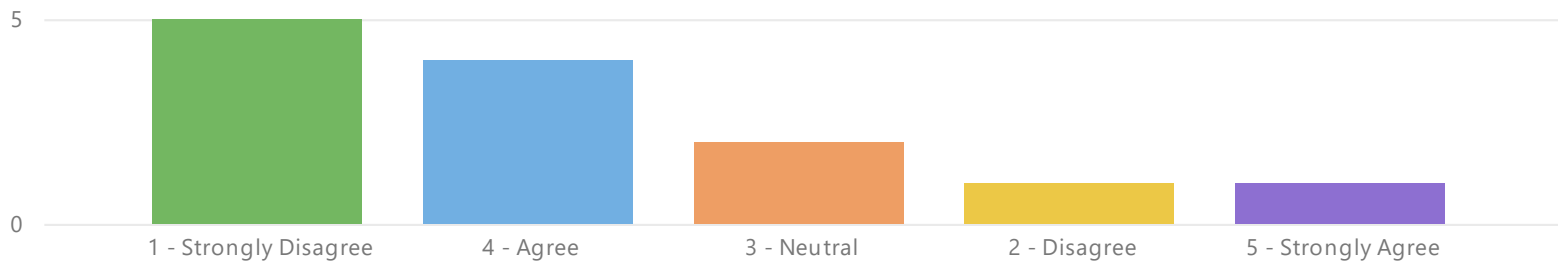
Survey Count



# EMERGING VISION STATEMENT

The answers below reflect answers provided from the survey provided in the 2020 Draft Concepts Story Map.

## Overall Agreement Level



## Draft Emerging Vision Statement

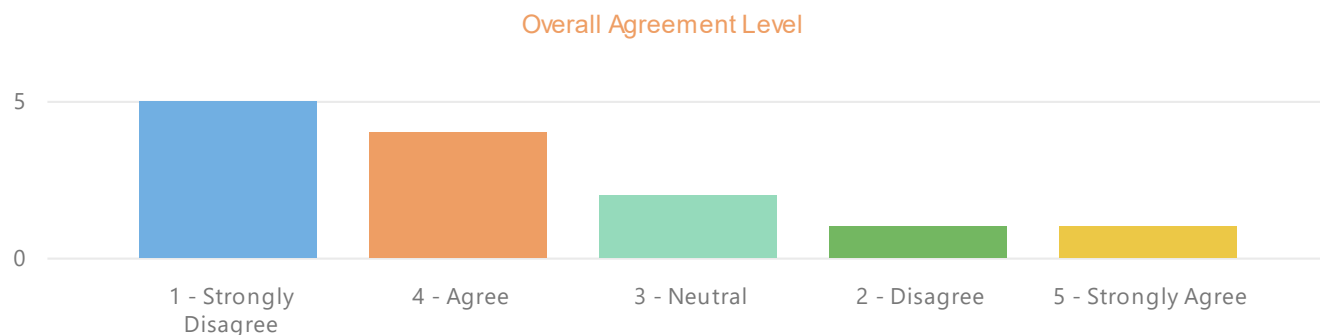
*Venice represents a neighborhood defined by individuality, innovation, and eccentricity. Building upon its existing eclectic architecture and vibrant beach lifestyle, the plan is focused towards a more sustainable, equitable and inclusive coastal community. Recognized as a coastal asset, the plan fosters a vision that encourages residents and visitors to be responsible stewards of the Pacific Ocean, coastal resources, and shared open spaces to ensure that a healthy environment is at the foundation for a more livable and resilient community for all. The Venice community envisions playing a key role to advance equitable housing opportunities, reduce climate impacts, and strengthen economic vitality for current and future generations to prosper.*

## What language is missing?

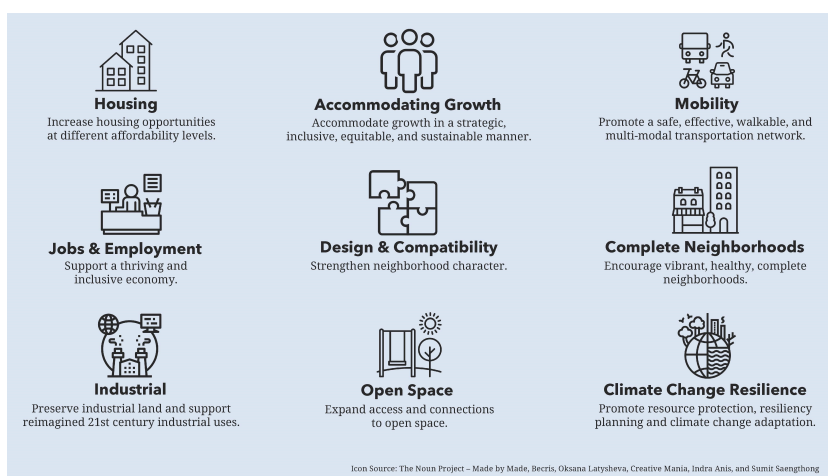
1. Emphasize addressing the housing crisis through additional density increases.
2. Include more language about addressing mobility and circulation concerns.
3. Add more language about the preservation of lower density neighborhoods.
4. Include more language about densifying major corridors.
5. Include more language about homelessness.

