
Los Angeles City Planning

VENICE
Community Plan

AUGUST 2023

DRAFT



**LOS ANGELES
CITY PLANNING**
Community Planning

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Chapter 1 INTRODUCTION AND COMMUNITY PROFILE

READERS' GUIDE

The Community Plan is a document that represents the land use vision and values for a distinct geography. A main function of the Community Plan is to guide decision-making with respect to land uses. This includes guidance for legislative decisions, such as adoption of overlay zones or supplemental development regulations, as well as amendments to the land use or zoning maps. The goals and policies, together with the General Plan Land Use Map are intended to guide decision-making. Community Plan goals and policies are intended to be supportive of one another. However, it is important to recognize that goals and policies are sometimes in competition and may entail trade-offs. The singular pursuit of one goal or policy may, in some cases, inhibit the achievement of other goals or policies. For example, the Community Plan includes policies that recognize the need to minimize water consumption in light of limited water resources. However, to eliminate the watering of sites being graded for permitted development or to eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the Community Plan, decision-makers must strike a balance between competing goals and policies, recognizing that all objectives cannot be fully implemented all the time. In relation to any decision, some goals and policies may be more compelling than others. It is up to the decision-makers to balance and weigh the applicability and merits of the goals and policies on any given project, program, or action. Ultimately, the Community Plan's goals, policies, and programs are intended to provide guidance, and shall be interpreted as directory, unless expressly indicated as mandatory by an asterisk (*). Compliance with the General Plan Land Use Map is mandatory.

Goals

A goal is a statement that describes a desired future condition or "end" state. Goals are change and outcome oriented, achievable over time, though not driven by funding. Each goal in the Community Plan begins with an abbreviated chapter title followed by the number of the goal (e.g., LU.1).

Policies

A policy is a clear statement that guides a specific course of action for decision-makers to achieve a desired goal. Policies may refer to existing programs or call for the establishment of new ones. Each policy in the Plan is labeled with the abbreviated chapter title, the goal they refer to, and a unique number (e.g., LU.1.1).

Programs

An implementation program is an action, procedure or technique that carries out goals and policies. Implementation programs are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development and design standards; modification of City procedures and development review and approval processes; and interagency coordination. Completion of a recommended implementation program will depend on a number of factors such as citizen priorities, finances, and staff availability. These recommendations are suggestions to future City decision-makers as ways to implement the goals and policies contained in this Community Plan. The listing of recommended implementation programs in the Community Plan does not obligate the City to accomplish them. Chapter 5 contains a list of all the Community Plan's implementation programs. They are grouped by general topic and individually numbered (e.g., P1).

PLAN VISION

Venice represents a neighborhood defined by innovation and a rich multicultural history. Building upon its existing vibrant beach lifestyle and eclectic architecture, 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 and ecological resources, and shared open spaces and public realm to ensure that a healthy built 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 and social services by protecting against displacement, allowing for contextual infill in lower density neighborhoods and directing growth along mixed use corridors to support local neighborhood services and amenities. The plan will play a key role in reducing climate impacts and create opportunities for a multi-modal community with safe streets, reduced traffic, greater bikeability & walkability, and a commitment to high quality public transit networks. Overall, the plan seeks to strengthen economic vitality for current and future generations to prosper.

EMERGING LAND ACKNOWLEDGMENT

We acknowledge that the City of Los Angeles is situated in the ancestral and unceded lands of the: The Gabrielino-Tongva Indian Tribe also known as Yaavitam, the Kizh Nation Gabrieleño Band of Mission Indians, the Fernandeño Tataviam Band of Mission Indians, the San Fernando Band of Mission Indians, Chumash, among others. Within the approximate geography of the Venice Community Plan, we also recognize that the following tribes and communities have roots in this area: the Saa'anga and Waachnga tribes. We acknowledge their elders, past, present, and future, for their cultural resilience. They are the original caretakers of this land, with Los Angeles being the home to the second largest community of Native Americans in the U.S. Native American tribes are sovereign nations and our ongoing relationship with each tribe requires the utmost respect, mutual understanding and sensitivity.

BACKGROUND AND RELATIONSHIP TO OTHER PLANS

The Venice Community Plan constitutes one of thirty-five plans that comprise the City's General Plan Land Use Element. Including a number of elements, such as Framework, Housing, Mobility, Open Space, Health and Safety, the General Plan is the City's fundamental policy document and defines how physical and economic resources are to be managed and utilized over time. Decisions by the City with regard to the use of land, the design and character of buildings and open spaces, the conservation of existing housing and contextual infill of new housing, and the provision of supporting infrastructure are guided by the General Plan Land Use Element.

In addition to the Land Use Element, the City has adopted a Framework Element of the General Plan that establishes how Los Angeles will grow in the future, providing a citywide context for updates to Community Plans and the citywide elements. The Framework is focused around six guiding principles: Economic Opportunity, Equity, Environmental Quality, Strategic Investment, Clear and Consistent Rules, and Effective Implementation. Applying the intent of these Framework's guiding principles to this plan update will help guide the community to: grow strategically; conserve and stabilize existing residential neighborhoods; balance the distribution of land uses; enhance neighborhood character through better development standards; create more small parks, pedestrian districts, and public plazas; improve mobility and access; and identify a hierarchy of commercial districts and centers.

The development pattern described in the Framework Element provides direction and guidance for the city as a whole, as well as in neighborhoods such as Venice Framework's growth strategy for the Venice Community Plan is focused around commercial centers, mixed-use boulevards, and transit corridors such as Lincoln Boulevard while applying gentle contextual infill within existing residential neighborhoods. Mixed-use areas include Lincoln Boulevard, Washington Boulevard, Venice Boulevard and pedestrian oriented Ocean Front Walk. Contextual infill within residential neighborhoods include such neighborhoods as Oakwood, and Milwood. Lower scale commercial areas include Rose Avenue and Abbot Kinney Boulevard. The Venice Community Plan includes small pockets of hybrid industrial and light industrial designations near Rose Avenue /Main Street, Venice Boulevard/ Abbot Kinney Boulevard, Market Street (between Pacific Avenue and Speedway) and along Lincoln Boulevard (between Maxella Avenue and Washington Boulevard). Established industrial districts will continue to be prioritized for jobs and emerging industry, while targeted industrial land will be transitioned to other land uses to ensure compatibility with adjacent neighborhoods.

Moreover, in compliance with State Law the City has adopted a Housing Element for the next eight year cycle. The Housing Element will guide the creation and implementation of the City's housing policy from 2021 to 2029. On June 29, the California Department of Housing and Community Development (HCD) informed the City of Los Angeles that its 2021-2029 Housing Element was in full compliance with State law. The Housing Element of the General Plan identifies the City's housing conditions and needs, evaluates the City's ability to meet its Regional

Housing Needs Assessment (RHNA), establishes the goals, objectives, and policies that are the foundation of the City’s housing strategy, and provides an array of programs to create sustainable, mixed-income neighborhoods across the City. Alongside the Housing Element update, the City undertook a targeted update to the Safety Element and technical amendments to the Health Element.

Further discussion regarding the relationship between the Venice Community Plan and the City’s General Plan [forthcoming]. California State Legislation such as the Complete Streets Act of 2007 (Assembly Bill 1358) and Landmark Land Use and Greenhouse Gas State Law of 2008 (Senate Bill 375) established greenhouse gas reduction and better integration of multimodal transportation and land use planning as statewide priorities. This Community Plan provides strategies to promote targeted development for jobs, housing, and amenities in close proximity to transportation resources and each other.

As part of the Land Use Element, the Community Plan’s goals and policies intend to shape positive community change and foster sustainable land use patterns while balancing citywide policies and regional initiatives. The process of developing the Venice Community Plan was a local multi-year collaborative effort in which broad public participation was obtained through a series of meetings and workshops where stakeholders provided input and recommendations.

DEPARTMENT RACIAL EQUITY COMMITMENT

City Planning believes that racial equity is both a journey and destination. As an outcome, racial equity ensures that all people can prosper and reach their full potential regardless of their racial identity. As a deliberative process, racial equity means moving beyond diversity and inclusion by:

- Eradicating societal bias and making neighborhood amenities, public safety, and wealth creation equitable for all residents.
- Identifying the root causes of systemic oppression and actively dismantling institutional and structural racism; acknowledging the particular ways in which anti-Black racism leads to racialized disparities.
- Intentionally making institutional and transformative change to remove structural inequities often placed on Blacks, Indigenous, People of Color (BIPOC), and LGBTQ+ communities.

COMMUNITY PROFILE

Venice has served as an inspiration for visionaries, independent thinkers and those with a bohemian spirit. Abbot Kinney, the earliest developer of the land envisioned a destination modeled after Venice, Italy. The development pattern of the plan area evolved from a local pedestrian-oriented landscape of canals, walk streets and bungalows, featuring a tourist theme park attraction a marked shift in landscape with the presence of the automobile in the 1950s to present day as an international multi-modal destination with boutique cafes, stores and an iconic boardwalk that attracts visitors from all over the world. The boardwalk, also known as Ocean

Front Walk, is one of the City's most popular tourist attractions with an average of 11 million visitors per year according to the City of Los Angeles Department of Recreation and Parks (2019-2020). The plan area has hosted varying waves of migration from African Americans and Black community members from the south, in the early part of the 20th century to a diverse group of immigrants including a local Jewish enclave in the 1940s and a Latino/a/x population in recent years.

Counterculture has always been a force in Venice from beatniks, musicians, surf and skate culture. The eclectic character of homes in Venice can be attributed to Southern California Institute of Architecture (SCI-Arc) opening in neighboring Santa Monica laboratory for experimental, cutting edge architectural design and adaptive reuse. In recent times, the area has become a part of the Silicon Beach collective, with Snapchat and Google being amongst some of the more recognized tech companies.

In terms of transportation, the plan area does not have direct connections to major highways but does have multiple corridors that connect to the city and downtown core. One popular Metro bus line route (Venice Boulevard Rapid Bus #733) is a direct way to get from downtown to the beach. This route currently runs along the old electric car Venice Short Line that ran in the early 1900 and ceased in 1950, giving way to LAMTA. Other bus lines running along the major corridors in Venice, include the LADOT Commuter Express, Santa Monica Blue Bus and Culver City Bus.

Key infrastructure in Venice includes the tide gates at Washington Boulevard (maintained by Bureau of Street Services) and South of Via Marina at Ballona Lagoon, adjacent to the Marina Del Rey Jetty (maintained by LA Street Service and Sanitation). The tide gate system is a critical component of infrastructure for the Venice Coastal Zone. During heavy rains, the tide gates allow rainwater to flow out to the ocean. This works on the principle that sea level is lower than the water levels in the Venice Canals, Grand Canal and Ballona Lagoon. However, as sea level rises, this elevation difference will diminish, rendering the tide gates less and less useful for draining stormwater.

Future critical infrastructure is currently being planned in the Silver Strand subarea along the Ballona Lagoon, known as the Venice Auxiliary Pumping Plant (VAPP) which will be located next to the existing Venice Pumping Plant (VPP) located at 140 Hurricane Street.

The VPP pumps are connected to the Coastal Intercept Sewer from the Pacific Palisades and pumps the water to the Hyperion Treatment Plant. The sewer that connects into the VPP is underneath the Venice Grand Canal.

The proposed VAPP Project will provide additional reliability and supplement pumping capacity of the existing VPP for a combined ultimate peak flow capacity of 87 million gallons per day (mgd), reflecting wet weather flows of a 10-year storm event. The VPP and VAPP is a newly designated US Fisheries Area.

VENICE TODAY:

IS RICH IN HISTORY

The contribution and impact of African American and Black people, professional /creative talent and labor force was central in the early development years of Venice. Some of the earliest Black residents of Venice settled in the area because they were hired as employees for Abbot Kinney's team; among these were cousins Arthur Reese and Irving Tabor. The earliest residents in the area, such as Reese and Tabor, were pioneers of the Great Migration from the South where rural poverty and an increase in the spread of racist ideologies drove African American families to find new lives in the northern and western parts of the country, including California. Kinney employed many residents as supplied laborers, craftsmen, designers, architects and service providers. The building of the Venice Pier and Venice Canals (HCM #270), homes such as the Irving Tabor Residences (HCM #1149), historic places of faith such as the Paul R. Williams designed First Baptist Church of Venice (HCM #1244) and more recent social gathering spaces such as the Monday Women's Club (under consideration) are just a few key examples in understanding the significance that Black and African American residents have played in the creation and continued evolution of the community.

Currently, Venice does not have a Historic Preservation Overlay Zone (HPOZ); however, the plan area does have 3 Historic Districts, 2 Planning Districts, 16 Historical Cultural Monuments (HCMs) and 209 individual resources that were identified in SurveyLA. Additional efforts to expand architectural and cultural surveys can help to elevate people, places, and historic events that capture the qualitative and ethnographic stories that have shaped Venice.

RESIDENTIAL NEIGHBORHOODS

Early residential development in Venice dates back to the early 1900s. Residential structures consist of single-family houses and multi-family housing (including bungalow courts, apartment houses and garden apartments). A variety of styles are represented, including craftsman, shingle, prairie, streamline, late modern and postmodern. In SurveyLA, three residential historic districts dating from the streetcar era were identified. Milwood Venice Walks Streets and North Venice Walk Streets Historic District were developed around a series of walk streets, and the third, Lost Venice Canals Historic District on a system of canals.

The Windward-Pacific Commercial Historic District was identified as a small commercial district oriented around the intersection of Windward and Pacific avenues in downtown Venice.

The Oakwood residential neighborhood was surveyed as a planning district for its long-time association and deep cultural roots with the African-American and Black community in Venice. The Abbot Kinney Boulevard Commercial Planning District is an early-20th century neighborhood commercial corridor located in the northwestern portion of Venice.

Consolidation with the City of Los Angeles in 1925 prompted a dramatic improvement of city services, including the construction of some of the community’s most prominent public buildings such as Venice High School and Venice Post Office. While City infrastructure improved the area, consolidation brought other economic changes to the area, hastening the economic decline of Venice in the 1930s and 1940s. The introduction of Los Angeles’ “blue laws” into the once liberal area, eliminated dancing on Sunday and gambling games, and tourism quickly began to decline.

THRIVING COMMUNITY CENTERS

Lincoln Boulevard, Washington Boulevard and parts of Venice Boulevard serve as Commercial Centers with a variety of local businesses and amenities. Ocean Front Walk, Windward Avenue and Abbot Kinney Boulevard serve as major tourist destinations, often featured in movies and social media platforms. Rose Avenue has quickly become a trendy restaurant corridor.

HISTORIC DEVELOPMENT PATTERNS

IMAGE [PLACEHOLDER]	IMAGE [PLACEHOLDER]	IMAGE [PLACEHOLDER]
<p>Pre - Mid 19th Century Pre 1800-1900</p>	<p>Late 19th Century -early 20th Century 1900 - 1920</p>	<p>Mid Century - Post War 1930s-1950s</p>
<ul style="list-style-type: none"> - Indigenous Gabrielino / Tongva, including Saa’anga and Waachnga tribes are the earliest caretakers of the land and their traditions and cultural practices are honored by generations living here today. - Abbot Kinney and his partner, Francis Ryan purchase the 1.5 mile (960 acres) long tract of land along the beach that is known today as Ocean Park and Venice. Several tracts were subdivided including Golden Bay Tract which had unique streets dedicated for automobile and pedestrian walk streets and courts. East of Main St was 	<ul style="list-style-type: none"> - De facto racial covenants are enacted in Ocean Park and Venice. Oakwood develops as a notable example of African-American life in Southern California during the early 20th century. The African American population tripled between 1910 and 1920. - The success of Venice dwindles due to Prohibition, the passing of Abbot Kinney, and the destruction of the pier in a fire. - The City of Venice announced plans to adapt its system of canals in order to meet the needs of a modern-day transportation 	<ul style="list-style-type: none"> - Low rents attract artists and immigrants to the area. - Ocean Front Walk is adapted from tourism oriented uses to also include uses such as businesses and institutional resources. - In 1948, Charles and Ray Eames ran the Eames Office business in Venice making significant contributions to architecture, furniture design, and photography. - Lincoln Boulevard evolves as an important commercial corridor designed as a major vehicular thoroughfare. - Established in the 1950s,

<p>designated for residential development.</p> <ul style="list-style-type: none"> - Abbot Kinney dissolves his partnership with partners and begins building Venice of America modeled after the Italian city, known for the canal district. - Venice of America’s amusement and attractions are celebrated by celebrities and visitors. - The success of Venice America sparks a second set of six canals south of Venice of America, known as the Venice Canal subdivision. 	<p>infrastructure. The original Venice of America canals were filled in and paved in 1929.</p> <ul style="list-style-type: none"> - Venice is annexed into the City of Los Angeles in 1925. Development of City infrastructure includes Venice High School and the Post Office. - Oil is discovered in the Peninsula in 1929. Although the oil boom provided area residents with much-needed income during the Depression, it left the landscape marred by oil derricks for decades to come. - The Los Angeles and Pacific Railroad’s Venice Short Line, completed in 1904, connected Los Angeles to Venice, Ocean Park, and Santa Monica via Venice Boulevard and Pacific and Electric avenues. 	<p>residents give up their land to the City to create the only green space in Oakwood. The Oakwood Park and Recreation Center.</p>
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IMAGE [PLACEHOLDER]	IMAGE [PLACEHOLDER]
<p>Mid - Late 20th Century 60s - 90s</p>	<p>Early 21st Century - to date 2000- 2020s</p>
<ul style="list-style-type: none"> - The Venice Planning Committee forms in response to “clean up” Venice. Nearly 550 early development buildings that were not up to code were demolished - Venice becomes well-known for its vibrant, free-spirited atmosphere inspired by the growing population of counterculture: music influences, roller skating on the boardwalk, 	<ul style="list-style-type: none"> - Venice Community Plan Update (2000) - Venice Coastal Zone Land Use Plan (2001) - Venice Coastal Specific Plan (2004) - Lincoln Boulevard CDO (2008) - Silicon Beach: Established tech companies

<p>Gold’s Gym Bodybuilding and Dogtown & Z-Boys Surf and Skate culture (1970s)</p> <ul style="list-style-type: none"> - The California Coastal Act is established (1976) - The opening of Sci- Arc in nearby Santa Monica influences Venice architecture (1970s) - SPARC (Social Public Action Resource Center) opens in the old Venice Jail headquarters in 1977 - Gang injunctions begin and contribute to housing pressures and gentrification (1990s) - Oxford Specific Plan (1987 Updated: 1995) - Glencoe Maxella Specific Plan (1993) 	<p>expand their reach or have gotten their start in Venice:</p> <ul style="list-style-type: none"> - Google (2011) - Snapchat (2013) - Cargomatic (2013) - (Expand list) <ul style="list-style-type: none"> - Safe Place for Youth S.P.Y. Headquarters opens in Venice, 2015. - Venice Japanese American Memorial Monument is dedicated on Venice and Lincoln Blvd (2017) - First Baptist Church of Venice suffers a fire (2020) - In solidarity with Black Lives Matter Protests and Demonstrations (2020) - First Baptist Church of Venice location recognized and designated as an HCM (2021) - Juneteenth is recognized as a City Holiday (2022) - Neuhouse: a new work, social, and cultural hub opens on Market St steps away from the boardwalk. (2022)
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GUIDING PRINCIPLES

The following core principles represent the long-term priorities for the Venice Community Plan.