# GUIDING PRINCIPLES

The answers below reflect answers provided from the survey provided in the 2020 Draft Concepts Story Map.



## Draft Guiding Principles



## What Language is Missing?

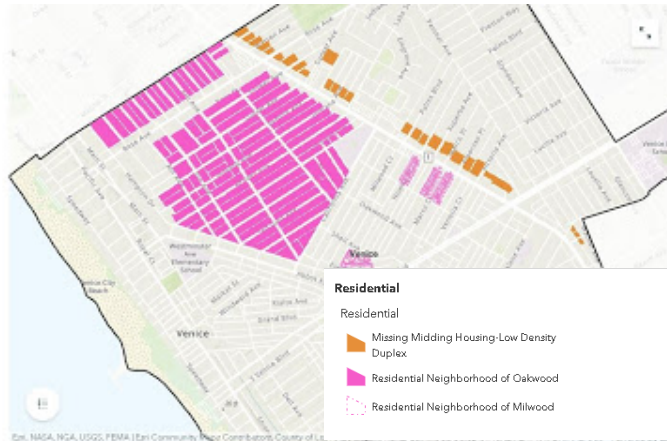
1. Add a principle about maintaining parking standards and building additional public parking.
2. Emphasize the prioritization of dense, affordable, and efficient multi-family housing over un-affordable single family housing.
3. Include more language about addressing mobility and circulation concerns, particularly congestion and parking constraints as well as more emphasis on bike and pedestrian friendly infrastructure.
4. Add principles on the preservation of lower density neighborhoods.
5. Include principles about supporting artists in residence and creative tech industries.
6. Add more language about additional open space, particularly landscaping and pocket parks.

# RESIDENTIAL NEIGHBORHOOD OF OAKWOOD

The summaries below reflect answers provided from the survey, emails received, and comments through our website.

## RESIDENTIAL DRAFT CONCEPTS

*Encourage affordable and diverse housing typologies that serve a variety of income levels, celebrate cultural contributions, preserve historic resources and encourage both climate-adapted and compatible development.*



Find maps here:

[StoryMap](#)

[PDF:](#)

## OPPORTUNITIES AND CONSIDERATIONS/ALTERNATIVES

The community expressed concerns over current land use and zoning patterns in Oakwood and expressed interest in a historic designation status of Oakwood. Ideas from community members included:

1. Include the prioritization, preservation and replacement of rent stabilized units.
2. Explore removing the 3 lot tie rule in this subarea.
3. Encourage more Black owned businesses to the area (address issues of gentrification and displacement)
4. Consider increasing the residential density, particularly in areas where capacity has been reduced.
5. Acknowledge that Oakwood has enough evidence of historical significance to be designated as a historic district.

## ISSUES AND CONSTRAINTS

The community expressed various concerns about the implications of increasing height in Oakwood. Ideas included:

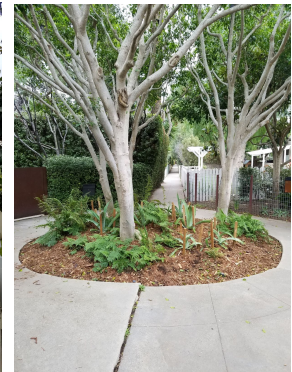
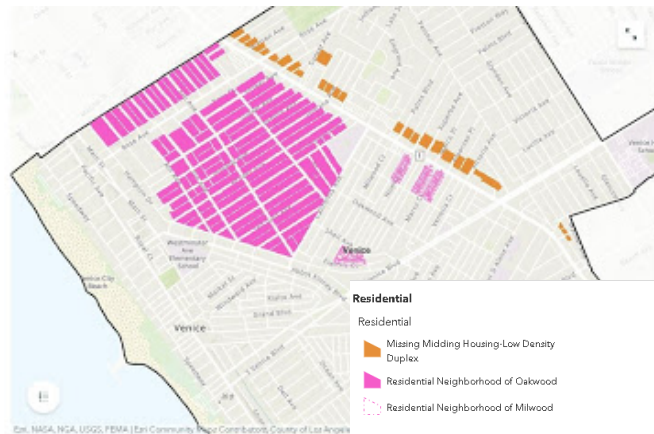
1. Increased density may result in overflow of traffic and cause further parking constraints.
2. Consider placing additional residential growth in areas other than Oakwood.
3. Adding additional density in Oakwood as this neighborhood continues to experience gentrification and displacement is not equitable.
4. It is shortsighted to add additional density in tsunami zones.