HOUSING

Increase housing opportunities at different affordability levels.

- Expand areas where housing is permitted.
- Increase housing options at all income levels, especially next to transit-rich areas and commercial corridors.
- Introduce a range of new housing opportunities in proximity to local services and top destinations within the community plan area.
- Incentivize the development of new affordable housing units.
- Address homelessness through long-term land use strategies and near-term programs.

ACCOMMODATE GROWTH

Accommodate growth in a strategic, inclusive, equitable, and sustainable manner.

- Concentrate growth in alignment with the General Plan's Framework, concentrating growth in high-intensity commercial centers close to public transit and services.
- Leverage transit investments to expand opportunities for housing, jobs, and community amenities.
- Encourage residential infill that makes efficient use of local infrastructure and contributes to affordable housing supply.
- Elevate design expectations in all new developments.

MOBILITY

Promote a safe, effective, walkable, and multi-modal transportation network.

- Develop walkable and pedestrian-friendly communities.
- Prioritize pedestrian safety and comfort.
- Support streets that encourage human interaction and community building.
- Require expansion of high quality sidewalks and pedestrian linkages.
- Eliminate parking minimums and manage parking effectively and strategically in key locations.
- Expand dedicated bike infrastructure and connectivity.
- Encourage visitors, employees, and residents to use public transit systems by expanding housing and jobs in transit oriented areas.
- Support expanding transit infrastructure projects and service.

JOBS & EMPLOYMENT

Support a thriving and inclusive economy

- Expand employment opportunities in Regional Centers and along commercial corridors by allowing for mixed-use office development.
- Leverage the community's proximity to existing major employers by encouraging synergy through a greater mix of uses and growth of related industries.
- Ensure there is appropriate land dedicated for commercial and industrial uses, including accommodating small-scale manufacturing and emerging green and creative industries.
- Expand opportunities and investments in small and medium size businesses.
- Promote place-making and public realm improvements to enable small businesses to thrive.
- Balance jobs with sufficient housing opportunities in the area.

DESIGN AND COMPATIBILITY

Strengthen neighborhood placemaking

- Strengthen urban design and form to enhance the public realm and create a sense of place.

- Strengthen design standards to ensure compatibility of new infill development within existing residential neighborhoods.
- Activate commercial corridors with uses and design standards that will create lively places within the community.
- Ensure new construction and rehab of existing buildings incorporate high quality architectural, landscape and environmental design.
- Establish development and design standards that ensure future development is compatible with existing neighborhoods.
- Create buffers and smooth transitions between intense uses and sensitive uses, such as residential neighborhoods and ecological sensitive areas.

COMPLETE NEIGHBORHOODS AND LIVABLE COMMUNITIES

Encourage vibrant, healthy, complete neighborhoods.

- Create complete and active neighborhoods through pedestrian-friendly design, a mix of uses in and around employment hubs, and encourage housing.
- Integrate neighborhood serving commercial uses within a ten or fifteen-minute walk of residential neighborhoods.
- Encourage public places for people to gather and interact.
- Promote neighborhoods with mixed-income housing, jobs, amenities, services and transit.
- Support convenient and accessible sources of healthy foods in all neighborhoods.
- Foster connections between and within neighborhoods.

INDUSTRIAL

Preserve industrial land and support reimagined 21st century industrial uses.

- Expand areas for adaptive reuse and conversion to joint live/work.
- Retain industrial land where appropriate and support zoning to incentivize and promote green and clean technology.
- Encourage adaptive reuse of industrial buildings to meet evolving needs for creative offices, production, and distribution.

OPEN SPACE

Expand access and connections to open space.

- Incentivize new publicly accessible open space within the community benefits program.
- Expand urban forms of open space, such as small pocket parks, parklets, community plazas, and other similar elements.
- Encourage creation of and access to community spaces - cultural centers, arts centers and open spaces.
- Increase access to existing open space and orient new development with connections towards areas with existing parks, waterways, and bike paths.

CLIMATE CHANGE RESILIENCE

Promote resource protection, resiliency planning and climate change adaptation.

- Concentrate housing and jobs in strategic places to reduce vehicle miles traveled and make the most efficient use of existing public infrastructure systems.
- Promote land use strategies that concentrate housing, jobs, and neighborhood amenities within a 15 minute walk radius where possible.
- Encourage the greening and cooling of neighborhoods through building design, water recapture, and street treatment.
- Encourage new development incorporating sustainable design standards and energy efficient buildings.
- Protect public and private trees, expand the tree canopy, and encourage the greening of corridors and residential neighborhoods.
- Recognize the health benefits of planning for climate change, sustainability, and community resiliency.

TRENDS AND PROJECTIONS (in process)

The State of California requires that regions plan for changes in population, housing, and employment. If growth is projected, each City must accommodate a share of the region's anticipated growth. These projections are developed by the Southern California Association of Governments (SCAG), which forecasts population and job growth for the cities and counties in the six-county Southern California region. The City must then accommodate, or create the "capacity" for these projected levels of population, housing, and employment through its Community Plans. SCAG's 2040 population and housing forecasts for Los Angeles' Community Plan Areas are based on a number of factors, including historic and recent growth trends. The Department of City Planning allocates the citywide population and housing forecasts, consistent with the Framework Element and other City policies.

Population, Housing, and Employment

SCAG's 2045 demographic and socioeconomic forecasts for Los Angeles are based on historic and recent growth trends. Los Angeles City Planning (LACP) refines allocations of the population and housing within the City's 35 communities so that projected growth is directed to community centers, nodes and corridors, consistent with the Framework Element and other City policies. The Venice Community Plan is designed to accommodate the 2045 population, housing, and employment projections based on assumptions about the amount of development that can reasonably be expected to occur during the life of the plan, given the general plan's designations and policies. Estimates for population, housing units and employment in the Venice Community Plan are shown in Table 1-1 below:

Table 1-1. Population, Housing and Employment

	Existing Conditions [1][3]	2045 SCAG Projections [2]	Proposed Plan Capacity
Population (persons)	34,170	45,690	These values are currently being refined and will be published in the environmental clearance.
Housing (dwelling units)	21,663	23,382	
Employment (jobs)	14,622	16,967	

[1] U.S. Census Bureau, American Community Survey (ACS) 2017-2021

[2] Los Angeles City Planning, Adjusted SCAG projections.

[3] U.S. Census Bureau, Center for Economic Studies, 2020 LEHD

Past building data demonstrates that not all sites will be built to the maximum densities permitted by the plan for a variety of reasons, including economic conditions and market trends, financial lending practices, and construction and land acquisition costs, physical site constraints, and other General Plan policies or regulations. The reasonable expectations about the level of future development determine the Plan's capacity to absorb any projected increase in population, housing, and employment. A more detailed discussion of population, housing, and employment projections and capacity will be included in the environmental clearance.

Other Influencing Factors

In any planning effort, population projections and estimates are prepared in an attempt to anticipate, predict, and forecast population trends over a planning period. Understanding population change is necessary to predict future demand for housing units, transportation, community facilities, and natural resources within the Plan area. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data disaggregated to the City and Venice Community Plan community level. The intensity of development is affected by many factors, and the rate at which population, jobs, and housing growth may be faster or slower than anticipated. External factors, such as global economic trends, demographic changes, immigration and migration rates, global warming, and water rights may also influence community development.

GENERAL PLAN LAND USE DESIGNATIONS (in process)

General Plan Land Use Designations express a variety of goals, policies, and zoning tools to support each condition. The proposed General Plan Land Use Designations reflect the

relationship between land use, physical built form, and functional aspects that differentiate one area from another. Each designation includes a description of the range of intensity, height, and typical uses that characterize an area, contributing to its identity and sense of place.

COMMUNITY CENTER: Community Centers are vibrant places of activity typically located along commercial corridors, in concentrated nodes, or adjacent to public transit hubs. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses.

VILLAGES: Villages are characterized by walkable, fine-grained and porous development patterns that serve as historic and cultural designations. Retail uses on the ground floors of active streets and alleys in these areas provides a lively and safe pedestrian atmosphere. A range of housing types for all incomes and family sizes are integrated with commercial uses such as restaurants, retail, services, and small professional offices to create complete neighborhoods. Adaptive reuse of historic buildings and infill development is responsive to the historic and cultural legacy of these areas.

NEIGHBORHOOD CENTER: Neighborhood Center areas are focal points for surrounding residential neighborhoods and include uses that serve the needs of residents and employees. The building form is characterized by pedestrian-scale commercial development. Uses generally include a mix of residential and commercial uses, such as local businesses and services.

MEDIUM NEIGHBORHOOD RESIDENTIAL: Medium Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are typically adjacent and connected to commercial and employment areas. The building form is typically oriented toward the street.

MEDIUM RESIDENTIAL: Medium Residential areas provide a concentration of multi-unit housing and are typically located near commercial or employment centers. Supportive institutional uses may also be provided in certain Residential Use Districts.

LOW NEIGHBORHOOD RESIDENTIAL: Low Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are typically adjacent and connected to commercial and employment areas. The building form is typically oriented towards the street.

LOW MEDIUM RESIDENTIAL: Low Medium Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form is low to moderate scale and buildings are typically oriented towards the street.

LOW RESIDENTIAL: Low Residential areas provide single family housing, typically set away from centers of activity. The building form is low scale. The minimum size of each lot is 5,000 square feet and residential density is limited to one unit per lot.

COMPACT RESIDENTIAL: Compact Residential areas are predominantly pedestrian-scale residential neighborhoods with compact lots and blocks.

HYBRID INDUSTRIAL: Hybrid Industrial places have a distinct urban form characterized by medium and low scale development with an industrial legacy. High-quality new construction and repurposed structures collectively promote a resourceful approach to urban development that can evolve over time. These areas preserve productive activity and prioritize space for employment, including light industrial, new green industry, commercial, and vertically-integrated businesses, with careful introduction of live-work uses, where appropriate.

LIGHT INDUSTRIAL: Light Industrial areas preserve and sustain industrial activity while serving as a jobs base. The building site layout typically varies to accommodate a range of industries. Uses include manufacturing, warehouse and distribution, research and development, office, and limited commercial. Residential uses are not allowed.

PRODUCTION: Production areas protect and sustain industrial activity while serving as a regional jobs base for a range of training skills and education levels. Buildings in these areas are flexible, high-quality structures that accommodate evolving and innovative industries including light assembly and manufacturing, clean technology, incubators, and research & development facilities. The large-format structures in flexible lot configurations balance goods movement, loading, and distribution needs with pedestrian-scaled design that supports a healthy environment for all users. Residential uses are not allowed.

INDUSTRIAL: Industrial areas are centers of industrial activity while serving as a regional jobs base. Site layout and development in these areas are flexible to accommodate a range of vehicles, equipment and industries. Uses include office, warehouse, distribution, heavy manufacturing, recycling and waste transfer, utilities, mining and oil refineries and production. The Industrial designation does not allow residential uses.

OPEN SPACE: Open Space areas provide opportunities for passive and active outdoor recreation, public gathering, and education. These places function to preserve scenic, cultural, or ecologically important areas. While Open Space land is generally natural in character, it can also accommodate public amenities such as bathrooms and community gathering spaces, as well as limited accessory vending.

PUBLIC FACILITIES: Public Facilities areas are home to governmental, institutional, and cultural functions for the City and provide for the use and development of land owned by a government agency. This includes facilities that are owned and operated by Federal, State, or local governments, public utilities, or joint public and private developments, which are used to provide governmental or public services. Public Facilities serve as centers of democratic practice and public life. A variety of structures, site layouts, and building designs flexibly support civic activity, facilitate internal circulation, and contribute to an active public realm. Public spaces are prevalent and integral to these places, creating a lively atmosphere with frequent programming and public events. Land uses include government offices, libraries, schools, medical facilities, and service

systems to support quality of life within the City. Retail, office, hotel, and limited residential uses are integrated with civic uses, encouraging street life and extending hours of activity beyond the work day.

DRAFT

Chapter 2

LAND USE AND URBAN FORM

The Venice Community is shaped by various community assets and the invaluable contributions from a diversity of cultural groups at various points in time. These coastal resources include infrastructure (tide gates, stormwater/wastewater pumping plants etc), property (residential, commercial, industrial parcels and buildings), civic (schools, lifeguard headquarters, police and fire stations), cultural (historic/planning districts, historic resources and murals, coastal historic monuments), coastal amenities (recreation centers, Ocean Front Walk, Municipal Fishing Pier) and ecological resources (Sandy beach habitat, Ballona Lagoon Marsh Preserve and Canals). Venice is a vibrant, multicultural urban coastal community with pedestrian-oriented connections to neighborhood canals, walk streets, and a major boardwalk. The Community Plan Area has a multi-modal system with connections to the rest of the city.

The Venice subareas (or neighborhoods) are characterized by distinct land uses. Open space land uses are primarily designated near the coast and include waterways and ecological resources such as Venice Beach, the Venice Canals, the Marina, and Ballona Lagoon. Residential land uses are spread evenly throughout the plan and include the residential neighborhoods of Oakwood, Milwood, Silver Triangle, Southeast Venice, Canals and Ballona Lagoon Areas. East Venice comprises residential areas, neighborhood residential corridors and open space areas such as the Penmark golf course and park. Mixed Use commercial land uses are on the outer edges of the community plan area including Rose Avenue, Lincoln Boulevard, and Washington Boulevard, with lower scale commercial areas near the core including the commercial strip of Abbot Kinney Boulevard. Industrial land uses are concentrated near mixed-use corridors adjacent to Rose Avenue, Venice Boulevard and a small portion along Ocean Front Walk.

This chapter specifies land use goals and policies that support community-wide objectives while addressing issues unique to Venice. Plan policies promote land use planning that expands opportunities for housing in areas well served by transit, preserves land for industry and jobs while ensuring land use compatibility and reinforces the neighborhood qualities that contribute to a strong sense of community. The balance for equity, accommodating for growth and addressing climate change needs will guide land use goals and plan policies for the plan area.

GOALS AND POLICIES

The primary purpose of a Community Plan document is to provide a long range vision for land use, in each community of Los Angeles. Land use planning can address an expansive range of interrelated topics that shape the quality of life within a community, including housing, jobs, urban form, cultural resources, and environmental and economic sustainability.

The following land use and urban form policies inform an equitable growth strategy for land use planning that will take into account projected growth trends while valuing the distinctive history of Venice. The policies promote outcomes that result in a high-quality built environment with opportunities for future mixed-income and affordable housing, robust mixed-use commercial corridors, adaptive reuse, hybrid industrial, light industrial, and green tech industries, as well as connections to open space areas and coastal resources. The policies also aim to provide situational guidance that safeguard current multi-generational households, promote compatible development, while reducing displacement, and discouraging the loss of apartments covered by the City's Rent Stabilization Ordinance (RSO). Additionally, the policies also support opportunities that enhance building design, expand safe multimodal access, and foster a physical environment that is pedestrian-friendly.

HOUSING AND LIVABLE COMMUNITIES

The Venice community is comprised of many residential neighborhoods rich in diverse cultural and architectural design history. This Community Plan envisions Venice as a community that can continue to be a source of various levels of affordable housing for existing residents and future generations, while also remaining connected to its rich history and its strong sense of an eclectic, coastal community.

Plan policies emphasize the importance of housing that is safe, livable, and affordable to a full range of income levels and suitable for various multigenerational household types and sizes. The Community Plan seeks to direct growth towards commercial corridors served by transit and provide contextual infill in existing residential neighborhoods generally near neighborhood-serving uses. The Community Plan's policies also seek to preserve and enhance the distinct design, scale and integrity of residential neighborhoods. In addition, these policies support the evolution of homeownership types and access to building generational wealth as an upward social and economic mobility tool.

GOAL LU 1

A SUSTAINABLE, INNOVATIVE, AND DIVERSIFIED VENICE THAT OFFERS A FULL RANGE OF OPPORTUNITIES AND EXPERIENCES FOR ALL.

LU 1.1

Foster an equitable and inclusive Venice, with housing options that can accommodate the fullest range of economic and social needs.

LU 1.2

Ensure the development of complete neighborhoods with diverse uses and resilient infrastructure, parks, streetscapes, transit, and community amenities.

LU 1.3

Create zoning tools to provide for a racially, socially, and economically inclusive Venice through a range of housing and employment options.

LU 1.4

Establish an incentive zoning system that delivers public benefits such as affordable housing, public open space, historic preservation, and community facilities to Venice communities.

LU 1.5

Support the expansion of uses that provide access to beaches, recreation, arts, culture, and entertainment for people throughout the Los Angeles region.

LU 1.6

Encourage enhanced accessibility and amenities for children, seniors, and special needs populations in housing developments.

GOAL LU 2

SAFE, HEALTHY AND HIGH QUALITY RESIDENTIAL ENVIRONMENTS THAT PROVIDE HOUSING FOR ALL SEGMENTS OF THE COMMUNITY.

LU 2.1

Promote the provision and preservation of adequate housing for people of all income levels, races, ages, abilities and suitable for their various needs.

LU 2.2

Promote mixed-income neighborhoods with a range of housing affordability, with higher numbers of low, very low, extremely low and moderate income units.

LU 2.3

Promote development that provides greater individual choice in the type, size, price, and location of housing, and incorporates features that facilitate aging in place.

LU 2.4

Foster healthy communities composed of mixed-income housing in proximity to transit, jobs, amenities, services, cultural resources, coastal resources, parks, and recreational facilities.

LU 2.5

Promote multigenerational family-friendly neighborhoods with convenient and safe access to transit, jobs, schools, coastal resources, parks and community facilities, childcare services, libraries, grocery stores and other neighborhood-serving retail.

LU 2.6

Recognize additional housing unit options to accommodate a variety of household sizes, including larger households, such as those with children, multigenerational living, and special needs populations.

LU 2.7

Encourage new multiple unit developments to provide amenities for residents such as on-site recreational facilities, community meeting spaces, as well as family-sized units that are suitable for larger families and families with children.

Family-sized housing units are typically two to three bedrooms and include additional features essential for families, such as: spaces where family members can gather for meals and other activities; spaces where children can play or do homework; and spaces for outdoor play and recreation.

LU 2.8

Develop senior housing in neighborhoods that are accessible to public transit, commercial services, recreational and health and community facilities, especially within or adjacent to designated Community Centers, Neighborhood Centers, Villages, and Hybrid Industrial where buffers may help in transitioning an evolving area.

LU 2.9

Promote development that features universal design elements within various housing types that provide adequate housing units and outdoor amenity spaces for senior citizens and persons of all abilities in neighborhoods that are accessible to public transit, commercial services and health facilities.

LU 2.10

Promote building design that supports the mental and physical health of residents.

LU 2.11

Support the homeowner's choice to implement reasonable accommodation of an Accessory Dwelling Unit (ADU) and/or Junior Accessory Dwelling Unit (JADU) that is thoughtfully designed and located in a manner consistent with the established development patterns of the street block

or neighborhood to accommodate their evolving multigenerational family needs. (*Also see Urban Form policies that address ADUs/JADUs*).

LU 2.12

Promote more affordable ownership opportunities and ownership retention strategies, with an emphasis on stability and wealth building for underserved communities, consistent with the City's Housing Element.

LU 2.13

Expand opportunities for property ownership to lower and moderate income households by supporting the creation of smaller lots and homes for sale.

LU 2.14

Increase opportunities for affordable homeownership for low and moderate income households by expanding homebuyer assistance programs provided by the City.

LU 2.15

Promote improvements to the physical design, condition, resource efficiency, comfort, resilience and overall safety of all public housing units and conform with all applicable health and safety codes to ensure stronger climate resilience and quality of life for residents.

LU 2.16

Protect communities, especially communities of color, from practices that undermine intergenerational wealth accumulation and housing stability (e.g., predatory lending) through outreach and education programs as outlined in the City's Housing Element.

GOAL LU 3

NEW HOUSING OPPORTUNITIES ARE MAXIMIZED NEAR TRANSIT AT DENSITIES THAT SUPPORT A DIVERSITY OF SMALL BUSINESSES, PUBLIC SPACES, INCREASED TRANSIT RIDERSHIP, AND REDUCED VEHICULAR TRIPS.

LU 3.1

Permit greater development scale and density around existing and future transit for projects that provide high quality housing that is affordable and accessible to the surrounding community.

LU 3.2

Ensure that a significant portion of new housing around transit is affordable to low-income households in order to accommodate the City's core transit riders.

LU 3.3

Disaggregate the cost of parking from the cost of housing and eliminate residential parking requirements to allow flexibility and reduce the cost of housing.

LU 3.4

Promote new housing in mixed-use projects along and adjacent to major corridors supported by existing transportation infrastructure and in pedestrian-oriented areas.

LU 3.5

Locate higher residential densities near commercial centers and major transit routes, where public service facilities, utilities, and topography may accommodate this development.

LU 3.6

Encourage higher concentrations of housing around transit where residents can benefit from greater access to jobs, schools, parks and recreational facilities, neighborhood amenities, health and social services, and coastal resources.

LU 3.7

Consider factors such as neighborhood physical features, compatibility of land uses, impact on livability, impacts on services and public facilities, and vehicle miles traveled (VMT) to analyze the transportation impacts when changes in residential densities are proposed.

LU 3.8

Prioritize underutilized lots for reinvestment and redevelopment that anticipates evolution to a greater diversity of industries and jobs, including small and medium sized commercial businesses and live-work units where appropriate.

GOAL LU 4

HOUSING PRODUCTION AND PRESERVATION THROUGH PUBLIC AND PRIVATE ACTION THAT RESULTS IN A HOUSING SUPPLY TO MEET PROJECTED GROWTH IN A MANNER THAT IS SAFE, LIVABLE, AND AFFORDABLE TO A FULL RANGE OF INCOME LEVELS.

LU 4.1

Retain existing housing and provide for the development of new housing to meet the diverse economic and physical needs of current residents and the projected population of the Venice Community Plan Area.

LU 4.2

Expand the areas where housing is permitted to meet projected housing needs and development trends.

LU 4.3

Support residential infill developments that increase the supply of affordable housing on-site that is for rent or for sale.

LU 4.4

Provide incentives and simplify zoning regulations where possible to expedite the production of housing.

LU 4.5

Encourage a mix of rental and ownership housing and facilitate the development of affordable housing and permanent supportive housing.

LU 4.6

Incentivize new development to contribute towards the community's extremely-low, very-low, and low-income housing needs.

LU 4.7

Develop further incentives and simplify zoning regulations to expedite the rehabilitation and conversion of buildings 25 years or older into a variety of housing types including, live/work units, micro-units, and multi-bedroom units for larger households.

LU 4.8

Encourage the creation of residential buildings that can be adaptable over time to accommodate changes in unit types, sizes, living arrangements, and a mix of uses.

LU 4.9

Encourage the preservation and maintenance of rental units that are protected by the Rent Stabilization Ordinance (RSO) in support of no net loss of affordable units.

LU 4.10

Support tracking and monitoring of existing covenanted affordable housing units and RSO units and seek to recover any losses to increase the baseline of affordable units in the Venice Community Plan Area.

LU 4.11

Support the production and maintenance of public reports on the inventory of condominium conversions and Ellis Act evictions, demolitions, and tenant buyout agreements.

GOAL LU 5

NEIGHBORHOODS PROVIDE RESIDENTS WITH ACCESS TO ESSENTIAL COMMERCIAL AND PUBLIC AMENITIES WITHIN A MULTI-MODAL ACCESSIBLE ENVIRONMENT.

LU 5.1

Ensure that neighborhoods include the educational, recreational, and civic facilities necessary for social engagement and empowerment.

LU 5.2

Promote community use of existing facilities at school sites through joint use partnerships between the relevant City departments and the Los Angeles Unified School District (LAUSD).

LU 5.3

Support the establishment of neighborhood residential corner stores and cafes that provide fresh groceries and basic household goods within comfortable walking and rolling distance for all users of the surrounding neighborhood.

LU 5.4

Ensure that small businesses located within residential neighborhoods are providing a positive service to the community by enhancing the health and well-being of residents and operating as good neighbors.

LU 5.5

Support the provision of appropriately scaled childcare, community care, eldercare, and healthcare facilities that enable neighborhoods to serve all members of the community throughout every stage of life.

LU 5.6

Promote the clustering of public facilities, such as libraries, parks, schools, and auditoriums in order to establish more integrated community centers.

LU 5.7

Improve resident's access to basic needs and affordable amenities, such as fresh food, household goods, open space, and health and wellness facilities.

GOAL LU 6

ACCESSIBLE, HEALTHY, AND SAFE HOUSING OPPORTUNITIES AFFORDABLE TO LOWER INCOME HOUSEHOLDS.

LU 6.1

Incentivize the creation of housing options that are affordable to and occupied by lower income households, especially housing at the deepest levels of affordability, near multiple transit options.

LU 6.2

Support community land trusts as a tool for producing affordable housing options.

LU 6.3

Increase home ownership opportunities by encouraging the development of townhouses and other similar types of housing units and innovative homeownership opportunities that support community wealth building models and foster growth of community land trusts.

LU 6.4

Coordinate with nonprofits and community-land trusts to take advantage of off-site acquisition options.

LU 6.5

Utilize public land and funding for the development of supportive housing projects and affordable housing for extremely-low, very-low, and low-income households.

LU 6.6

Prioritize use of surplus public land for development of housing that is predominantly affordable, except where surplus land is not suitable for residential uses.

LU 6.7

Support the training of tenants, property owners, and property managers on tenants' rights to live in habitable housing and the health effects and management of environmental hazard exposure, such as lead and asbestos, to prevent tenant exposure. Include programs to monitor environmental hazard exposure and ensure tenants receive meaningful relocation assistance and compensation

GOAL LU 7

ACCESS TO SAFE, AFFORDABLE HOUSING AND SERVICES FOR PEOPLE EXPERIENCING OR AT RISK OF EXPERIENCING HOMELESSNESS.

LU 7.1

Implement the City's continued efforts that address individuals and families experiencing homelessness and housing insecurity equitably across the City, in a manner that is balanced across all communities.

LU 7.2

Implement the City's multiple efforts that address individuals and families experiencing homelessness equitably across the City, in a manner that is balanced across all communities.

LU 7.3

Support the development of transitional housing, emergency shelters and resilience hubs that serve those experiencing homelessness, provide transitional/ supportive services, and support special needs populations, in appropriate locations with community input.

LU 7.4

Consider the number, size, scale, and location of existing permanent and supportive housing sites within a community plan area, and evaluate strategic renovations or modifications at existing sites before adding new ground up permanent facilities.

LU 7.5

Support efforts and opportunities to increase funding for new social services sites that are linked to public spaces such as parks, plazas, community centers, and transit stops.

LU 7.6

Encourage the creation of new public health infrastructure, such as rest stops with hygiene services including showers, restrooms, and cold drinking water, charging stations, and public wireless internet, along with social services outreach, in spaces that are publicly available.

LU 7.7

Prioritize the development of permanent supportive housing and affordable housing at extremely low and deeply low-income levels for residents transitioning out of supportive housing.

LU 7.8

Ensure a range of supportive housing types and services to meet the needs of populations vulnerable to, or currently experiencing, homelessness, including but not limited to communities of color, immigrant communities, women, LGBTQIA+, youth, students, families with children, seniors, veterans, and those formerly incarcerated.

LU 7.9

Provide a high level of outreach targeted toward people experiencing homelessness to inform them of their rights and opportunities to move into permanent housing with appropriate support services.

LU 7.10

Support the creation of new social services sites in high need areas within the Venice Community Plan Area that are linked to jobs, parks and recreational facilities, coastal resources, community centers, and transit stops.

LU 7.11

Facilitate public community events and outdoor recreation in Venice's underserved communities by reducing administrative and financial challenges such as permitting fees and processes.

GOAL LU 8

NEW DEVELOPMENT THAT MINIMIZES THE DISPLACEMENT OF CURRENT RESIDENTS.

LU 8.1

Promote equitable development and inclusive growth that avoids displacement of those vulnerable to homelessness and prioritizes the needs and rights of extremely low and deeply low-income populations.

LU 8.2

Discourage the displacement of existing residents by implementing programs that include no-net-loss provisions and provide housing relocation assistance and services for persons displaced as a result of public or private actions.

LU 8.3

Encourage the replacement of demolished affordable housing stock with new, quality affordable housing opportunities and strive for a no net loss of affordable housing units in the plan area.

LU 8.4

Support development projects that offer former low-income tenants of demolished units with the first right of refusal on leases for the new housing units.

LU 8.5

Ensure that each recently occupied housing unit demolished as a result of new development is replaced on-site, and offered back to former residents at rent levels previously paid.

LU 8.6

Support the retention of residential units by discouraging demolition of existing buildings unless all necessary building permits have been issued for new construction on the site.

LU 8.7

Discourage permits from being issued for the demolition of multi-unit buildings until a project providing an equivalent or greater number of units is approved.

LU 8.8

Facilitate the renewal of existing affordable housing covenants and promote opportunities for acquisition of units with expiring covenants by affordable housing developers, community-based organizations, or community land trusts to preserve affordability.

LU 8.9

Foster effective collaboration and coordination between public agencies and community organizations to identify displacement concerns and efficiently respond with resources and strategies.

LU 8.10

Encourage an increase in resources for tenants' rights education, enforcement, and protections, including training, education, legal representation, RSO monitoring and enforcement, and tracking of evictions and tenant buyout agreements in RSO units.

LU 8.11

Encourage increased enforcement of Ellis Act notice requirements and re-rental restrictions and identify programs and resources to strengthen right of return and provide new affordable housing opportunities for households displaced by Ellis Act evictions

GOAL LU 9

RESIDENTIAL NEIGHBORHOODS THAT ARE PROTECTED FROM INCOMPATIBLE AND NON-CONFORMING USES.

LU 9.1

Preserve the residential massing and scale of neighborhoods and protect residents from adverse impacts caused by incompatible and non-conforming uses.

LU 9..2

Support the retention of compatible, legal non-conforming uses that are a recognized part of a neighborhood (e.g., "Mom and Pop" neighborhood stores).

LU 9.3

Encourage greater use of the City's revocation process to close down serious public nuisance alcohol sales outlets involved in repeated alcohol sales violations.

LU 9.4

Promote diverse and equitable distribution of uses that contribute to a community's well being. Limit uses detrimental to the health and welfare of the community due to nuisance or overconcentration of uses, such as off-site alcohol sales, that are incompatible in neighborhood context to avoid negative impacts to the neighborhood.

LU 9.5

Promote diverse and equitable distribution of uses that contribute to a community's well being. Limit uses detrimental to the health and welfare of the community due to nuisance or

overconcentration of uses, such as off-site alcohol sales, that are incompatible in neighborhood context to avoid negative impacts to the neighborhood.

COMMERCIAL CENTERS AND CORRIDORS

Venice contains community centers, villages and mixed-use corridors that serve the local community as well as regional and international visitors to the area. A top priority for the community is revitalizing mixed use commercial corridors that are currently underutilized and striking a balance between neighborhood serving amenities while accommodating a flow of visitors to the plan area. In addition to encouraging well-designed, environmentally sustainable commercial development, the Community Plan encourages the growth of small and medium-sized businesses that provide local employment opportunities, generate economic activity and reinforce the sense of community.

Lincoln Boulevard, also known as Highway 1 in this portion of the plan area, connects to the City of Santa Monica to the north and to LAX going south bound. As one of the main commercial corridors for the plan area, it has served as a focal point for schools, major grocery stores, restaurants, social and recreation activities and youth centers.

Washington Boulevard, another main corridor, supports tourism and is an anchor to many hotels. Adjacent to Marina Del Rey, this corridor provides access to the Marvin Braude Bike path and entry points to the Venice Canals, Ballona Lagoon waterway and the Venice walk streets (walk paths).

Ocean Front Walk, fronts the beach and is a coastal resource that is accessible to both locals and visitors. The pedestrian focused corridor connects to Santa Monica to the north and Marina Del Rey to the south. Several walk streets from Pacific Way lead to the corridor, enhancing the pedestrian experience to the shore. The Marvin Braude Bike Trail runs adjacent to the corridor. Recreational spaces include the volleyball courts, the Venice Beach Roller Skate Dance Plaza and Skatepark, basketball courts and Muscle Beach. Business and services along the boardwalk cater to both long-time residents and tourists.

Venice Boulevard is a direct 12 mile connection from the beach to downtown and serves as a neighborhood corridor. This corridor supports local creative talent including a performing arts theater, a public art resource center, galleries, a youth garden and houses civic buildings such as the Venice - Abbot Kinney Library and Venice High School.

Abbot Kinney Boulevard and Rose Avenue, both adjacent to Oakwood, were once local neighborhood centers for groceries, laundromats and barbershops to predominantly African American, Black, Latino, and bohemian communities.

Abbot Kinney Boulevard, formerly known as West Washington Boulevard (prior to 1989), was pivotal for early political activism, hosting various African American community organizations and nonprofits such as Project Action, a nonprofit group that contributed to the establishment of 14 housing projects in Oakwood. In more recent years, it has evolved from a locally serving corridor to an international shopping destination, including several mainstream flagship stores scaled at the pedestrian level dotted by very few independently owned shops. Rose Avenue, once an affordable location for neighborhood amenities, is a corridor that has been transforming over time. Anchored by Wholefoods on one end and Google on the other, it is a corridor lined by a mix of independent high end restaurants and boutique chains, juxtaposed by a handful of service providers including the Venice Family Clinic, Rose Ave Apartments (permanent supportive housing by Venice Community Housing Corporation) and nearby St Joseph Center and Catholic Charities.

The Community Plan encourages the revitalization of mixed-use commercial corridors and focuses additional housing opportunities along commercial corridors that are well served by transit. The Community Plan encourages mixed-use development that combines multiple residential units with commercial ground floor spaces designed to accommodate small and mid-sized tenants and enhance the pedestrian experience along the street. The Community Plan also emphasizes the importance of an equitable distribution of goods and services, which contributes to a community's well-being. Plan policies support adequate transitions between new development along the corridor and adjacent lower-scale residential areas. Policies in this section identify the priorities for mixed-use and commercial development along commercial corridors to create a place where residents, visitors and businesses come together and community life develops and prospers.

GOAL LU 10

AN ADEQUATE LEVEL OF COMMERCIAL AREAS THAT PROVIDE EQUITABLE ACCESS TO HOUSING, OPEN SPACE, GOODS AND SERVICES.

LU 10.1

Encourage investment and new commercial uses in established commercial areas and existing shopping centers.

LU 10.2

Attract a variety of uses that strengthen the economic base; expand market opportunities for existing and new businesses; and provide an equitable distribution of desirable uses and amenities throughout the community, including full service grocery stores, sit-down restaurants, cafes and entertainment venues.

LU 10.3

Encourage the use of private and public resources designed to stimulate commercial rehabilitation and new development.

LU 10.4

Encourage lot consolidation in commercial areas, as appropriate, to provide adequate sites for quality commercial and mixed-use development and facilitate optimal programmatic function, design and amenities that promote access to healthy open spaces.

LU 10.5

Encourage neighborhood-oriented shopping and services to be developed within walking distance to residential areas.

LU 10.6

Maximize opportunities for small and local businesses along corridors by providing a variety of sizes of new commercial spaces to help maintain affordability and promote diversity.

LU 10.7

Encourage mixed-use and commercial developments to provide commercial tenant spaces that are appropriately scaled for neighborhood-serving small businesses.

LU 10.8

Support sidewalk street vendors that offer fresh food in convenient and appropriate locations and assist them with compliance with the City's Sidewalk Vending Program.

LU 10.9

Support efforts to protect commercially planned and zoned areas from excessive encroachment by very low intensity residential-only development.

LU 10.10

Prioritize mixed-use developments instead of new stand-alone residential development in Community Center designated areas to support an adequate level of neighborhood commercial services (e.g., grocery stores, sit-down restaurants and fitness facilities).

LU 10.11

Encourage the retention of existing and the development of new commercial uses that serve the needs of the residents of adjacent neighborhoods and promote community services (e.g., healthcare, childcare and community meeting rooms).

LU 10.12

Encourage a range of uses to support healthy living, provide important goods and services, facilitate convenient shopping, and foster a variety of job opportunities and career pathway training.

GOAL LU 11

COMMUNITY MIXED-USE CORRIDORS PROVIDE OPPORTUNITIES FOR LOCAL BUSINESSES AND NEIGHBORHOOD SERVING USES ADJACENT TO WALKABLE AND ACCESSIBLE RESIDENTIAL NEIGHBORHOODS.

LU 11.1

Accommodate additional housing capacity along and adjacent to key mixed-use corridors while prioritizing ground floor areas for commercial uses and amenities that serve the immediate neighborhood.

LU 11.2

Create an inviting environment characterized by a diverse mix of uses, density, and activated urban development that serves local businesses and residents.

LU 11.3

Allow for compact development patterns that create opportunity for small and mid-size businesses and a full range of residential unit sizes.

LU 11.4

Ensure that established neighborhood corridors, such as Rose Avenue, Abbot Kinney, Venice Boulevard, Ocean Front Walk, and Washington Boulevard, continue to provide small commercial spaces for neighborhood serving uses.

LU 11.5

Discourage new stand-alone residential development in Community Center designated areas to support an adequate level of neighborhood commercial services (e.g., grocery stores, sit-down restaurants and fitness facilities).

LU 11.6

Encourage the retention of existing and the development of new commercial uses that serve the needs of the residents of adjacent neighborhoods and promote community services (e.g., healthcare, childcare and community meeting rooms) in neighborhood commercial centers.