# RESIDENTIAL NEIGHBORHOOD OF MILWOOD

The summaries below reflect answers provided from the survey, emails received, and comments through our website.

## RESIDENTIAL DRAFT CONCEPTS

*Encourage affordable and diverse housing typologies that serve a variety of income levels, celebrate cultural contributions, preserve historic resources and encourage both climate-adapted and compatible development.*



## OPPORTUNITIES AND CONSIDERATIONS

Community members pushed for extending this concept elsewhere in the plan area and expressed concerns of loss of community character. Ideas included:

1. Consider extending this concept to include the Milwood drive streets.
2. Address concerns over loss of identity and character.
3. Evaluate adjacent pockets in Milwood that could become a part of the Milwood district.

## ISSUES AND CONSTRAINTS

Community members shared concerns over increases in height altering neighborhood character. Ideas included:

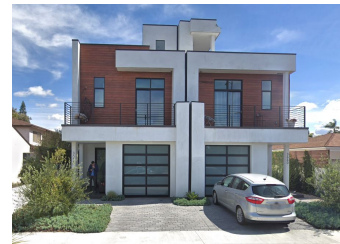
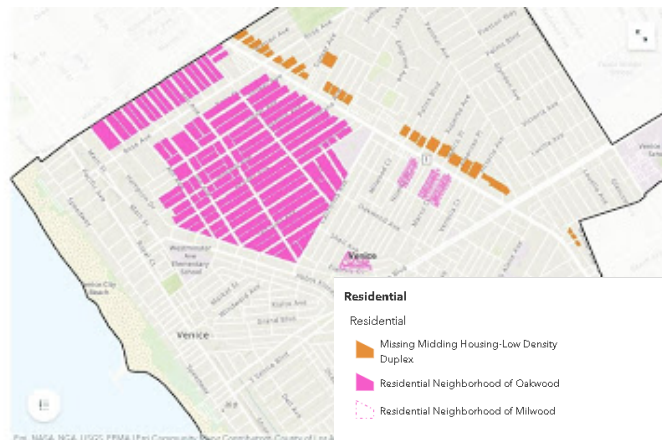
1. Increased height limits may alter character.
2. Views and sunlight may be obstructed with four stories and cast shade/shadow onto both private and public realm areas.
3. Increasing heights may disrupt the reason people enjoy the walk streets.

# RESIDENTIAL ADJACENT TO LINCOLN

The summaries below reflect answers provided from the survey, emails received, and comments through our website.

## RESIDENTIAL DRAFT CONCEPTS

*Encourage affordable and diverse housing typologies that serve a variety of income levels, celebrate cultural contributions, preserve historic resources and encourage both climate-adapted and compatible development.*



## OPPORTUNITIES AND CONSIDERATIONS

Community members expressed interest in implementing missing middle housing elsewhere in the plan area. This included ideas to:

1. Consider extending this concept to other areas in Venice.
2. This concept may be able to address incompatible development, particularly adjacent to single family.
3. This concept may be able accommodate more housing.
4. Permit at least four homes on all parcels that allow residential use, and six homes for deed-restricted affordable housing.
5. Allow “missing middle” on residential blocks as well, not just commercial corridors.

## ISSUES AND CONSTRAINTS

Stakeholders were concerned this concept would disrupt quality of life and further worsen traffic conditions. Ideas included:

1. Sunlight may be obstructed if 1-4 stories are allowed.
2. Development at this scale may be disruptive to the surrounding low density development.
3. Introducing this concept may worsen traffic conditions.



# MIXED USE CORRIDOR: LINCOLN

The summaries below reflect answers provided from the survey, emails received, and comments through our website.

## MIXED USE DRAFT CONCEPTS

### Mixed Use Corridor

#### Commercial

- Mixed - Use Corridor - Lincoln Boulevard
- Mixed - Use Corridor - Ocean Front Walk
- Mixed - Use Corridor - Rose Avenue
- Mixed - Use Corridor - Abbot Kinney Boulevard
- Mixed - Use Corridor - Washington Boulevard



Find maps here:

[StoryMap](#)

[PDF](#):

## OPPORTUNITIES AND CONSIDERATIONS

Stakeholders had a number of responses that fed into the theme of supporting Lincoln Boulevard in an evolution to become more of a cohesive, 'balanced place' in the community, and less of a thoroughfare. This included ideas to:

1. Extend Regional Center to Lincoln Boulevard from Mar Vista (for cohesion).
2. Encourage types of uses people want to see by making the zoning east side of Lincoln multifamily (and relaxing on site parking requirements).
3. Allow for some density increase along the west side of the boulevard.
4. Consider a legacy businesses protection program for anchor businesses on Lincoln.
5. Amended height limits on Lincoln to create a more balanced boulevard.