LU 11.7

Encourage a range of uses to support healthy living, provide important goods and services, facilitate convenient shopping, and foster a variety of job opportunities and career pathway training.

LU 11.8

Encourage the commercial expansion along Lincoln Boulevard, Washington Boulevard, Abbot Kinney, Venice Boulevard and Rose Avenue to increase the variety of goods and services, improve shopping convenience, and stimulate business and investment.

LU 11.9

Promote a broad range of uses and streetscape improvements, including an urban tree canopy, that support and enhance Venice centered around Lincoln Boulevard, Washington Boulevard, Abbot Kinney Boulevard, Venice Boulevard and Rose Avenue.

LU 11.10

Revitalize and strengthen Abbot Kinney Boulevard as the historic commercial center of the community providing shopping, civic, social and recreational activities.

LU 11.11

Support commercial and recreational development at the foot of Ocean Front walk as a focus for revitalization efforts, in coordination with Coastal Commission activities.

LU 11.12

Strengthen the connection between the Venice commercial corridors to Ocean Front Walk through coordination with Department of Beaches and Harbors (DBH), Bureau of Engineering (BOE), Bureau of Street Services (BSS), Public Works (PW) and the California Coastal Commission (CCC) to implement streetscape improvements that provide physical design connections between Ocean Front Walk and Venice Boulevard, Windward Avenue, Rose Avenue and Washington Boulevard, such as street trees, landscaping, lighting, paving, wayfinding signage and gateway signage.

LU 11.13

Foster improved integration between Venice and coastal beach improvements and activities through opportunities for well-designed development at the foot of Ocean Front Walk that provides a desired commercial-residential mix of uses with public viewing of the pacific ocean (e.g. restaurants and observation decks).

GOAL LU 12

AREAS SERVED BY TRANSIT SUPPORT A DYNAMIC MIX OF COMMERCIAL ACTIVITY, COMMUNITY SERVICES, JOBS, AND AFFORDABLE HOUSING.

LU 12.1

Encourage mixed-use districts near transit and at other key nodes that combine a variety of uses to achieve a community where people can shop, live, work and enjoy access to healthy spaces with reduced reliance on the automobile.

LU 12.2

Promote dense urban development around the community's major transit stations that add value to the community by providing a mix of multi-unit housing, neighborhood-serving commercial uses, and community amenities

LU 12.3

Promote mixed-use projects with affordable units in proximity to transit nodes and corridors and in commercial centers.

LU 12.4

Develop incentives for higher density, mixed-use projects that incorporate desired ground floor uses, such as sit-down restaurants, full-service grocery stores or pharmacies.

LU 12.5

Encourage developments around major transit stations to provide multi-purpose and commercial tenant spaces along the full length of a building's ground floor frontage.

LU 12.6

Maximize the benefits of transit by concentrating higher residential and employment densities within several blocks of each of the community's major transit stations.

LU 12.7

Encourage and support mobile sidewalk street vending in plazas and along streets surrounding major transit stations to foster a vibrant pedestrian environment, and assist them with compliance with the City's Sidewalk Vending Program.

LU 12.8

Ensure that mixed-use projects and development in pedestrian-oriented areas are well-designed and developed to achieve the highest level of quality and compatibility with existing uses and maintain the massing and scale of the surrounding residential neighborhoods.

GOAL LU 13

COMMERCIAL AREAS WITH CONVENIENT ACCESS VIA ALL MODES OF TRAVEL AND PARKING SOLUTIONS THAT MEET BUSINESS, CUSTOMER AND RESIDENT NEEDS.

LU 13.1

Preserve, enhance and expand existing pedestrian orientation along commercial streets through design standards, such as maintaining a uniform street frontage and locating parking at the rear of lots.

LU 13.2

Accommodate the needs of employee and public parking for all commercial facilities and ensure that they are well-designed and screened from public view by landscaping, berms and/or walls, in order to discourage parking from commercial areas from spilling over onto residential streets.

LU 13.3

Provide public parking near commercial centers, villages and corridors to help protect residential neighborhoods from parking encroachment.

LU 13.4

Improve safety and aesthetics of parking lots in commercial areas using features such as additional lighting, landscaping, pedestrian pathways and improved visibility.

GOAL LU 14

PARKING FACILITIES THAT ARE DESIGNED TO SUPPORT VIBRANT, ACCESSIBLE STREETS FOR ALL USERS AND REDUCE EXPOSURE TO VEHICLE RELATED HAZARDS.

LU 14.1

Encourage parking to be located away from the pedestrian right-of-way and behind an active frontage with access taken from the rear of buildings where possible.

LU 14.2

Discourage new driveways along pedestrian-oriented streets when access to a site can be reasonably accommodated from an alley or cross-access easement.

LU 14.3

Discourage new driveways along streets with existing bike lanes when access to a site can be reasonably accommodated from an alley.

LU 14.4

Consider further reductions in parking requirements for projects when located within walking distance of major transit stations and bus stops.

LU 14.5

Discourage projects from providing parking in excess of the minimum required in locations where reliable public transit options exist as a viable alternative to private vehicle use.

LU 14.6

Encourage electric vehicle charging stations to be provided in all new parking facilities.

VILLAGES

GOAL LU 15

COMPACT AND POROUS VILLAGES WITH INFILL DEVELOPMENT AND ADAPTIVE REUSE OF EXISTING AND HISTORIC STRUCTURES.

LU 15.1

Encourage infill development that is context-sensitive and reinforces the village design features of these areas, such as inward orientation and pedestrian passageways.

LU 15.2

Promote a mix of residential and commercial uses to reinforce compact and walkable neighborhoods.

LU 15.3

Support multi-generational communities that include culturally relevant and linguistically accessible local services, recreational facilities, and urban design that accommodates people of all ages, incomes, and levels of mobility.

GOAL LU 16

NEIGHBORHOODS THAT FEATURE AND SUSTAIN UNIQUE SCALE, BLOCK PATTERNS, AND CULTURAL DESIGN ELEMENTS. INTERNAL AND EXTERNAL SPACES ARE WOVEN TOGETHER BY A SERIES OF INFORMAL PATHWAYS, GUIDING USERS THROUGH A NETWORK OF VIBRANT COMMERCIAL ACTIVITIES.

LU 16.1

Apply form regulations that encourage pedestrian-scale development and respect the character of Village areas.

LU 16.2

Preserve the fine-grain design characteristics of Villages through narrow building facades and frequent building entrances.

LU 16.3 Encourage the development of pedestrian paseos and internal courtyards to allow for internal circulation.

LU 16.4 Require activated ground floors to support pedestrian activity along key corridors.

LU 16.5

Support an improved public realm, including a range of open space types that can offer opportunities for culturally relevant and multi-generational recreation, rest, and social interaction.

LU 16.6

Regulate the size of individual retail establishments and limit incursion of formula retail establishments to preserve the fine-grained scale and character of small businesses in villages.

JOBS AND ECONOMIC DEVELOPMENT

The Venice Community Plan recognizes the wide range of jobs and industries located in Venice as a major economic asset to the local community and region. Jobs generated by the commercial, creative arts, technology, tourism and hospitality industries provide for an array of potential employment opportunities and career ladder upward mobility in the community plan area. Existing industrial land has become a hub for emerging tech and creative business sectors and has the potential to encourage green technology industries. Commercial corridors present the opportunity for the creation of attractive, mixed-use streets that foster diverse retail and service providers.

COMMERCIAL CORRIDORS

The Community Plan recognizes the potential to revitalize, strengthen and restore the area's key commercial corridors. The Community Plan seeks to increase job opportunities along commercial corridors and to serve as a major asset for the local community and the City of Los Angeles.

GOAL LU 17

A COMPLETE NEIGHBORHOOD THAT PROVIDES COMMERCIAL SERVICES AND EMPLOYMENT NEEDS FOR ALL RESIDENTS.

LU 17.1

Support existing neighborhood stores (i.e. mom-and-pop shops) that support the needs of local residents, are compatible with the neighborhood and create a stable economic environment.

LU 17.2

Encourage mixed-use and commercial developments to provide retail spaces conducive to community-serving small businesses and business incubation.

LU 17.3

Maintain and increase the commercial employment base for community residents, including those facing barriers to employment, through local hiring, living wage provisions, job resource centers and training.

LU 17.4

Support public-private partnerships that help to revitalize small businesses and start up businesses that are recovering from the financial hardships.

LU 17.5

Promote efforts that ensure businesses in Venice have access to the City's Legacy Business Implementation programs, such as financial incentives and technical support programs.

GOAL LU 18

AREAS WITH A RANGE OF COMMUNITY SCALED COMMERCIAL ESTABLISHMENTS AND PROFESSIONAL OFFICES THAT OFFER OPPORTUNITIES FOR SMALL BUSINESSES.

LU 18.1

Foster a wide range of community-serving commercial uses that support legacy small businesses and emerging small businesses.

LU 18.2

Provide opportunities for new businesses by prioritizing medium- and small-scale establishment sizes.

LU 18.3

Encourage supportive neighborhood commercial uses that cater to local employees and make the area attractive to employers.

GOAL LU 19

GROUND FLOOR SPACES ALONG CORRIDORS SUPPORT COMMUNITY LIFE BY PROVIDING A PLEASANT AND ENGAGING SETTING.

LU 19.1

Encourage projects to dedicate ground floor space to uses that generate street level activity, such as neighborhood retail, grocery stores, restaurants, food stands, and local services.

LU 19.2

Design ground floor spaces that embrace the street and engage users by employing features such as large windows, recessed or shaded entryways, outdoor seating, and eye-level displays.

LU 19.3

Encourage smaller individual tenant spaces to accommodate a greater number and diversity of businesses or larger spaces that accommodate multiple tenants over spaces that serve a single tenant.

LU 19.4

When active commercial uses are not feasible within ground floor areas consider providing flexible spaces designed for community amenities, including but not limited to: - shared workspace - afterschool programming - adult education center - fitness center - daycare center - cooking facilities - community office space - indoor recreation and leisure - community health facilities.

GOAL LU 20

CLUSTERS OF SPECIALTY RETAIL, COMMERCIAL BUSINESSES, AND INSTITUTIONAL USES AT A NEIGHBORHOOD SCALE WITH A REGIONAL DRAW.

LU 20.1

Encourage specialty commercial uses that provide neighborhood services and have a regional draw.

LU 20.2

Cultivate and facilitate an environment that is supportive of community serving small businesses and create programs for their retention and sustainability.

LU 20.3

Support accessibility to affordable retail options, such as grocery stores and goods and services used on a daily basis.

LU 20.4

Encourage the establishment of neighborhood land trusts in areas with long-standing businesses vulnerable to changes in market conditions to improve local control.

GOAL LU 21

STREET VENDING CONTRIBUTES TO THE VIBRANCY OF THE PUBLIC REALM AND EXPANDS ACCESS TO GOODS AND SERVICES THROUGHOUT THE COMMUNITY

LU 21.1

Recognize the important role street vending plays as a viable enterprise for many residents who provide the community with affordable merchandise and fresh food in a manner that enhances street life.

LU 21.2

Assist sidewalk vendors with efforts to comply with the rules and regulations of the City's Sidewalk Vending Program.

LU 21.3 Support street vending through the provision of cleaning, preparation, and disposal facilities at locations where street food vending is prioritized by the community.

INDUSTRIAL AREAS

The industrial sector represents an important resource in terms of facilities for employment for a range of workers throughout the region. The Venice Community Plan seeks to preserve a strong industrial base to provide jobs for residents and promote economic vitality and sustainability. The Community Plan encourages uses in light industrial and production land use districts to be compatible with local and new diverse talent, resources, emerging industries and employment-generating industries that create jobs at all levels, including skilled and semi-skilled jobs in the local economy.

Light industrial and hybrid industrial areas typically serve as transition zones. These areas have the flexibility to accommodate a mix of uses such as commercial or light manufacturing uses, while prohibiting noxious uses. However, certain hybrid industrial areas are intended to include limited live-work uses while accommodating job-generating manufacturing or light industrial uses that are compatible with neighboring sensitive uses.

Industrial land, although a minor share of the generalized land use categories in Venice at 3%, serves as an important use for modern creative workspaces, production houses and research and development for the plan area. Areas identified throughout the plan include intersections at : Main street / Ocean Front Walk, Venice Boulevard /Abbot Kinney Boulevard and Main Street / Rose Avenue.

Plan policies support the preservation of established industrial districts and hybrid industrial uses to promote a jobs/housing balance and help ensure appropriately located land suitable to accommodate existing, new and relocating industrial firms, including small-scale or niche manufacturing and emerging industries. Additionally, Plan policies address the compatibility of uses and design of projects in order to minimize potential impacts, ensure adequate screening and landscaping and promote high quality architectural design.

GOAL LU 22

LAND IS DESIGNATED FOR A VARIETY OF INDUSTRIAL USES WITH MAXIMUM EMPLOYMENT OPPORTUNITIES.

LU 22.1

Retain viable industrially-designated lands for the continuation of existing industry and development of new clean industries, research and development uses, light manufacturing, and similar uses which provide employment opportunities for community residents.

LU 22.2

Protect established industrial districts from encroachment by unrelated commercial and other non-industrial uses, which do not support the industrial base of the City and community.

LU 22.3

Incentivize safe, job-rich industries that provide new employment opportunities for the residents of the community, while discouraging businesses that do not generate significant employment opportunities.

LU 22.4

Promote job training, living wage provisions and local hiring for community residents and develop partnerships between major employers (i.e. hospitality and tech industries) and educational institutions, such as the the Venice Skills Center, worksource centers and nearby Santa Monica College to create career pathways that connect local residents and students with green job opportunities and occupational and professional service jobs.

LU 22.5

Encourage efforts to upgrade the appearance, infrastructure and built environment of the Venice hybrid industrial and light industrial areas to improve economic activity and viability of those areas.

GOAL LU 23

LIGHT AND HYBRID INDUSTRIAL DISTRICTS THAT FEATURE DEVELOPMENT AND BUSINESSES OF ALL SIZES ENGAGED IN GREEN, EMERGING INDUSTRIES THAT PROVIDE SERVICES AND EMPLOYMENT OPPORTUNITIES.

LU 23.1

Create light industrial and hybrid industrial areas that foster clean and emerging industries that are compatible with adjacent residential areas.

LU 23.2

Encourage a range of light industrial and productive activities that bolster the employment base and provide skilled employment opportunities to local residents.

LU 23.3

Prioritize jobs and employment activities in hybrid industrial areas and support limited live/work or residential uses within selected hybrid industrial areas, where deemed appropriate.

LU 23.4

Promote light and hybrid industrial districts that feature clean, coastal -related services that capitalize on the competitive advantages of coastal adjacency and a local pool of talent and educational resources. .

GOAL LU 24

THE LOCAL WORKFORCE IS EQUIPPED WITH THE EDUCATION AND TRAINING TO CONTRIBUTE TO AND BENEFIT FROM ECONOMIC DEVELOPMENT IN VENICE.

LU 24.1

Encourage new industries locating in Venice to engage and partner with the local workforce when looking for skilled employees.

LU 24.2

Pursue and strengthen partnerships between industries and educational institutions in order to equip students with the skills necessary to find gainful employment following graduation.

LU 24.3

Encourage local employers to make apprenticeship and paid internship opportunities available to the local workforce.

LU 24.4

Maintain and increase the commercial employment base for community residents through local hiring requirements, living wage requirements, job resource centers, and job training.

LU 24.5

Encourage new development to incorporate public Wi-Fi infrastructure to increase digital inclusion efforts for residents, workers, and students.

HYBRID INDUSTRIAL**GOAL LU 25**

DIVERSE LAND USES WELCOME SUSTAINABLE NEW AND ADAPTIVE REUSE STRUCTURES THAT ACCOMMODATE A RANGE OF HYBRID INDUSTRIAL AND PRODUCTIVE ACTIVITIES.

LU 25.1

Encourage the development of flexible spaces that can accommodate a variety of job productive industries.

LU 25.2

Ensure a thoughtful mix of land uses including amenities to serve the evolving creative employee base and live/work community.

GOAL LU 26

HYBRID INDUSTRIAL PLACES PROVIDE SPACE FOR IN-HOME PRODUCTION, LIGHT INDUSTRIAL AND CREATIVE ACTIVITY, AND NEW INDUSTRIES THAT ENCOURAGE INNOVATION AND BRING FLEXIBILITY AND RESILIENCY TO THE CITY ECONOMY.

LU 26.1

Prioritize space for jobs and employment activity in Hybrid Industrial areas.

LU 26.2

Support the integration of production and employment activities with live/work uses when compatible.

LU 26.3

Create an environment that facilitates innovation, new industry, and start-ups.

LU 26.4

Support the advancement of the cleantech ecosystem and emerging CleanTech corridor.

LU 26.5

Promote opportunities for resource and knowledge sharing, collaboration, and coordination among local businesses and industries, including public-private and philanthropic partnerships.

LU 26.6

Establish the potential for vertical integration of industry and maximize agglomeration benefits by permitting a mix of uses and building forms that facilitate activities throughout a product life cycle.

LU 26.7

Create opportunities for spaces that are affordable and accessible to start-ups, and a range of business sizes and industry sectors.

LU 26.8

Promote building design with high ceilings and interior spaces that can accommodate a wide variety of productive uses, including manufacturing, fabrication, and research and development.

GOAL LU 27

THE HOUSING STOCK REINFORCES AND COMPLEMENTS THE PRODUCTIVE, ENTREPRENEURIAL, AND CREATIVE FOCUS OF HYBRID INDUSTRIAL AREAS.

LU 27.1

Implement live/work housing options that can accommodate a range of job productive activities, and allow units to function as an incubator for new businesses.

LU 27.2

Promote affordability through the development of a range of unit sizes and incentives for on-site covenanted affordable live/work units.

LU 27.3

Enhance livability by expanding access to commercial and institutional services and amenities.

LU 27.4

Cultivate a live/work residential community by requiring a minimum amount of production space in new development projects to support the maker economy and innovation.

GOAL LU 28

HYBRID INDUSTRIAL ENVIRONMENTS HAVE DISTINCT VISUAL AND PHYSICAL FEATURES THAT REFLECT AN INDUSTRIAL LEGACY.

LU 28.1

Reuse, protect, and preserve existing structures that characterize the unique form and development patterns present in Hybrid Industrial places.

LU 28.2

Foster the development of durable and flexible buildings that support a range of creative and productive activities, and offer live/work opportunities.

LU 28.3

Encourage retail and restaurant uses in partnership with productive uses to promote extended hours of activity.

LU 28.4

Support walkable neighborhoods with an active and livable street life that is shared by all modes, including pedestrians, cyclists, and transit users.

LU 28.5

Promote an enhanced public realm and network of pedestrian paths that connect neighboring resources, such as paths to Ocean Front Walk and Venice Beach.

GOAL LU 29

MARKETS ARE CHARACTERIZED BY ADAPTABLE AND FLEXIBLE STRUCTURES THAT ARE ABLE TO ACCOMMODATE DIVERSE LAND USES, INCLUDING LIVE/WORK, RETAIL, WHOLESAL, AND CREATIVE INDUSTRY.

LU 29.1

Encourage flexible structures that co-locate fabrication, distribution, retail, and living spaces in one building.

LU 29.2

Promote industry clusters and reinforce sub-market economic identities while allowing for residential, hotel, and institutional uses in targeted areas to increase activity throughout the day and night.

LU 29.3

Support active uses and programming that foster economic activity throughout the day and night and extend the area's hours of activity.

LU 29.4

Promote public realm improvements as new development occurs, such as new open space and pedestrian amenities, to support a high-energy street environment.

GOAL LU 30

CENTERS OF COMMERCIAL AND MANUFACTURING ACTIVITY, INCLUDING WHOLESAL, RETAIL, SHOWROOMS, DESIGN, AND PROFESSIONAL OFFICE, THAT ARE WELCOMING TO NEW INDUSTRIES AND BUSINESS MODELS.

LU 30.1

Support the development of new industries and employers in Market areas with flexible land use categories that allow spaces for mixed uses and the co-location of productive uses and limited living uses.

LU 30.2

Promote jobs-generating uses with work spaces that are flexible and have capacity to house a range of industries over time.

LU 30.3

Allow a combination of residential hotel, live/work, retail, creative office, wholesale, assembly, heavy commercial, light manufacturing, and warehousing, institutional, or urban agriculture to function in close proximity and in the same structure.

LU 30.4

Reinforce the distinct mix of commercial and wholesale uses that characterize the area and support its regional draw.

GOAL LU 31

RESIDENTIAL USES ARE WELL-INTEGRATED WITH COMMERCIAL USES AND HELP TO ENHANCE ECONOMIC VIBRANCY, SUPPORT LOCAL INDUSTRIES, AND EXTEND HOURS OF ACTIVITY.

LU 31.1

Introduce and expand live/work uses through adaptive reuse and new construction as appropriate, where residents have the ability to conveniently run a business from within their residence.

LU 31.2

Recognize and foster a community of residents engaged in creative and innovative activity and professions.

URBAN FORM

Urban form plays an essential role in shaping how people experience and value the built environment. The design of the built environment guides the way that pedestrians and users experience and interact with their communities. Additionally, urban form and design strategies can positively support well-being and improve healthy outcomes for a community. The placement, form, and orientation of buildings throughout the neighborhoods and streets of Venice help shape the daily experiences and social lives of all members of the community.

The Venice Community Plan Area is comprised of various neighborhoods and commercial centers, many with historic and distinctive characteristics. Major Commercial corridors, such as Lincoln Boulevard, Washington Boulevard and Venice Boulevard, consist of retail businesses and

uses that serve the local and regional community. The Community Plan recognizes these unique characteristics and encourages building design that contributes to the local context by providing features that enable both active interior spaces and street frontages to engage with neighborhood and community life.

GOAL LU 32

NEW DEVELOPMENT EMBRACES THE DISTINCT PHYSICAL FORM AND LOCAL CONTEXT OF VENICE.

LU 32.1

Design larger buildings to distinguish a base, middle, and top by employing changes in massing, fenestration, and building materials.

LU

32.2

Promote building facade design that reinforces the historic development patterns by incorporating elements such as columns or pilasters, and frequent window and door placement.

LU 32.3

Encourage buildings to use design elements such as cornices, window bays, building materials, and fenestration, in a pattern, scale, and proportion that makes the building relatable from the street.

LU 32.4

Incorporate architectural details, building material, and ornamentation that reflect the local context and historic development patterns in Venice.

RESIDENTIAL AREAS

GOAL LU 33

RESIDENTIAL NEIGHBORHOODS WITH VARIED AND DISTINCT PHYSICAL FEATURES AND INTEGRITY.

LU 33.1

Seek a high degree of architectural compatibility and landscaping for new infill development to protect the legacy characteristics and patterns, including the scale of existing residential neighborhoods.

LU 33.2

Support residential projects that follow traditional bungalow court and courtyard apartment style architecture and site layout.

LU 33.3

Encourage new infill multi-unit residential development that is consistent with the existing neighborhood building massing and scale.

LU 33.4

Protect existing lower density residential neighborhoods from new construction that is out-of-scale by introducing frontage standards and building envelope requirements that achieve compatibility with the existing built form.

LU 33.5

Protect existing architectural and prevailing site characteristics of residential neighborhoods through attention to the building orientation, site design, and outdoor amenity space.

LU 33.6

Support the contextual rear infill of new additions and accessory structures in established neighborhoods that contribute to the overall existing development patterns and property values, and do not disrupt the integrity of the historic or building era they represent.

LU 33.7

Encourage the retention of established plantings, including edible landscaping, in residential neighborhoods by supporting front yard landscapes and by limiting paving to that required for driveways.

LU 33.8

Provide a separation between commercial and residential uses, where appropriate, by means of a buffer, such as locating parking areas between commercial and residential areas or a landscaped setback and/or a solid wall.

GOAL LU 34

RESIDENTIAL COMMUNITIES ARE WELL CONNECTED TO NEIGHBORHOOD SCALE BUSINESSES AND SURROUNDING JOB CENTERS THAT PROVIDE EMPLOYMENT OPPORTUNITIES, COMMUNITY SERVICES, AND AMENITIES FOR THE RESIDENT POPULATION.

LU 34.1

Allow for the strategic location of small-scale neighborhood businesses so that they are safely and easily accessible to the residential community.

LU 34.2 Ensure that neighborhoods are well connected to adjacent employment hubs that provide services, amenities, and employment opportunities to the local community

GOAL LU 35

A RANGE OF HOUSING OPTIONS AND LIMITED COMMERCIAL OPPORTUNITIES IN APPROPRIATELY SCALED INFILL DEVELOPMENT.

LU 35.1

Allow for development intensities that expand opportunities for housing, while retaining the massing, scale, and any historic architectural defining features of multi-family residential areas.

LU 35.2

Encourage compact development, offering a range of housing choices with access to small-scale neighborhood businesses to improve access to basic goods and services.

GOAL LU 36

MULTIPLE UNIT HOUSING IS RESPONSIVE TO THE SURROUNDING CONTEXT AND NATURAL TOPOGRAPHY AND IS ARRANGED IN A WALKABLE AND WELL-CONNECTED ENVIRONMENT THAT RESPECTS THE NATURAL TOPOGRAPHY.

LU 36.1

Ensure new development reinforces the existing fine-grain development pattern and building orientation, while appropriately responding to grade changes.

LU 36.2

Treat the relationship of the building to the sidewalk through thoughtful application of architectural features, such as landscaped setbacks, focal entryways, and stoops.

COMMERCIAL AREAS

GOAL LU 37

COMMERCIAL DEVELOPMENTS WITH ENHANCED AESTHETIC QUALITY AND PEDESTRIAN ORIENTATION.

LU 37.1

Design commercial development, including infill development, redevelopment, rehabilitation, and reuse efforts, to produce a high-quality built environment that is compatible with adjacent development, and reflects the community's unique historic, cultural and architectural context.

LU 37.2

Ensure that commercial infill projects achieve harmony in design consistent with the exemplary development and draws upon community identifying characteristics or development patterns.

LU 37.3

Enhance the built environment with the application of zoning standards that regulate scale and allow for architectural variety, by promoting quality site and landscape design for new commercial uses that are compatible with prevailing community characteristics.

LU 37.4

Enhance the public realm in commercial areas by promoting quality and functional site orientation, architectural and landscape design, as well as vibrant streetscape and public outdoor plazas.

LU 37.5

Foster development with new buildings that are oriented to and actively engage the public realm through such features as 360 Degree Design, Climate-Adapted Design, build-to and setback lines, façade articulation, ground-floor transparency, and the location of parking.

LU 37.6

Encourage an active street environment along commercial corridors by incorporating commercial or other active public uses along the street frontages.

LU 37.7

Encourage the integration of pedestrian amenities, outdoor plazas and public areas, lighting, shade trees, outdoor dining and open spaces to create destinations for area residents to shop and gather.

LU 37.8

Promote new development with ground floor transparency and entries along the sidewalk to sustain street level interest and enhance pedestrian activity and safety.

LU 37.9

Encourage architectural features that reinforce the pedestrian character of the ground floor street wall and help define the pedestrian environment along the sidewalk, such as canopies, awnings, and overhangs, as integral to the architecture of the building.

LU 37.10

Promote pedestrian activity in commercial areas and in particular retail districts through streetscape improvements, such as traffic-calming features, and the maintenance and planting of street trees.

LU 37.11

Prioritize the installation and maintenance of street furniture, such as bus shelters, benches, trash receptacles, and drinking fountains, including signage, public art, and other amenities that support both pedestrians and users with varying physical abilities in compliance with ADA standards and universal design principles.

LU 37.12

Encourage the installation of local community art murals that cultivate artistic expression and foster a sense of community pride and diverse neighborhood identity or identities.

GOAL LU 38

BUILDING LAYOUT AND DESIGN THAT CREATES A CONNECTION BETWEEN THE BUILDING INTERIOR LIFE AND THE PUBLIC REALM.

LU 38.1

Encourage buildings to be designed with larger street facing outdoor rooms, situated partially within the mass of the building to provide a comfortable transition between the street and private interior while providing a sense of privacy.

LU 38.2

Support the activation of ground floor spaces and placing or orientating interior activity toward the street by locating workspaces, service counters, and seating within partial or full view of the street.

LU38.3

Apply limits to vehicle entrances to buildings and parking facilities to the minimum number required and encourage the entrances to be sited alongside streets or alleys to avoid disruptions to pedestrian movement along primary corridors.

LU 38.4

Encourage residential and mixed-use projects to design structured parking away from the street and wrapped with active frontages and habitable spaces that maintain the pedestrian scale and vitality of the street.

LU 38.5

Implement design strategies that place utilities, storage facilities, and refuse collection away from building facades that front public streets and ensure that all equipment and storage facilities are well integrated into the building design and fully screened from view.

GOAL LU 39

ENHANCED AND ATTRACTIVE COMMERCIAL CORRIDORS THROUGH PUBLIC IMPROVEMENTS AND PRIVATE DEVELOPMENT PROJECTS THAT REFLECT THE MULTIPLE COMMUNITY IDENTITIES OF VENICE.

LU 39.1

Support new development along commercial corridors and ensure development is of high quality building materials, with well-designed signature architecture that invites and welcomes people to Venice.

LU 39.2

Support improvements to existing buildings along commercial and mixed-use corridors through targeted programs, such as façade improvement programs.

LU 39.3

Encourage new development to have prominent pedestrian-oriented design at the ground floor with a variety of commercial uses, and, where permitted, individual entrances for limited ground floor residential with abundant landscaping.

LU 39.5

Encourage appropriate and contextual building articulation in order to allow for natural light infiltration while incorporating design that allows for optional natural ventilation and cooling features.

LU 39.6

Promote varied and engaging building façades by providing design features, such as layering that adds texture and visual interest and an architectural accent signifying the main entry.

GOAL LU 40

BUILDINGS ARE DESIGNED AND ORIENTED IN A MANNER THAT CONTRIBUTES TO VENICE'S VIBRANT STREETS AND PLAZAS.

LU 40.1

Focus building massing and orientation along major streets, sidewalks and public spaces in order to establish a well-defined setting for street level activity and public life.

LU 40.2

Encourage building design and orientation that establishes a strong, seamless, and active streetwall.

LU 40.3

Design buildings to include features that add visual interest, such as recessed entrances, open shop front bays, arcades, columns, niches, seating, canopies, and awnings.

LU 40.4

Encourage corner plazas for buildings on corner sites in order to foster pockets of gathering and activity

LU 40.5

Support the configuration of buildings around interior courtyards, outdoor passages (paseos), and arcades that can be seamlessly integrated with the public realm.

LU 40.6

Integrate underutilized alleys into the pedestrian network by activating frontages along alleyways and providing passageways that establish safe connections to parallel streets.

GOAL LU 41

THRIVING COMMERCIAL DISTRICTS WITH IMPROVED DESIGN THAT ARE COMPATIBLE WITH SURROUNDING LAND USES.

LU 41.1

Ensure that projects are designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

LU 41.2

Encourage the application of urban design techniques, such as appropriate building orientation and scale, transitional building heights, landscaping, buffering and increased setbacks in the development of commercial properties to improve land use compatibility with adjacent uses and to enhance the physical environment.

LU 41.3

Ensure primary building entrances are highly visible, easily accessible, well lit, and include cohesive architectural accent elements.

LU 41.4

Encourage overall site improvements as part of expansions and modifications of existing auto-related facilities, including improved landscaping, buffering and architectural character in order to minimize environmental impacts.

LU 41.5

Support the screening of open storage, recycling centers and auto uses, and limit visibility of automobile parts storage and other related products from public view.

INDUSTRIAL AREAS

GOAL LU 42

INDUSTRIAL AREAS WITH SUSTAINABLE INDUSTRIAL DEVELOPMENT, IMPROVED DESIGN AND AESTHETIC QUALITY.

LU 42.1

Support and maintain a clean and viable industrial park environment that reflects a high level of regard for contemporary architectural and urban design principles that enhance the built environment.

LU 42.2

Promote high quality industrial upgrades and development that is compatible with adjacent land uses and incorporates sustainable design and landscaping features that support drought tolerant, native planting and low maintenance landscaping.

LU 42.3

Encourage building facade treatments that provide visual interest and articulation, such as climbing plants, vegetation and green walls; all of which discourage vandalism and promote a healthy and visual aesthetic that enhances the built environment.

CULTURAL AND HISTORIC RESOURCES

We acknowledge that the City of Los Angeles is situated in the ancestral and unceded lands of the: The Gabrielino-Tongva Indian Tribe also known as Yaavitam, the Kizh Nation Gabrieleño Band of Mission Indians, the Fernandeno Tataviam Band of Mission Indians, the San Fernando Band of Mission Indians, Chumash, among others. Within the approximate geography of the Venice Community Plan, we recognize that the following tribes and communities have roots in this area: the Saa'anga and Waachnga tribes. We acknowledge their elders, past, present, and future, for their cultural resilience. They are the original caretakers of this land, with Los Angeles being the home to the second largest community of Native Americans in the U.S. Native American tribes are sovereign nations and our ongoing relationship with each tribe requires the utmost respect, mutual understanding and sensitivity.

Development in Venice dates as far back as the early 1900s. Much of early Venice was inspired by Abbot Kinney from his many travels throughout Europe and in particular, Venice, Italy. The

transformation of the local marshlands were modeled after the canals of Italy. The vision was to foster a cultural renaissance in the area by providing areas for recreational, commercial and residential properties. Although not manifested to its full potential due to lack of public interest in the fine arts, amenities pivoted to a tourist focus - including a 1,400 foot pier, an auditorium, a dance hall, a nautical themed restaurant and boardwalk. Windward Avenue played a critical role in establishing the corridor as a transportation hub. Arriving by the Venice Short Line train to the shore, visitors disembarked and accessed attractions by foot. This pedestrian oriented environment was further enhanced by historic design features throughout this main area, characterized by walk streets and footbridges connecting to the boardwalk and canal waterways.

The first change to the early development pattern in Venice began further inland, to the north and east of the canal settlements, the character of development differed due to a marked shift in population growth and settlement. Subdivisions for residential development began in 1903 through the mid 1920s. One of the few notable developments was the influx of African American and Black population from the south. The population of African-Americans and Blacks in Venice tripled between 1910 and 1920 as African Americans and Blacks arrived to work as supplied laborers, craftsmen and service providers. Mobility was limited for residents by de facto segregation hiring and racial covenants, restricting the population to the Oakwood neighborhood. The social fabric and gathering of the community is highlighted by places of worship. Oakwood is home to a number of churches, many of which are still present today, including First Baptist Church of Venice (Historic Cultural Monument (HCM) No. LA-1244, CHC-2020-4034-HCM, CF 20-1173), New Bethel Baptist Church Venice (formerly The Nazarene Church) (Under review, HCM pending), Friendship Baptist Church [not designated] and Bethel Tabernacle Church of God in Christ [not designated].

Gathering places of worship in Venice extend to other early immigrant groups in Venice. Beginning in the 1940s, the low rents caused by the economic decline in Venice attracted many immigrants to the area, and a local Jewish enclave began to evolve. As business began to decline in Venice, some buildings along Ocean Front Walk were adapted to alternative uses. As a result, several institutional resources were established in an otherwise tourist- driven area. One of the most notable examples is the present-day Pacific Jewish Center (Shul on the Beach), originally established as the Bay Cities Synagogue in the 1940s when two storefronts were converted into a synagogue (CA Historic Status Codes 3CS, 5S3). Temple Mishkon Tephilo, the oldest continuously operating synagogue on the Westside, relocated to their present location in Venice in 1948; designed by Herman Charles Light, the synagogue is a designated Historic-Cultural Monument (HCM No. LA - 767, CF 03-1890).

Los Angeles demographics have shifted over the past decades. Gentrification and displacement has plagued some of the city's most vibrant neighborhoods, and in many cases, people of color have been pushed out of their homes and communities. The often institutional and forceful removal of these communities often results in the erasure of their stories, cultures, and roles in

shaping these neighborhoods. Memorial monuments serve to recognize and honor the legacy of diverse, minority groups in Venice. At the corner of Venice and Lincoln, the Venice Japanese American Memorial Monument is a permanent memorial to honor the Americans of Japanese descent forcibly removed from Venice, Santa Monica, and Malibu and incarcerated at the War Relocation Authority camp at Manzanar for the duration of World War II. The location of the monument is where Japanese Americans lined up on Venice Boulevard, just west of Lincoln Boulevard, for transport to Manzanar. [not designated]

Set to be completed by 2024, the Venice Mexican American Traqueros Monument will honor all Mexican and Mexican American Railroad Workers known as “Traqueros” that helped build the Main Railroad Transportation System and the Pacific Electric Interurban Railways. Many of the traqueros that came to work in the railroads eventually brought their families and settled in railroad camps located in Santa Monica, Culver City, and Pasadena. The monument that is set to be placed in Windward Circle will be the first monument in Venice representing Mexican and Mexican American traqueros. [not designated]

The design of homes in Venice have experienced a wave of different architectural movements, beginning with homes from the pre-consolidation of Venice with the City of LA, development affected by the street car, bungalow courts and apartment house styles, homes affected by the arts and craft movement, late modern architecture and postmodernism. The designation of these homes will be guided as contributors or non-contributors in Survey LA.

Pop culture in Venice has also contributed to cultural and historic resources including murals, art and creative spaces sprinkled throughout the plan area. A few examples include the Venice Art Walls, Venice Kinesis and Jim Morrison by Rip Cronk and the Venice Arts Plaza - housing S.P.A.R.C (Social and Public Art Resource Center), Beyond Baroque and Pacific Resident Theatre. Several murals throughout the plan area have been identified under the Murals theme of Public Art housed within the Public and Private Institutional Development context in SurveyLA. More recent permanent art installations include commissioned works from local artists by nonprofit housing groups such as Venice Community Housing that celebrate and feature community residents. It is the hope that these creative artworks coupled with new construction reflects the culture and identity of the community as well as highlight creative placemaking strategies for affordable housing.