## ISSUES AND CONSTRAINTS

Stakeholders also expressed a number of perceived issues and constraints with the proposed concepts for Lincoln Boulevard, including that:

1. The introduction of office space could increase traffic to the area.
2. The use of office space will change as a result of pandemic.
3. Lincoln already has all the community serving uses that are needed and that the community does not need any more (it already has hardware stores, grocery stores, mechanics, etc).

# MIXED USE CORRIDOR: ROSE AVENUE

The summaries below reflect answers provided from the survey, emails received, and comments through our website.



## OPPORTUNITIES AND CONSIDERATIONS

Stakeholders had a number of responses to the proposed concepts that fed into the theme of supporting Rose Avenue's transition to its potential as a more pedestrian oriented mixed use neighborhood serving corridor. This included ideas to:

1. Encourage and/or add more mixed use along the corridor.
2. Create more balance/consistency along Rose Avenue.
3. Extend this concept further east to Penmar Avenue for a more cohesive boulevard.

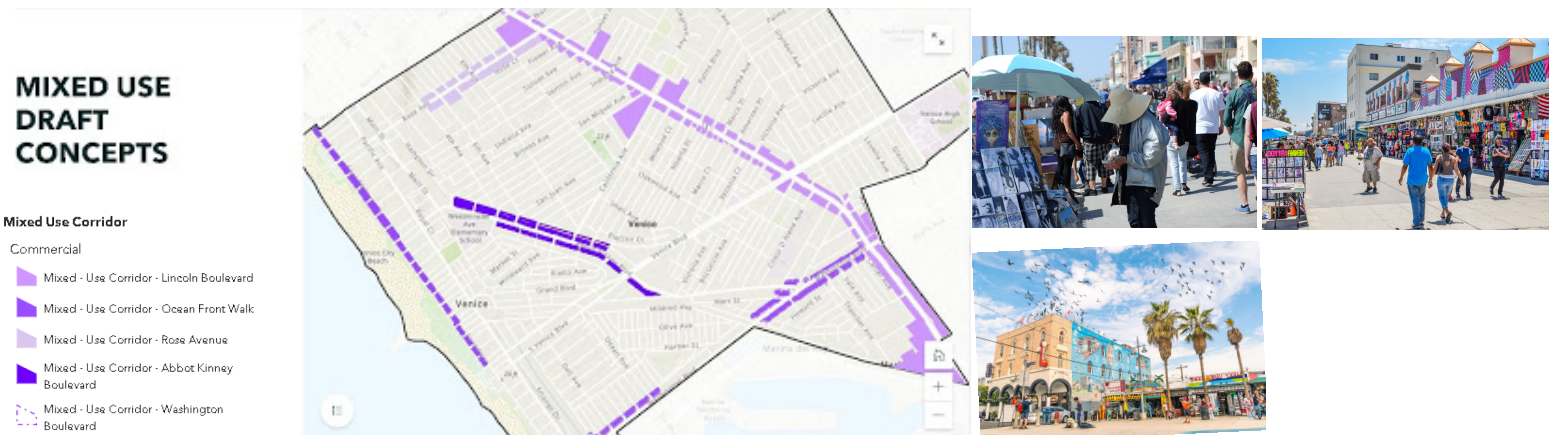
## ISSUES AND CONSTRAINTS

Stakeholders also expressed a number of perceived issues and constraints with the proposed concepts for Rose, including that:

1. The current parking requirements make it difficult to introduce more mixed use on Rose.
2. The team should explore parking maximums, rather than minimums.

# MIXED USE CORRIDOR: OCEAN FRONT WALK

The summaries below reflect answers provided from the survey, emails received, and comments through our website.



## OPPORTUNITIES AND CONSIDERATIONS/ALTERNATIVES

Stakeholders expressed a desire to preserve the unique character of Ocean Front Walk and create a more cohesive corridor through the following:

1. Preserve small and local community-serving business along Ocean Front Walk.
2. Limit the number of national chains allowed, and allow only within a certain distance of each other.
3. Consider removing the residential density limitation on community commercial lots.

## ISSUES AND CONSTRAINTS

Stakeholders expressed a desire to address the inconsistent zoning along Ocean Front Walk and encourage more climate adaptation strategies. Ideas include:

1. Address the inconsistent zoning that prevents businesses from expanding.
2. Consider and review berms, barriers, pumping station expansions and water diversion channels that will be needed as floods become more severe.
3. Consider better water level rise infrastructure especially on Washington and Ocean Front Walk.



# MIXED USE CORRIDOR: ABBOT KINNEY BOULEVARD

The summaries below reflect answers provided from the survey, emails received, and comments through our website.