Venice residents take pride in the community and embrace their historic foundation. The Community Plan seeks to protect and reinforce the architectural design and features of many of Venice’s significant historic places by encouraging creative spaces in the plan area (including public spaces with art and murals), the preservation and restoration of identified historic resources, and providing design guidance for new development to ensure that buildings are compatible with the visual character and architectural features of the Community Plan Area’s distinct places.

The Venice Community Plan policies will also continue to elevate and recognize the legacy and contributions of minority and immigrant groups in Venice. The plan policies will seek to take into consideration both the tangible resources (buildings, sites, monuments) and the intangible resources (oral history/testimony, customs and artistic expression) that will contribute to shaping an *inclusive* identity of the plan area.

As such, the plan concurs with the California Coastal Commission’s Environmental Justice and Social policies and as part of the Venice Local Coastal Program work efforts, the community plan also recognizes the importance of elevating the following:

TRANSFORMATIVE EQUITY POLICY IN COASTAL COMMUNITIES

The City’s commitment to diversity, equality and environmental justice recognizes that equity is a core principle guiding the implementation of the Coastal Act, a law designed to empower the public’s full participation in the land-use decision-making process that protects California’s coast and ocean commons for the benefit of all the people. The Venice Coastal Zone comprises 80% of the Venice Community Plan, therefore qualifying the majority of the plan area. The City is committed to protecting coastal natural resources and providing public access and lower-cost recreation opportunities for everyone, ensuring that those opportunities are not denied on the basis of background, culture, race, color, religion, national origin, income, ethnic group, age, disability status, sexual orientation, or gender identity.

Coastal development should be inclusive for all who work, live, and recreate on the coast and provide equitable benefits for communities that have historically been excluded, marginalized, or harmed by coastal development. The City, in partnership with the California Coastal Commission, will use its legal authority to ensure equitable access to clean, healthy, and accessible coastal environments for communities that have been disproportionately overburdened by pollution or with natural resources that have been subjected to permanent damage for the benefit of wealthier communities. The Venice Local Coastal Program and Community Plan will put forth Transformative Coastal Equity policy goals, policies and implementation to comprehensively guide development in the plan area; and address the pressing current needs as well as the long term sustainability goals of this community.

GOAL LU 43

VENICE’S CULTURAL HERITAGE ENDURES THROUGH THE PRESERVATION AND RESTORATION OF CULTURAL INSTITUTIONS AND HISTORIC RESOURCES THAT PROVIDE CONTEXT FOR IMPORTANT SOCIAL AND CULTURAL THEMES THAT HAVE SHAPED THE COMMUNITY.

LU 43.1

Prioritize the preservation and restoration of historic resources identified through the Los Angeles Historic Resources Survey (SurveyLA).

LU 43.2

Support demolition delay processes to review and protect individually significant historic resources and districts in Venice from demolition or adverse alteration.

LU 43.3

Prevent the unnecessary loss of resources of historic significance, special architectural design and features, cultural, or social significance.

LU 43.4

Support existing and future programs that are intended to enhance, restore and activate resources eligible for listing on local, state, or national registers, including through the use of Survey LA, the Los Angeles Historic Resources Survey, and other City recognized surveys.

LU 43.4

Protect and support the rehabilitation of historic resources designated at the local, state, or national level.

LU 43.3

Provide design standards that guide infill development in areas with an identified historic character to ensure that new buildings reinforce the historic scale and key architectural features of the area.

LU 43.5

Promote the restoration and reuse of vacant and/ or deteriorating historic buildings for new uses that benefit the community and reinforce the site's historic and cultural legacy.

LU 43.6

Support programs that help and protect legacy businesses and cultural institutions from displacement.

LU 43.2

Apply zoning and policy programs that incentivize the preservation, rehabilitation, and adaptive reuse of historic buildings for a variety of uses.

LU 43.6

Support the allocation of the City's Arts Development Fee Credits in coordination with community-based organizations and artists and engage community residents.

GOAL LU 44

HISTORIC RESOURCES ARE HIGHLIGHTED AND RECOGNIZABLE.

LU 44.1

Strengthen the awareness of historic resources by supporting the implementation of a unified set of informational and wayfinding signs that provide a description of these sites.

LU 44.2

Support local institutions' and organizations' efforts to advocate for, educate, and share the legacy of historic and cultural resources.

LU 44.3

Support existing and future efforts that are intended to enhance, restore, and activate historic resources.

LU 44.8

Support efforts to preserve the potential historic resources in Venice identified through SurveyLA and future comprehensive historic survey efforts.

LU 44.4

Promote community participation and input in cultural and historic preservation efforts.

LU 44.5

Forge partnerships with relevant neighborhood organizations to advance preservation efforts in the community and document oral histories through educational and informational programs.

GOAL LU 45

AN EVOLVING VENICE COMMUNITY THAT MAINTAINS A POSITIVE CONTINUITY WITH THE PAST.

LU 45.1

Ensure that where new development occurs, it complements the physical qualities and distinct features of existing historic resources.

LU 45.2

Retain the integrity of historic resources, while achieving a balance between preservation and the need to accommodate housing, jobs and neighborhood serving uses in Venice.

LU 45.3 Preserve and promote the distinct qualities and features of historically and culturally significant neighborhoods and communities.

LU 45.4

Encourage innovative design that creates the preservation worthy buildings of the future.

LU 45.5

Support efforts to preserve and restore the rich inventory of culturally significant murals and public art found throughout Venice.

LU 45.6

Encourage incorporation of existing buildings in new development as feasible and appropriate.

GOAL LU 46

VIBRANT COMMERCIAL DISTRICTS AND PUBLIC PLACES THAT EXHIBIT A STRONG CULTURAL IDENTITY ARE REINFORCED THROUGH IMPROVED URBAN DESIGN AND ACTIVATION.

LU 46.1

Uphold the historic and cultural integrity of Abbot Kinney Boulevard, also known as the “Abbot Kinney Boulevard Commercial Planning District,” by promoting restoration and reuse of existing early 20th Century brick buildings and craftsman structures.

LU 46.2

Ensure that new development along Abbot Kinney Boulevard reinforces the underlying historic development pattern of the overall street through pedestrian oriented design features that set buildings to the sidewalks.

LU 46.3

Expand on the important role that Abbot Kinney Boulevard has played in fostering local commerce and culture by encouraging market related activity to extend along Westminster Avenue and Venice Boulevard.

LU 46.4

Encourage and promote the utilization of incentive programs, such as the City Mills Act, Historical Property Contract Program, the Federal Historic Rehabilitation Tax Credit, and California Historical Building Code for owners of historic properties to conserve the integrity of historic-cultural resources.

LU 46.5

Encourage the protection and enhancement of community-identified places and features within the community as cultural resources for the City of Los Angeles.

LU 46.6

Support the protection of architecturally distinctive residential neighborhoods, such as the North Venice Walk Streets, also known as the “Venice Walk Streets”, the Milwood Walk Streets, and the Lost Venice Canals.

LU 46.7

Support the preservation of cultural and social resources as an enduring source of cultural and civic pride.

LU 46.9

Support the revitalization of the Abbot Kinney Boulevard Neighborhood Commercial Planning District as the commercial center of the community, to provide cafe, shopping and social activities.

LU 46.10

Support the rehabilitation and reuse of buildings with architectural design features, especially within SurveyLA's Abbot Kinney Boulevard Commercial Planning District and Windward-Pacific Commercial Historic District.

GOAL LU 47

ART ENRICHES THE PUBLIC REALM BY INVITING PEOPLE TO CONNECT WITH THE CULTURAL, HISTORICAL, SPIRITUAL, AND SOCIAL CONTEXT OF THE COMMUNITY.

LU 47.1 Support efforts to preserve and restore the rich inventory of murals found throughout Venice.

LU 47.2 Encourage mural work by local artists along blank building surfaces along alleyways and side streets.

LU 47.3 Encourage new development to incorporate public art along building facades and in outdoor areas.

LU 47.4 Grant opportunities to local artists from the community when commissioning artwork for both the public realm and private projects.

LU 47.5 Consider opportunities for multiple forms of public art, including but not limited to seating, lighting, landscaping, shade structures, sculptures, and imagery incorporated into outdoor installations.

ECOLOGICAL AND COASTAL RESOURCES

Coastal Zone

Approximately 80% of the Venice Community Plan is located within the California Coastal Zone. Development in the Coastal Zone is subject to the provisions of the California Coastal Act of 1976, which declared the California Coastal Zone a distinct and valuable resource of vital and enduring interest to all people. The Coastal Act requires that local governments prepare a Local Coastal Program (LCP) for those parts of the Coastal Zone within its jurisdiction. This Community Plan provides policies that seek to guide development in a manner that is in compliance with the Coastal Act.

The Coastal Zone area within Venice contains a mix of land uses including residential, commercial and industrial. It includes open space areas as well as environmentally sensitive habitats along waterways and near the shore.

Ecological buffers are established to protect natural and sensitive environmental resources in the Venice Community Plan and certified Venice Land Use Plan. Environmentally Sensitive Areas (ESA) are designated Marine Resources (Venice Beach) and Wetland Resources (Venice Canals, Ballona Lagoon and Grand Canal). As identified, the California Least Tern Habitat Site is an Environmentally Sensitive Habitat Area. The definition (CA Section 30107.5, 30121, 30230 and 30240) and distinction between an Environmentally Sensitive Area and Environmentally Sensitive Habitat Area (ESHA) are directed by the allowable uses and provisions in the CA Coastal Act (CA Section 30233).

GOAL LU 48

A COASTAL ZONE AREA WITHIN VENICE THAT IS ENVIRONMENTALLY SENSITIVE AND ALLOWS MAXIMUM USE FOR PUBLIC ACCESS AND RECREATIONAL ACTIVITIES, AS WELL AS OTHER COASTAL-DEPENDENT ACTIVITIES.

LU 48.1

Prioritize new development in the Coastal Zone that is coastal dependent or that provides for public recreation, outdoor educational programming and access to the coast.

LU 48.2

Discourage the development of new or expanded industrial facilities involved in the handling, transfer, or storage of commodities categorized by law as hazardous if it is found that such facilities would adversely affect the general welfare or community development.

LU 48.3

Support the development of new and/or expanded industrial facilities sited and designed to provide maximum open space, landscaping and a well maintained buffer area to minimize adverse impacts on surrounding properties.

LU 48.4

Ensure projects provide public access and viewing areas for the public enjoyment and education of the Coastal Zone environment, including access to and viewing of recreational and commercial activities along the Ocean Front Walk and Venice Beach consistent with public safety and the California Coastal Act.

GOAL LU 49

VENICE'S COASTAL ZONE-EXEMPLIFIES THE BEST PRACTICES TO SUPPORT COASTAL RESILIENCY WHILE ADAPTING STRATEGIES TO SUPPORT A ROBUST CLEAN GREEN ECONOMY.

LU 49.1

Support the implementation of new building and design standards that support climate resilient development in Coastal Zone areas.

LU 49.2

Promote the clean-up of industrial land located within the Coastal Zone to improve water quality, remediate soil contamination and reduce air emissions.

LU 49.3

Support the funding of sea-level rise assessment tools and implementation strategies that help support climate adaptation strategies.

LU 49.4

Consider public private and educational institution partnerships to continuously engage in research, modern technology tools, and best practices to support Coastal Zone areas.

HEALTH, WELLNESS, AND SUSTAINABILITY

Wellness and sustainability are interrelated with land use planning and the built environment. Crafting a health friendly, climate resilient and sustainable Community Plan is critical to the overall health of a community. Land use, urban form, and building design should be considered from the perspective of the environment to conserve our air, water and energy resources and the health of residents. The Community Plan establishes a careful direction and guidance for sustainable urban development to minimize impacts to the environment, improve the resilience of our built environment and enhance the health and well-being of residents.

The policies included in this Plan lay the foundation to support healthier communities through a strategy that directs growth in a sustainable manner. The Plan calls for efficient use of land that supports walking, bicycling, and access to transit, reducing energy consumption, and fostering environments for active and passive recreation. This Plan envisions a Venice that is comfortable, accessible, and safe for all as it continues to grow and thrive. In addition, it is important to incorporate design, infrastructure, and services that can remain resilient in the face of changing technologies and climates. In addition, the Plan promotes a wide variety of uses that are distributed in an equitable manner that contributes to the overall well-being of the community. The Plan also includes policies based on the local environment, sustainable and accessible design elements and green building technologies.

The following section includes goals emphasizing the need for a resilient urban landscape with strategies that consider pedestrian comfort, safety, and wellness of residents, workers, and visitors, while responding to the specific physical and cultural characteristics of each neighborhood.

GOAL LU 50

A SUSTAINABLE ENVIRONMENT THAT SUPPORTS A HEALTHY VENICE COMMUNITY.

LU 50.1

Plan for sustainable land use patterns that leverage transit and open space resources and access to housing and jobs to improve the overall quality of the environment.

LU 50.2

Promote public health and environmental sustainability outcomes consistent with the City's Plan for Healthy Los Angeles and the Sustainable City pLAn.

LU 50.3

Create a network of well-maintained public and private green infrastructure by incentivizing the use of trees, eco roofs, vertical gardens, stormwater facilities, and landscaped amenity areas.

LU 50.4

Facilitate access to affordable, healthy, and fresh food for all Venice residents and support community serving small businesses that sell affordable, fresh, and culturally relevant foods.

LU 50.5

Encourage the use of native flora that maximizes the capture of pollutants near industrial facilities.

LU 50.6

Encourage sustainable building design and construction standards that can increase building energy and water efficiency.

GOAL LU 51

A RESILIENT VENICE.

LU 51.1

Implement strategies such as expanding shade cover and more efficient water use to lessen the urban heat island effect and increase reliance on renewable energy sources.

LU 51.2

Seek opportunities to underground utility line infrastructure under sidewalks and public right of way to support disaster preparedness, improve the quality of the urban environment, and reduce barriers to pedestrians.

LU 51.3

Support the expansion and redundancy of utility capacity to accommodate a range of activities over time.

LU 51.4

Support systems that symbiotically reduce waste and capitalize on the multi-functionality of spaces.

LU 51.5

Support Citywide water use reduction goals by focusing on water management practices, and stormwater capture and treatment in Venice that can manage local water supply.

LU 51.6

Prioritize infrastructure and landscape treatments that absorb pollutants and support stormwater infiltration.

LU 51.7

Reduce the urban heat island effect by installing cool pavement and cool roofs throughout Venice.

LU 51.8

Encourage the implementation of renewable energy source target programs, including the Los Angeles Department of Water and Power 2016 Final Power Integrated Resource Plan (IRP), to improve environmental resilience.

LU 51.9

Support local, regional, state, and federal programs seeking to reduce greenhouse gas emissions, in an effort to minimize pollution sources and to improve air quality.

LU 51.10

Encourage building design that promotes earthquake resilience so that buildings remain usable after earthquakes.

LU 51.11

Identify areas and buildings as resiliency centers for public use during future climate events and other emergencies.

LU GOAL 52

LEGIBLE AND COMFORTABLE SPACES TO ENGAGE IN PHYSICAL ACTIVITY, EXPERIENCE NATURE AND FIND RESPITE.

LU 52.1

Promote a pedestrian environment that enhances thermal and visual comfort and provides opportunities for resting and socializing.

LU 53.2

Maintain and expand the tree canopy to provide shade, improve air and water quality, reduce heat-island effect, and create habitat for birds and pollinators.

LU 53.3

Cultivate urban habitat for animals and plants and increase opportunities to experience nature in Venice's urban environment.

LU 53.4

Provide space for recreational facilities for the health and enjoyment of Venice workers, residents, and visitors.

LU 53.5

Encourage trees and architectural elements that provide shade; cooling stations; and seating areas for pedestrians along primary corridors and walkways in Venice.

GOAL LU 54

NEW DEVELOPMENT IS ENVIRONMENTALLY SUSTAINABLE AND EMBODIES SOCIAL AND EQUITABLE RESPONSIVENESS, RESOURCE EFFICIENCY AND COMMUNITY SENSITIVITY.

LU 54.1

Promote public health and environmental sustainability outcomes that reduce greenhouse gas emissions, expand access to green and healthy spaces, improve air quality, encourage physical activity, and provide all residents with the opportunity to access good jobs.

LU 54.2

Promote new development that integrates sustainable design, green building practices and technologies, green roofs, tree planting, photovoltaic panels, energy storage, low volatile organic compound (VOC) and renewable materials and other features that minimize health and environmental impacts and reduce the heat island effect and greenhouse gases.

LU 54.3

Advance the creation of landscaped corridors and enhancements through median plantings and the planting of street trees along commercial and high volume pedestrian corridor segments.

LU 54.4

Encourage the use of native and drought-tolerant plants and permeable surfaces in all new development.

LU 54.5

Support upgrading the existing housing stock to reduce energy cost burden and make homes healthier through energy efficiency retrofits and improvements, such as insulation, reflective roofs, air sealing and upgrades to energy efficient appliances and heating equipment.

LU 54.6

Based on specific site yard drainage, and street block storm drainage conditions, facilitate on-site stormwater capture, retention and infiltration to minimize runoff through natural, landscaped detention areas, bioswales and/or raised planters, and incorporate measures to prevent runoff of hazardous materials.

LU 54.7

Situate new buildings so they are oriented to maximize daylight opportunities and to harvest natural light within interior working spaces, utilizing design features, such as skylights, operable clerestory windows and integrated shading systems where possible.

LU 54.8 Expand green spaces that include improved public amenities that facilitate outdoor activities such as sitting, strolling, and conversing, including seating for comfort and landscaping for shade and aesthetics.

LU 54.9

Foster a walkable community that is universally accessible, safe and convenient, and that contains an integrated pedestrian system to promote active living, reduce vehicular conflicts and provide links within the community and to surrounding communities.

GOAL LU 55

NEW DEVELOPMENT IN INDUSTRIAL AREAS IS ENVIRONMENTALLY SUSTAINABLE, INCLUSIVE AND HARNESSSES EMERGING GREEN INDUSTRIES.

LU 55.1 Encourage green, sustainable industries that bolster the economic base and provide high-skill and high-wage job opportunities for local residents.

LU 55.2 Incentivize development opportunities for environmentally sustainable businesses that employ green building practices and processes and involve clean technologies.

LU 55.3 Encourage the use of xeriscape and low maintenance landscaping, such as native and drought-tolerant plants, as well as trees and plants that are known to effectively remove air pollutants.

CLEAN-UP AND REMEDIATION

LU GOAL 56

A COMMUNITY WHERE LAND USE PATTERNS SUPPORT HEALTHY AND THRIVING NEIGHBORHOODS WHILE PROVIDING SPACES FOR INDUSTRY AND ECONOMIC DEVELOPMENT IN APPROPRIATE LOCATIONS.

LU 56.1 Support the transition of industrial land uses from heavier industrial uses to lighter industrial uses, in close proximity to residential neighborhoods and sensitive uses to minimize the negative environmental and visual impacts to the community.

LU 56.2 Minimize residential-industrial land use incompatibilities, prevent the introduction of new heavy industrial uses and phase out existing heavy industrial uses adjacent to residential neighborhoods.

LU 56.3 Restrict uses that are over-concentrated and have a negative impact on air quality, water quality, the built environment and walkability and contain incompatible operations that spill over into residential neighborhoods.

LU 56.4 Prevent the enlargement of nonconforming, incompatible commercial and industrial uses within residential areas and support their removal on a scheduled basis.

LU 56.5 Develop a program that provides relocation assistance and/or a phasing out strategy for incompatible, nonconforming commercial and industrial businesses located on residentially-zoned land.

LU 56.6 Support the relocation of residential households within heavy industrial districts to more appropriate locations and the relocation of intense industrial uses away from residential uses.

LU 56.7 Improve land use compatibility through compliance with environmental protection standards and health and safety requirements in the design and operation of industrial facilities.

LU 56.8 Support the creation of green buffers next to freeways to help reduce the amount of particulate matter (PM2.5) spillover into residential areas.

LU 56.9 Avoid siting new residential and other sensitive land uses in close proximity to existing industrial areas, including Production and Industrial Land Uses.

LU GOAL 57

BROWNFIELDS AND CONTAMINATED INDUSTRIAL SITES ARE REMEDIATED AND TRANSFORMED INTO NEW JOB CENTERS OR OTHER PRODUCTIVE USES.

LU 57.1 Support the removal and management of environmental toxins in accordance with existing local, regional and federal policies and avoid future environmental contamination.

LU 57.2 Promote the clean-up and reuse of contaminated sites and prioritize remediation of brownfields adjacent to residential and commercial areas.

LU 57.3 Coordinate with property owners, public sector and non-profit organizations that work in land recycling to help secure grants and other funding available for brownfield remediation.

LU 57.4 Encourage appropriate site assessment of industrial properties located near residential and commercial areas prior to grading and redevelopment activities to prevent the unintended release of contaminants.

LU 57.5 Collaborate with residents, property owners, non-profit partners, local departments and state agencies to accelerate remediation and redevelopment of brownfield sites in order to spur economic development and expand natural open spaces and parks, community gardens, and other similar health-promoting community revitalization activities

INDUSTRIAL LAND USE COMPATIBILITY AND URBAN FORM

LU GOAL 58

INDUSTRIAL USES WHICH ARE SAFE FOR THE ENVIRONMENT AND THE WORKFORCE, AND WHICH HAVE MINIMAL ADVERSE IMPACT ON ADJACENT RESIDENTIAL USES.

LU 58.1 Encourage existing industrial businesses to improve the physical appearance of their properties with adequate screening and landscaping when adjacent to residential or other sensitive uses and require such improvements for the establishment of new businesses in order to reduce environmental impacts.

LU 58.2 Support the implementation of prevention measures and design features (e.g., sound walls) that proactively safeguard the community from exposure to noxious activities that emit odors, noise, dust, vapors and toxic or hazardous, substances and materials, and other hazardous nuisances.

LU 58.3 Provide reasonable and cost effective measures that assist the industrial business community improve outdoor air quality through efficient operations and sustainable best practices.

LU 58.4 Expand the enforcement of existing regulations that prohibit cargo container storage yards near residential zones.

LU 58.5 Prevent the expansion of existing or new cargo container storage yards in close proximity to sensitive uses, including residential areas.

LU 58.6 Ensure that new warehouses and distribution centers incorporate Best Practices (e.g. on-site queuing and check-in to prevent truck idling outside the facility), including City Environmental Protection Measures (EPMs) and CPIO Environmental Standards, if applicable, to prevent land use conflicts and protect residents and other sensitive receptors from environmental hazards, consistent with the State Bureau of Environmental Justice.

LU 58.7 Encourage warehouse and distribution center operators to appoint a community relations liaison with regard to on-site construction activity and operations, and provide their contact information to the surrounding community.

LU 58.8. Promote the installation of on-site electric vehicle charging stations to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use, as well as parking stalls with electric outlets where transport refrigeration units (TRUs) are proposed to be used.

LU 58.9 Ensure that warehouse and distribution centers inform drivers about appropriate truck routes to/from the facility, locate site ingress/egress at the furthest point away from residential uses or other sensitive receptors, adhere to limited hours of operation (daytime hours, preferably on weekdays) when located near residential areas, and provide adequate on-site queuing and daytime/ overnight parking to prevent trucks and other vehicles from parking or idling on public streets.

LU GOAL 59

INDUSTRIAL AREAS WITH QUALITY INDUSTRIAL AND COMMERCIAL DEVELOPMENT THAT DOES NOT CREATE DETRIMENTAL VISUAL IMPACTS ON ADJACENT RESIDENTIAL AND COMMERCIAL AREAS.

LU 59.1 Support urban design techniques, such as appropriate building orientation and scale, landscaping, screening, buffering and adequate setbacks in the development of new and expanding industrial businesses to improve land use compatibility with adjacent uses that enhance the physical environment.

LU 59.2 Encourage the use of xeriscape and low maintenance landscaping, such as native and drought-tolerant plants, as well as trees and plants that are known to effectively remove air pollutants.

LU 59.3 Ensure that cargo container storage yards and other open storage facilities provide landscaped buffering, height limitations, noise and view mitigation measures designed to protect nearby residential areas.

LU 59.4 Collaborate with City Departments to ensure that all zoning, building, health and safety codes are strictly enforced within industrial areas, including site maintenance and removal of junk, trash, abandoned vehicles, overgrown weeds and debris, to maintain a safe and clean environment for the benefit of all industrial businesses, property owners, employees, and the overall community.

GOAL LU 60

HYBRID INDUSTRIAL AREAS WITH CREATIVE, OFFICE, AND LIGHT INDUSTRIAL USES AND COMMERCIAL BUSINESSES THAT SERVE AS A BUFFER BETWEEN INDUSTRIAL AREAS AND RESIDENTIAL NEIGHBORHOODS.

LU 60.1 Create Hybrid Industrial areas with landscaped buffers, trails, pedestrian walkways, and bikeways that facilitate transitions from traditional industrial districts to residential neighborhoods and commercial areas and phase out existing non-compatible uses.

LU 60.2 Allow the introduction of limited residential uses in hybrid industrial areas that are not directly adjacent to heavy industrial uses and where existing environmental conditions would not be detrimental to public health.

LU GOAL 61

INDUSTRIAL LAND USES ARE SITED AND DESIGNED IN A MANNER THAT PRIORITIZES THE HEALTH AND SAFETY OF LOCAL RESIDENTS.

LU 61.1 Ensure that industrial land uses are safe for human health and the environment through proper containment of pollutants and mitigation of potential health risks.

LU 61.2 Promote the phasing out or relocation of facilities used for the handling of potentially hazardous chemicals or toxic substances near residential uses and schools, and discourage any further expansion of existing facilities.

LU 61.3 Encourage upgrades to street and alleys in industrial areas to include features that help infiltrate and treat contaminated runoff through the application of Best Management Practices for stormwater treatment.

LU 61.4 Promote efforts that ensure businesses in Venice have access to the City's Bureau of Sanitation and Economic Development implementation programs, such as financial incentives and technical support programs.

LU 61.5 Discourage potentially disruptive or hazardous industrial uses along streets that serve as boundaries between industrial areas and residential neighborhoods.

LU 61.6 Ensure that all new or rehabilitated industrial facilities permitted near a residential use incorporate the appropriate screening, landscaping, and enclosure provisions necessary for preventing exposure to activities that generate odor, noise, dust, smoke, gas, fumes, cinder, or refuse matter.

GOAL LU 62

IMPROVED SITE PLANNING, BUILDING DESIGN, AND LANDSCAPE BUFFERING ALONG ARTERIAL ROADS WITH HIGH TRAFFIC HELP REDUCE NEGATIVE HEALTH IMPACTS OF VULNERABLE RESIDENTS.

LU 62.1 Ensure that residential buildings constructed or rehabilitated in close proximity to a freeway incorporate features that help protect residents from pollutants, such as air filtration systems, double-paned windows, and landscaping with densely planted vegetation proven to filter particulate matter pollution.

LU 62.2 Discourage the siting of outdoor recreational areas intended for children adjacent to freeways, such as yards and playgrounds in schools, daycares, and community facilities.

LU 62.3 Ensure that freeway on and off-ramp intersections are safe for all users through signalized and painted crossings, pedestrian lighting, and a well-maintained sidewalk clear of debris and visual obstructions.

GOAL LU 63

A BUILT ENVIRONMENT THAT PRIORITIZES PEOPLE OVER CARS AND REDUCES THE NEGATIVE HEALTH AND ENVIRONMENTAL IMPACTS OF DRIVING WHILE INCREASING PHYSICAL ACTIVITY AND EQUITABLE ACCESS TO GOODS AND SERVICES.

LU 63.1 Promote the siting and design of commercial development in a manner that encourages users to access and engage with each building as a pedestrian, while deprioritizing accommodations for single occupancy vehicles.

LU 63.2 Concentrate new housing around transit where residents can benefit from greater access to commercial uses, jobs, and schools without the need for an automobile.

LU 63.3 Expand opportunities for small, locally serving businesses to properly locate within neighborhoods in order to place the daily needs of residents within comfortable walking distance of their homes and schools.

LU 63.4 Encourage front yard design that enables residents to socialize and engage with the surrounding neighborhood.

LU 63.5 Enhance circulation around and within buildings through prominent entryways, open floor plans, visible stairwells, natural light, and interior communal areas that can be seamlessly integrated with the public realm.

GOAL LU 64

NEW DEVELOPMENT IS DESIGNED TO MINIMIZE IMPACTS TO THE ENVIRONMENT AND ENHANCE THE HEALTH AND WELLBEING OF RESIDENTS.

LU 64.1 Design and orient buildings around passive heating and cooling techniques that provide comfortable living environments year-round with minimal energy consumption.

LU 64.2 Encourage residential projects to orient buildings around outdoor living spaces such as a courtyard, patio, terrace, or garden that provides a connection to nature for the health and wellbeing of residents.

LU 64.3 Encourage building designs that minimize exposure to air pollution by incorporating air filtration systems, double-paned windows, and landscaping with densely planted vegetation proven to filter particulate matter pollution, especially when located adjacent to a freeway and high traffic arterial roads.

LU 64.4 Encourage paved areas such as driveways, walkways, and outdoor spaces to be designed with permeable surfaces in order to increase water infiltration and reduce runoff.

LU 64.5 Strive for the use of native, drought-tolerant plants that support biodiversity in all landscaping.

LU 64.6 Incentivize and lower barriers for indoor recreation facilities like gyms, and community centers that are accessible to the general public.

GOAL LU 65

RESIDENTS ARE EMPOWERED TO ACCESS, GROW, AND ENJOY FRESH AND LOCALLY SOURCED NUTRITIOUS FOOD.

LU 65.1 Encourage neighborhood corner shops and grocery stores to maintain a well-stocked selection of fresh produce and nutritious foods, and stock and display nutritious products in a visible location.

LU 65.2 Attract new full-service grocery stores that base sales primarily on perishable items, such as fresh produce.

LU 65.3 Establish procedures that streamline the development review and permitting process for grocery stores.

LU 65.4 Expand opportunities for farmers' markets in public plazas, surface parking lots, and through temporary street closures in order to provide neighborhoods with access to fresh and nutritious foods on a regular basis.

LU 65.5 Pursue opportunities to provide permanent community gardens, in collaboration with community residents and community-based organizations, by considering sites on vacant or underutilized land, surface parking lots, parkways, and alleyways.

LU 65.6 Encourage new developments to provide community gardens.

LU 65.7 Promote the use of front yards, parkways and open space for urban agriculture.

LU 65.8 Support sidewalk vendors that provide fresh food in convenient locations for residents, employees, and students.

GOAL LU 66

A HEALTHY AND GROWING URBAN FOREST PROVIDES THE COMMUNITY WITH CLEANER AIR, COOLER STREETS, AND A MORE PEDESTRIAN FRIENDLY PUBLIC REALM.

LU 66.1 Encourage the planting of shade trees in the public right-of-way and on private property in order to mitigate urban heat island effects and contribute to the health of the community's urban forest.

LU 66.2 Preserve and nurture mature trees and when projects call for the removal of mature trees on private property pursue creative strategies to integrate them into the layout and design of new development. (Also see: Public Realm and Open Space Chapter 4)

GOAL LU 67

ACCESSIBLE AND CULTURALLY RELEVANT SPACES AND HEALTHCARE FACILITIES THAT ENHANCE AND SUPPORT THE OVERALL WELLNESS OF LOCAL RESIDENTS.

LU 67.1 Encourage the development of healthcare facilities and spaces throughout the plan area that are tailored to meet the needs of local residents.

LU 67.2 Support the development of more open and public space opportunities that facilitate space for multiple activities, including those at a safe distance from other users, and an overall more active lifestyle.

Chapter 3

MOBILITY AND CONNECTIVITY

The Venice community is envisioned to thrive with complete streets and an enhanced transit network providing safe and convenient multimodal options that are easily and universally accessible to all. The Community Plan supports a community that is well connected to residential neighborhoods, commercial centers, jobs, open space, pedestrian walkways along waterways, Venice Beach and residential/visitor serving recreational facilities.

Venice is pedestrian oriented in scale, the goals and policies aim to prioritize pedestrians, bicyclists, transit users, mobility challenged or persons with various physical abilities and vehicles. Generally, the streets are laid out along a north-south and east-west grid. Most residential areas have convenient access to historic walkways that lead to the Pacific Ocean / Ocean Front Walk boardwalk or to a major corridor of the Community Plan Area such as Lincoln Boulevard. Bike paths currently exist alongside the Ocean Front Walk and as part of the California Coastal Trail that runs parallel to the beach. The bike lanes that run along Venice Boulevard and Washington Boulevard provide direct access to and from the coastline. Metro Bike Share and the City of Santa Monica's Breeze are both primarily docked bike share services that operate in the Venice Coastal Zone. Dockless electric bike and scooter share companies began operating in the Venice Coastal Zone in 2018.

The Venice Community is not conveniently located along any major Metro stations nor does it have an extensive public transit network but there are several Local Bus Lines (Metro, Santa Monica Big Blue Bus, Culver City Bus, LADOT Commuter Express) that provide transit service, primarily along segments of Lincoln Boulevard, Venice Boulevard, Washington Boulevard, Abbot Kinney Boulevard, Main Street/ Woodward Circle, along 7th Avenue/ California Avenue, Walgrove Avenue and Pacific Avenue.

The Mobility Plan 2035 designates several streets in the Venice Coastal Zone as part of its Pedestrian Enhanced Districts (PEDs). The PEDs identify where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities. The PEDs street segments are identified along Rose Avenue, Pacific Avenue and Abbot Kinney Boulevard.

The Mobility Plan 2035 defines the Neighborhood Enhanced Network (NEN) as a system of local streets that are slow moving and safe enough to connect neighborhoods through active transportation. Streets included in the city's network include the following streets in Venice: Riviera Avenue, Dell Avenue, California Avenue, 7th Avenue, Palms Boulevard, Oakwood Avenue, Abbot Kinney Boulevard, Marr Street, Oxford Avenue, Berkeley Drive, Thatcher Avenue, and Princeton Drive.

The Mobility Plan 2035 designates lanes in the plan area as part of its Bicycle Enhanced Network (BEN), this is composed of protected bicycle lanes, and bicycle paths to provide bikeways for a variety of users. This low-stress network provides a higher level of comfort than just a striped bicycle lane. The Complete Streets Design Guide details various bicycling treatments and in what contexts they work best in. The BEN is a network of streets that will receive treatments that prioritize bicyclists. For the Venice Plan Area, lanes include: Venice Blvd, Ocean Front Walk, Washington Blvd, 3rd Ave.

This chapter provides goals and policies aimed at enhancing mobility and connectivity, improving the pedestrian experience along commercial centers, enhancing a multimodal transit system, maximizing public transit ridership and reducing noise and pollution from vehicular traffic. Due to its proximity to Venice Beach, the plan includes important policies that encourage and maintain public access to the coast, supports a robust tourism industry and incubates emerging tech and creative businesses while continuing to protect coastal resources. The Plan also encourages investment in transit, bicycle and pedestrian infrastructure to improve air quality, public health and the quality of life.

GOALS AND POLICIES

GOAL MC 1

AN INTEGRATED AND SUSTAINABLE WESTSIDE CIRCULATION SYSTEM THAT PROVIDES ACCESS BETWEEN DISTRICTS THROUGH PHYSICAL CONNECTIONS AND INFORMATION.

MC 1.1

Support the development of mobility hubs at key destinations such as commercial, entertainment, and institutional centers, as well as at transfer points to inform Westside residents, workers, and visitors about and provide access to a variety of mobility options.

MC 1.2

Promote the use of technologies that can facilitate multimodal travel by improving wayfinding and access to transit schedules, especially for visitors and new users of the Metro transit system.

MC 1.3

Facilitate integration between different modes of travel to create a seamless experience as users switch between modes and to promote transit use and active transportation.

MC 1.4

Improve access to community services and amenities such as recreational facilities, cultural and educational institutions, medical and social services, and healthy, fresh food.

MC 1.5

Target critical east-west corridors, such as Rose Avenue, Venice Boulevard, and Washington Boulevard for improvements to increase connectivity within Venice and to surrounding areas such as Marina Del Rey and Palms-Mar Vista-Del Rey.

MC 1.6

Target critical north-south corridors, such as Lincoln Boulevard and Pacific Avenue for dedicated improvements to increase connectivity within Venice and with the adjoining communities such as the City of Santa Monica.

MC 1.7

Strengthen pedestrian and bicycle connections to Ocean Front Walk and Venice Beach to provide access to open space and recreation.

GOAL MC 2

A COMPREHENSIVE TRANSIT SYSTEM THAT CONNECTS REGIONAL CENTERS, COMMUNITY CENTERS, AND NEIGHBORHOOD DISTRICTS THROUGHOUT THE REGION.

MC 2.1

Support major regional rail infrastructure projects that will improve connectivity between the Westside and the surrounding region and reduce travel times.

MC 2.2

Improve weekend and night DASH service to better serve residential, workforce populations, entertainment, and cultural uses.

MC 2.3

Enhance wayfinding information that directs transit users to centers of activity and facilitates pedestrian connections.

MC 2.4

Extend DASH service to activity centers with few fixed transit stations, such as the Metro E Line in Downtown Santa Monica.

MC 2.5

Encourage the integration of information and payment systems across different transit service providers to provide a seamless experience for transit riders.

MC 2.6

Find opportunities to install elongated transit curb extensions and islands along key corridors to facilitate transit boarding and reduce conflicts with other modes. Consider temporary platform products only when phased implementation is a project consideration.

MC 2.7

Development within 100 feet of a Metro facility should be reviewed and approved by Metro, including for compliance with the Metro Adjacent Development Handbook.