## OPPORTUNITIES AND CONSIDERATIONS/ALTERNATIVES

Stakeholder feedback focused primarily on transforming Abbot Kinney into a more pedestrian friendly cohesive boulevard. Ideas include:

1. Fix the zoning to address the non-confirming uses on Abbot Kinney.
2. The existing scale on Abbot Kinney is appropriate for pedestrians.

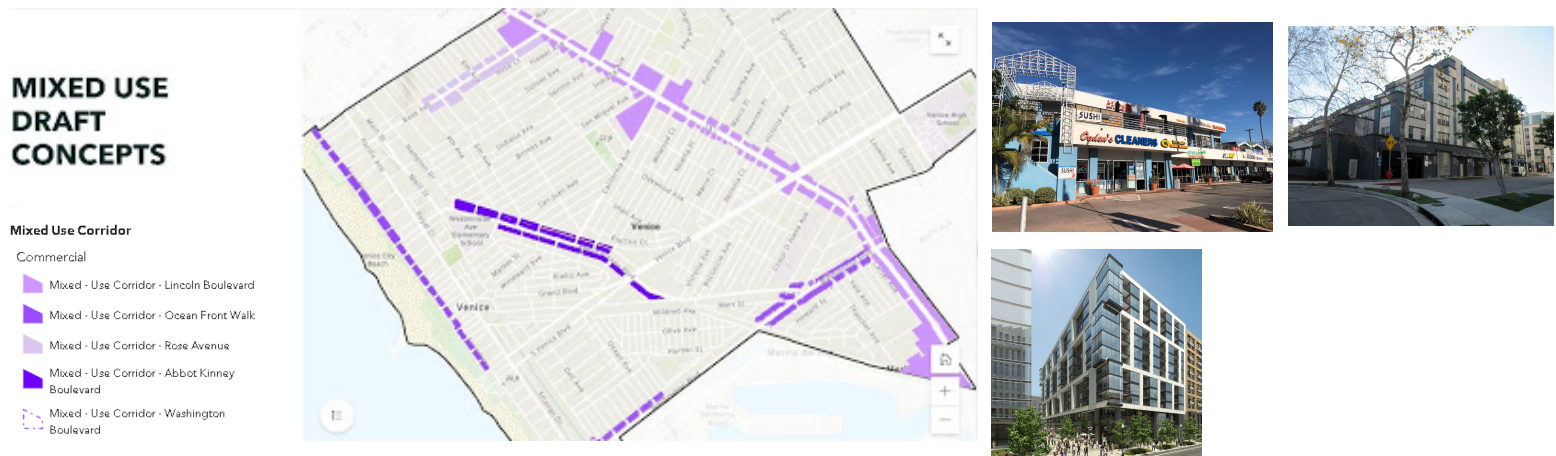
## ISSUES AND CONSTRAINTS

Stakeholder feedback, focused on concerns over increases in density worsening traffic impacts. Comments include:

1. Increased density will worsen congestion and parking conditions.

# MIXED USE CORRIDOR: WASHINGTON BOULEVARD

The summaries below reflect answers provided from the survey, emails received, and comments through our website.



## OPPORTUNITIES AND CONSIDERATIONS/ALTERNATIVES

Venice stakeholders felt this concept was appropriate for the width of this corridor. Comments included the following:

1. Washington Boulevard is a wide street that is appropriate for channels, landscaping and traffic mitigation.
2. Increasing height is an opportunity to balance the corridor.
3. The width of this corridor can accommodate a height increase.

## ISSUES AND CONSTRAINTS

Venice stakeholders shared concerns over increasing density worsening traffic impacts. Comments included the following:

1. A height limit of six stories is more appropriate for Washington.
2. Increasing heights may worsen traffic conditions.
3. Increased density will cause more congestion, especially during peak tourist.

# LIVE WORK:ROSE AVENUE

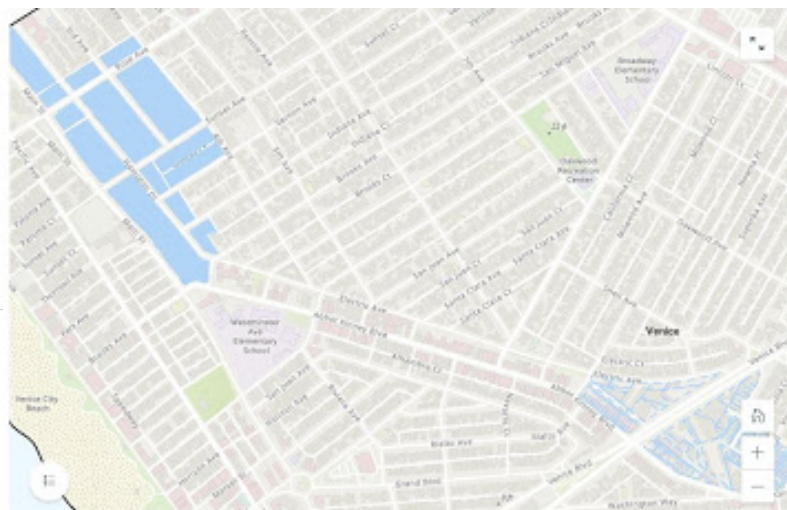
The summaries below reflect answers provided from the survey, emails received, and comments through our website.

## LIVE WORK DRAFT CONCEPTS

### Live Work

#### Live Work

-  Live Work - Rose Avenue
-  Live Work - Abbott Kinney Boulevard



Find maps here:

[StoryMap](#)

[PDF](#):



## OPPORTUNITIES AND CONSIDERATIONS/ALTERNATIVES

Stakeholders feel that “live work” is a great way to accommodate creative industries and artists. Comments included the following:

1. This concept is an opportunity to accommodate different types of industries in Venice.
2. The user preferences for live/work and residential/industrial zoning should emphasize artists in residence as well as tech companies.

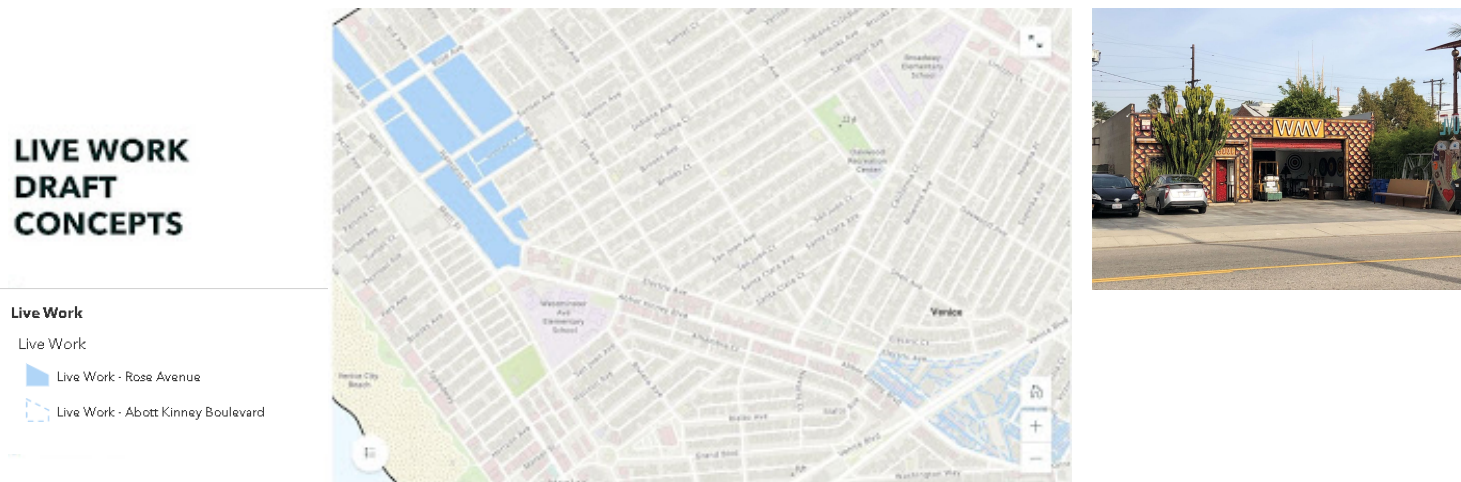
## ISSUES AND CONSTRAINTS

Stakeholders expressed concerns over worsening issues of gentrification and displacement. Comments included the following:

1. Accommodating creative industries may cause gentrification and further displacement.
2. The traffic that flows on that street towards the new live/work zoned areas will be disruptive to the single family homes there.

# LIVE WORK: ABBOT KINNEY BOULEVARD

The summaries below reflect answers provided from the survey, emails received, and comments through our website.



## OPPORTUNITIES AND CONSIDERATIONS/ALTERNATIVES

Stakeholders feel that “live work” is a great way to accommodate creative industries and artists. Comments include:

1. This concept is an opportunity to accommodate different types of industries in Venice.
2. The user preferences for live/work and residential/industrial zoning should emphasize artists in residence as well as tech companies.

## ISSUES AND CONSTRAINTS

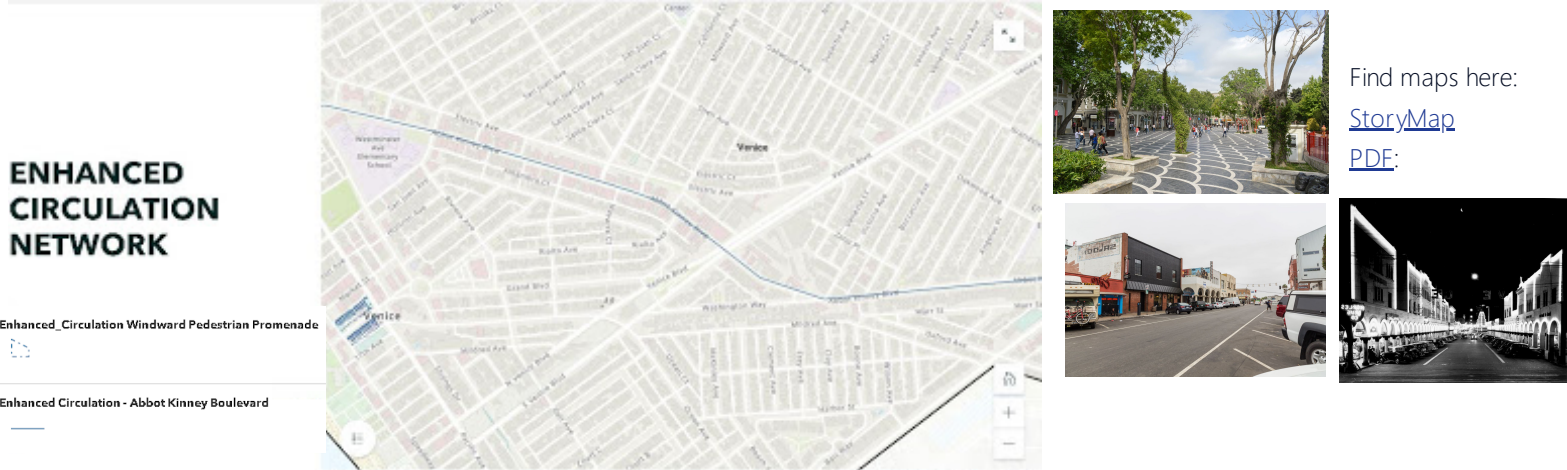
Stakeholders expressed concerns over worsening issues of gentrification and displacement. Comments included the following:

1. Accommodating creative industries may cause gentrification and further displacement.
2. The traffic that flows on that street towards the new live/work zoned areas will be disruptive to the single family homes there.



# ENHANCED CIRCULATION: WINDWARD AVENUE

The summaries below reflect answers provided from the survey, emails received, and comments through our website.



## OPPORTUNITIES AND CONSIDERATIONS/ALTERNATIVES

Some members of the community felt the Windward Pedestrian Promenade would serve as a notable entrance into Venice. Comments included the following:

1. Great opportunity for a proper entrance to Venice.
2. An opportunity to showcase the artistic talent in Venice.
3. Consider expanding the park in the middle.
4. Include improvements such as curb cuts and landscaping.

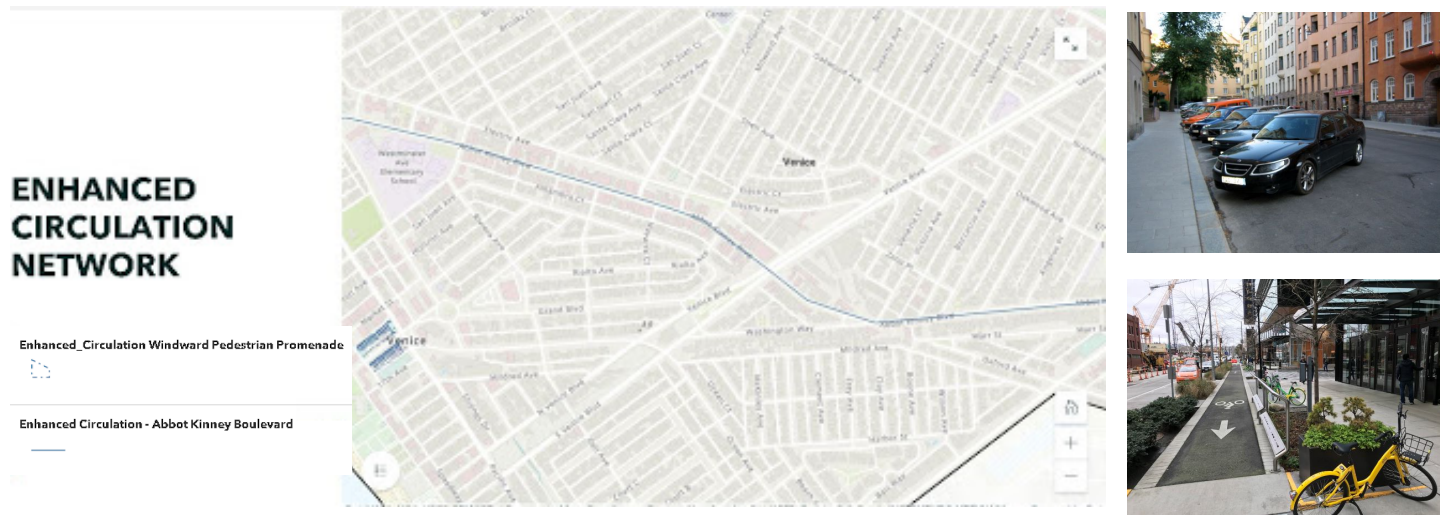
## ISSUES AND CONSTRAINTS

Stakeholders expressed concerns over the possible implications of a pedestrian promenade. Comments included:

1. Removing parking may cause further parking constraints and traffic congestion.

# ENHANCED CIRCULATION: ABBOT KINNEY BOULEVARD

The summaries below reflect answers provided from the survey, emails received, and comments through our website.



## OPPORTUNITIES AND CONSIDERATIONS/ALTERNATIVES

Stakeholders supported the transformation of Abbot Kinney as a more pedestrian oriented street. Comments included:

1. Consider turning Abbot Kinney into a pedestrian only street with pedestrian improvements.
2. Consider providing an automated parking structure with shuttle buses or a streetcar at the triangle of Abbot Kinney.

## ISSUES AND CONSTRAINTS

Stakeholders expressed concerns over the feasibility of some proposed changes. Comments included:

1. Abbot Kinney does not seem wide enough for the changes proposed.

# OVERVIEW DRAFT CONCEPTS

The summaries below reflect answers provided from the survey, emails received, and comments through our website.

## OVERALL DRAFT CONCEPTS

*Encourage the establishment of resilient and sustainable neighborhoods that provide access to amenities and services, supports affordable housing, walkability, multi-modal transportation, and complete streets.*



### Story Map Symbology

- Missing Middle Housing-Low Density Duplex
- Residential Neighborhood of Oakwood
- Residential Neighborhood of Milwood
- Mixed-Use Corridor - Lincoln Boulevard
- Mixed-Use Corridor - Rose Avenue
- Mixed-Use Corridor - Ocean Front Walk
- Mixed-Use Corridor - Abbott Kinney Boulevard
- Mixed-Use Corridor - Washington Boulevard
- Live Work - Rose Avenue
- Live Work - Abbott Kinney Boulevard

### Enhanced\_Circulation Windward Pedestrian Promenade

### Enhanced Circulation - Abbott Kinney Boulevard

## OPPORTUNITIES AND CONSIDERATIONS/ALTERNATIVES

Stakeholder feedback focused primarily on correcting historic downzoning and encouraging additional affordable housing.

1. Consider more ambitious concepts.
2. Consider aligning all proposed upzoning with affordability requirements
3. Restore previous density allowances.
4. Update infrastructure to accommodate additional density.
5. Introduce inclusionary zoning across the plan area.
6. Preserve existing affordable housing and promote 100% affordable housing on public land.
7. Eliminate on-site parking requirements and accurately price street parking.

## ISSUES AND CONSTRAINTS

Stakeholder feedback varied from concerns over capacity numbers to the prioritization of different housing typologies. Comments included:

1. Provide capacity numbers prior to executing concepts.
2. Prioritize housing types that don't include a single family.
3. Limit permanent supportive housing in the area.
4. Reconsider using the most expensive real estate for affordable housing.

# GLOSSARY

## GLOSSARY OF TERMS

**Missing Middle Housing:** is a range of house-scale buildings with multiple units—compatible in scale and form with detached single-family homes. These building types, such as duplexes, fourplexes, cottage courts, and courtyard buildings, provide diverse housing options and support locally-serving retail and public transportation options.

**Transit Oriented Communities (TOC):** The Transit Oriented Communities (TOC) Incentive Program encourages the construction of affordable housing near bus and train stations. The new units generated by the TOC incentives provide convenient options for low-income residents, add to the City's housing stock, and promote alternatives to car travel.

**Density Bonus:** is the most common form of incentive used by inclusionary housing programs. A density bonus provides an increase in allowed dwelling units per acre (DU/A), Floor Area Ratio (FAR) or height which generally means that more housing units can be built on any given site

**Incentives:** Community benefits that involve a trade-off between a community and a developer. Typically, a developer gets to build a project that would not otherwise be permitted under the existing zoning regulations in exchange for providing something that is in the community's interest—something that the city would not otherwise require of the developer.

**Transitional Buffer:** A transitional area of land between two distinct (often incompatible) land uses or types used to lessen the impact of one land use type on another.

**Live/Work:** A type of land use that allows for some combination of residential, commercial, and/or industrial units.

**Hybrid Industrial:** A type of land use that allows for some combination of residential, commercial, and/or industrial units. This designation is also characterized by low and medium scale development.

**Base & Bonus:** A sliding scale incentive program for housing typologies that qualify for a density bonus; whereby the “base” represents a minimum incentive package (e.g. greater allowance in FAR, height, parking requirements), and the “bonus” represents an increase in the incentive package.

**Pedestrian Orientation:** An urban design strategy that seeks to promote a safe, comfortable, and accessible pedestrian experience, via building scale, facade, and design standard