GOAL MC 3

AN EFFICIENT CIRCULATION SYSTEM WITH SAFE, CLEAN, AND WELL-MAINTAINED STREETS THAT PROVIDE ENHANCED ACCESS AND CONNECTIVITY AND BALANCE THE NEEDS OF MULTIPLE COMMUNITY INTERESTS AND FUNCTIONS.

MC 3.1

Ensure the community is served by a complete street system that is safe, attractive, and that balances the needs of all users including pedestrians, bicyclists, transit users, mobility-challenged persons or persons with various physical abilities and vehicles.

MC 3.2

Support additional resources to ensure clean neighborhoods through increased trash pick-up and cleaning of the streets, sidewalks and alleys, as well as the creation of a program to address illegal dumping in the Community Plan Area.

MC 3.3

Encourage the installation of sidewalks and roadways in areas where the streets are unimproved.

MC 3.4

Implement physical improvements and education programs to ensure safe access throughout all neighborhoods, commercial districts, and public amenities for users of all ages and abilities.

MC 3.5

Prioritize safety improvements on the High Injury Network as designated by LADOT to achieve high impact reductions in injuries and fatalities.

MC 3.6

Implement calm street design and enforcement of speed limits to support economic vitality and improve safety.

MC 3.7

Support the collection of safety data and the implementation of data driven safety improvements to best inform future projects and programs in the plan area.

MC 3.8

Facilitate the development of Safe Routes to School programs to maximize safe, multimodal access to and from schools, recreation centers, and child care centers.

MC 3.9

Maximize safety around schools, child care centers, recreation centers, and libraries for all users of the public realm.

MC 3.10

Employ traffic calming measures along Collector Streets passing through neighborhoods to discourage vehicle traffic from traveling at unsafe speeds in predominantly residential areas.

GOAL MC 4

A VEHICULAR TRANSPORTATION NETWORK THAT ENCOURAGES SHARING, GREATER EFFICIENCIES, AND IS BALANCED WITH OTHER MODES.

MC 4.1

Balance vehicular circulation with other modes of transportation to improve safety and sustainability for all stakeholders.

MC 4.2

Efficiently use curb space to facilitate ridesharing and connections to other modes.

MC 4.3

Encourage projects to include designated spaces for rideshare vehicles and pickup/drop off zones.

MC 4.4

Expand programs that offer access to carpools and vanpools for Westside workers and students to reduce the commute mode share of single occupancy vehicles.

GOAL MC 5

AN EXPANDED AND EFFICIENT TRANSIT NETWORK THAT IMPROVES MOBILITY WITH CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.

MC 5.1

Encourage improved local and express bus service in Venice through coordination with regional and local transit agencies (e.g., the Metropolitan Transit Authority (Metro), LADOT, and the Santa Monica Big Blue Bus and Circuit, and the Culver City Bus).

MC 5.2

Encourage the development of quality designed park-and-ride facilities that are strategically located near freeways, high occupancy vehicle (HOV) facilities and transit routes.

MC 5.3

Encourage the provision of safe, attractive and clearly identifiable transit stops with user-friendly design amenities that include universal infographics understandable to all, including persons with varying hearing or visual abilities.

MC 5.4

Support the expansion, wherever feasible, of transportation programs and universally accessible services aimed at enhancing the mobility of senior citizens, disabled persons, young people and the transit-dependent population.

MC 5.5

Increase access and mobility for disadvantaged groups and aging populations through safe and affordable mobility options.

MC 5.6

Improve the travel experience for bus riders by ensuring bus stops provide sufficient and shaded shelter and seating, and are equipped with bus arrival time display systems (e.g., real-time passenger information display systems).

MC 5.7

Ensure that major destinations within the community are sufficiently equipped with bus shelters, safe pedestrian crossings, bicycle parking, and wayfinding signage.

GOAL MC 6

A SAFE AND INVITING PEDESTRIAN ENVIRONMENT.

MC 6.1

Implement a coordinated Pedestrian-First District that employs expanded use of Leading Pedestrian Intervals, scramble crosswalks, and right turns limitations on red, and other interventions to improve pedestrian safety and encourage pedestrian activity.

MC 6.2

Encourage the installation of curb ramps, signalized crosswalks, and other pedestrian safety improvements.

MC 6.3

Prioritize pedestrian safety for construction detours, first contain construction staging onsite, then consider using parking and travel lanes before significantly disrupting pedestrian routes.

MC 6.4

Enhance the pedestrian experience between major destinations and transit stations through improved streetscapes and wayfinding programs.

MC 6.5

Include pedestrian crossing phases at all signalized intersections and eliminate the use of “beg buttons” to ensure dedicated crossing time for pedestrians and reduce conflicts between modes.

MC 6.6

Adjust traffic signals to increase the pedestrian crossing time beyond the minimum required to address the universally accessible needs of disabled and elderly neighborhood residents and to ensure better access to and from social services sites and community gathering spaces.

MC 6.7

Construct mid-block crosswalks in places with high pedestrian volumes or long distances between crosswalks.

GOAL MC 7

A STREET NETWORK THAT OFFERS A SAFE AND PLEASANT ENVIRONMENT FOR ALL USERS OF SIDEWALKS AND THE PUBLIC RIGHT OF WAY.

MC 7.1

Prioritize safe and comfortable pedestrian crossings at major intersections and along corridors by implementing improvements such as: - leading pedestrian intervals - scramble crosswalks - right turn limitations for vehicles at red lights - raised pedestrian crossings - pedestrian crossing facilities at midblock locations.

MC 7.2

Accommodate sidewalk widening through the reduction of vehicular lanes along street segments with high user volumes, as feasible.

MC 7.3

Improve landscaping along sidewalks with low maintenance shade trees and varied drought-tolerant planting in parkways to create a pleasant and interesting walking environment.

MC 7.4

Improve the pedestrian experience under bridges by incorporating pedestrian lighting, landscaping, and public art.

MC 7.5

Improve City response times to address illegal dumping, sidewalk and street cleaning, and pavement repair.

GOAL MC 8

PEDESTRIAN-ORIENTED ACCESS AND ROUTES THAT ARE SAFE, EFFICIENT AND ATTRACTIVE FOR A VARIETY OF USES INCLUDING COMMUTER, SCHOOL, RECREATION AND ECONOMIC ACTIVITY.

MC 8.1

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.

MC 8.2

Support the installation of sidewalks, where needed, with new roadway construction and significant reconstruction of existing roadways.

MC 8.3

Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments.

MC 8.4

Maintain sidewalks, streets and rights-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets should accommodate pedestrians comfortably through adequate sidewalks, parkway landscaping that provides shade, and street lighting that provides safety during the night.

MC 8.5

Minimize conflicts between cars, buses, freight trucks and pedestrians by designing and constructing sidewalks and crosswalks that make pedestrians feel safe, as well as by creating well-marked crossings at intersections and select mid-block locations, preferably within Commercial Centers and Neighborhood Centers.

MC 8.6

Encourage the development and improvement of safe routes to schools throughout the community via walking, bicycling or transit.

GOAL MC 9

ALLEYWAYS ARE ACTIVATED RECONCEIVED AS ATTRACTIVE, GREEN, AND CONVENIENT ROUTES FOR PEDESTRIANS AND CYCLISTS TO MOVE SAFELY AND LEISURELY THROUGH BLOCKS.

MC 9.1

Prioritize improvements to alleyways that provide convenient linkages between neighborhoods, corridors, schools, and parks.

MC 9.2

Improve prioritized alleyways with permeable walking surfaces and streetscape amenities such as pedestrian lighting, landscaping, and public art while maintaining functionality for goods movement.

GOAL MC 10

A PARKING STRATEGY THAT EFFICIENTLY MANAGES PARKING RESOURCES AND SERVES THE NEEDS OF BUSINESSES AND RESIDENTS WHILE ENCOURAGING NON-VEHICULAR TRAVEL.

MC 10.1

In consultation with local businesses, support the creation of parking management districts in areas of high demand to coordinate the use of shared parking facilities among multiple uses.

MC 10.2

Adjust parking meter pricing and time limits in response to demand to encourage efficient turnover of parking spaces.

MC 10.3

Prioritize people over cars and allow flexibility in parking requirements to allow for al fresco outdoor dining and parklets to better serve the local business community.

GOAL MC 11

AN EFFICIENT PARKING SYSTEM THAT ENCOURAGES NON-VEHICULAR TRAVEL AND SERVES THE NEEDS OF A RANGE OF USERS.

MC 11.1

Eliminate parking minimums in Venice to encourage non-vehicular travel, increase affordability, and improve design outcomes.

MC 11.2

Prioritize short term parking for visitors, then parking for residents, and finally parking for commuters.

MC 11.3

Price parking appropriately to encourage efficient turnover of spaces.

MC 11.4

Promote shared and publicly accessible parking to create a more flexible and efficient parking system that serves multiple users.

MC 11.5

Require that parking be unbundled from purchase price and lease rates in order to create mobility options and to encourage other modes of travel and increase affordability at all levels.

MC 11.6

Include square footage dedicated to above ground parking in the calculation of floor area to discourage over-parking and promote pedestrian friendly design.

MC 11.7

Create a parking management organization to direct efficient use of parking resources and reduce the need for new parking facilities.

GOAL MC 12

A PARKING SUPPLY THAT IS EFFICIENT, SERVES ECONOMIC DEVELOPMENT AND FACILITATES ALL MODES OF TRANSPORTATION.

MC 12.1

Reduce or consolidate parking areas, where appropriate, to eliminate the number of ingress and egress points onto arterials.

MC 12.2

Support the creation of a parking management district(s) in areas of high demand to facilitate parking within a group of shared facilities.

MC 12.3

Support the development of City-owned or other parking structures, where appropriate, and discourage surface parking lots.

MC 12.4

Encourage alternative parking proximate to transit centers, such as underutilized commercial parking lots (e.g., church parking lots).

MC 12.5

Auto-related uses should accommodate all vehicle parking on-site to prevent spill-over impacts on adjacent residential areas.

MC 12.6

Support the enforcement of parking restrictions on large commercial vehicles along commercial and neighborhood streets.

MC 12.7

Encourage new construction projects to include charging stations to accommodate zero emissions vehicles (ZEVs) and/ or plug-in electric hybrids (PHEV) in all new public and private development.

MC 12.8

Encourage new commercial and retail developments to provide prioritized parking for shared vehicles, electric vehicles and vehicles using alternative fuels.

GOAL MC 13

A SYSTEM WITH ALTERNATIVE MODES OF TRANSPORTATION THAT REDUCES VEHICULAR TRIPS AND SINGLE OCCUPANT VEHICLES (SOV) IN ORDER TO IMPROVE AIR QUALITY AND THE HEALTH OF RESIDENTS.

MC 13.1

Encourage mixed-use developments in transit-served areas in order to maximize transit ridership, reduce vehicle trips and minimize Vehicle Miles Traveled (VMT).

MC 13.2

Encourage employers and institutions to provide employee incentives for utilizing alternatives to the automobile (e.g., carpools, vanpools, buses, flex time, bicycles and walking, etc.).

MC 13.3

Reduce automobile dependency by providing a safe, convenient transit system, pedestrian linkages and a network of safe and accessible bikeways and by encouraging alternatives, including reduced emissions vehicles, such as electric and neighborhood electric vehicles (NEVs).

MC 13.4

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

MC 13.5

Encourage improvements to transit and public facilities that promote alternate power sources such as; electricity, solar, alternative fuels or that meet Super Ultra Low Emissions Vehicle (SULEVs) emission standards.

GOAL MC 14

A SAFE AND INTEGRATED BICYCLE NETWORK THAT PROVIDES ACCESS TO TRANSIT, KEY DESTINATIONS, AND ADJACENT COMMUNITIES.

MC 14.1

Promote the development of protected bicycle facilities, with dedicated signals, along key corridors to improve safety, comfort, and access for cyclists of all abilities.

MC 14.2

Encourage residential and office buildings to provide bicycle related amenities such as repair stations and showers to facilitate cycling for residents, workers, students, and visitors.

MC 14.3

Support the expansion of Bike Share throughout the plan area and adjacent areas, especially as a means to connect areas that are less served by transit.

MC 14.4

Facilitate the integration of bikes on transit to improve first-last mile connections.

MC 14.5

Identify gaps in bicycle facilities and prioritize network completion to achieve significant gains in bicycle mode share.

GOAL MC 15

A SAFE, COMPREHENSIVE, AND INTEGRATED BIKEWAY NETWORK THAT IS ACCESSIBLE TO ALL AND ENCOURAGES BICYCLING FOR RECREATION AND TRANSPORTATION.

MC 15.1

Support the provision of bicycle access for open space areas, commercial and mixed-use boulevards, community centers and neighborhood districts in order to allow easy connections between residential neighborhoods and employment centers, as well as important non-work designations.

MC 15.2

Incorporate bicycle amenities (e.g. bicycle parking stations, lockers, changing rooms and showers) in public facilities, parks, commercial and multi-family residential developments, employment and transit centers, as well as park-and-ride facilities.

MC 15.3

Prioritize the completion of a comprehensive bicycle lane network that enables all riders to safely and comfortably reach the community's schools, job centers, and transit stations by bike from any neighborhood in the Westside.

MC 15.4

Ensure that bicycle parking and storage facilities are provided at public facilities and transit centers.

MC 15.5

Encourage funding and construction of bicycle facilities connecting residential neighborhoods to schools, open space areas and employment centers.

MC 15.6

Encourage residential uses and employers to provide bicycle amenities such as storage, repair stations, and showers to encourage cycling as a convenient and desirable form of transportation.

GOAL MC 16

A COMMUNITY WHERE GOODS AND SERVICES CAN BE DELIVERED TO ITS RESIDENTS AND BUSINESSES SAFELY AND EFFICIENTLY, WHILE MAINTAINING THE COMMUNITY'S QUALITY OF LIFE.

MC 16.1

Site regional distribution centers and other industrial uses proximate to the freeway system and regional truck routes and avoid adjacency to residential neighborhoods.

MC 16.2

Provide appropriately designed and maintained roadways along designated truck routes to safely accommodate truck travel.

MC 16.3

Ensure that all commercial and industrial development has adequate off-street accommodations for temporary or prolonged loading and unloading of commercial vehicles.

MC 16.4

Prevent the intrusion of freight trucks into residential neighborhoods by employing design measures (e.g., diverters) at heavily impacted locations, as well as proactive enforcement.

MC 16.5

Support mitigation measures that can be implemented to reduce air quality impacts from adjacent freeways, and truck routes.

MC 16.6

Encourage new construction and installation of Zero Emission Vehicle (ZEVs) infrastructure for freight trucks within industrial areas to support the reduction of Greenhouse Gas emissions and improve air quality.

MC 16.7

Support the implementation and continuous evaluation of the Los Angeles County Strategic Good Movement Arterial Plan (CSTAN) network that helps to assess and inform improved trucking routes and designated areas for truck traffic.

GOAL MC 17

AN EFFICIENT GOODS MOVEMENT SYSTEM THAT SUPPORTS ECONOMIC ACTIVITY.

MC 17.1

Promote urban curbside loading rules such as off-peak loading hours, curbside flex zones, and mid-street loading to reduce conflicts between modes on streets.

MC 17.2

Encourage the location of loading facilities zones and utilities in alleys to reduce conflicts between modes and create more public space on sidewalks.

MC 17.3

Preserve truck access in industrial areas and balance with pedestrian and cyclist safety to support economic activity.

MC 17.4

Preserve truck access in industrial areas and along the Metro Countywide Significant Truck Arterial Network when not in direct conflict with the safety of pedestrians and cyclists.

Chapter 4

PUBLIC REALM AND OPEN SPACE

The public realm is a vital part of a livable, sustainable community. It provides opportunities for passive and active recreation, educational opportunities to learn about coastal and ecological resources, social and cultural events, important gathering places for the community, health benefits and higher quality of life.

Venice has ample opportunities for the provision and access to shared public spaces, such as enhanced pedestrian paths, the Marvin Braude Bike Trail, the California Coastal Trail, Venice Beach, the Venice Fishing Pier, Venice Skate Park, Venice Beach Recreation Center and Ocean Front Walk (Boardwalk) and gathering spaces that exist within public facilities such as parks and libraries.

Enhanced pedestrian paths such as walkstreets provide access to historic districts, coastal resources and amenities, these include walk streets in the Milwood, North Venice, Marina Peninsula and Ballona Lagoon areas (subareas). Historic Walk Streets such as the Milwood Historic Walk Streets and North Venice Walk Streets lend themselves to the historical pedestrian scale of early Venice. Identified ecological resources exist along sandy beach habitat (California Least Tern Nest), the Ballona Lagoon Marine Preserve (Essential Fish Habitat) and the canals' subtidal habitat. These ecological resources and waterways are home to Environmental Sensitive Habitat Areas (ESHAs) and species and provide valuable educational opportunities. Recreational boating including non-motorized boating, canoes and kayaking are permitted in the Venice Canals. The uses here are balanced with maintaining public access to coastal resources while protecting historic resources and sensitive habitat.

Recreational activities in the community plan area are carried out along the Marvin Bike Trail, California Coastal Trail, Venice Beach and the Pier, Ocean Front Walk. All areas are free of cost and open to the public during permitted hours. Activities include the following - fishing at the Venice Pier, volleyball, skateboarding, roller skating, bodybuilding, basketball and soccer. Popular cultural movements with a main focus on recreation, have been birthed just steps away from the beach including Gold's Gym (bodybuilding), Dogtown and Z-Boys (surf and skate), Grlswirl (a woman founded skate collective), Venice Basketball League and the Venice Beach Football Club (VBFC). The boardwalk is a true equalizer, in the sense that it is one of the few areas in the plan area where locals and visitors can freely, without reservation, join a pick-up ball game or a weekly group skate meetup.

Another important component of the public realm is the street, which not only facilitates the movement of vehicles, cyclists, and pedestrians, but also supports residents' daily social lives. Streets can be used to host special community events, such as the Abbot Kinney Festival on

Abbot Kinney Boulevard, the Venice Holiday Sign Lighting on Windward Avenue and the Venice Art Crawl. Streets in Venice also play host to regional and international events such as the Dior x ERL and Tommy Hilfiger shows.

Public Facilities play an important role in providing spaces for recreation, after school activities and gathering the community for celebrations. There are six parks, including a designated dog park in Venice: Triangle Park, Oakwood Recreation Center, Via Dolce Park, Venice of America Centennial Park, Canal Park (Linnie Canal Park) and the Westminster Off-leash Dog Park. Community celebrations held at the Oakwood Recreation Center include the Annual Community BBQ & Potluck Picnic and the Venice Cinco de Mayo Parade & Festival. The Annual Venice Black History Month celebration is held at the Venice Abbot Kinney Memorial Branch Library.

Additional gathering spaces that provide fresh food options or support local vendors in the plan area include permitted open air markets such as the Venice Farmers Market, boardwalk open air vending (601 S Ocean Front Walk) and Venice Artists & Fleas .

GOALS AND POLICIES

GOAL PO 1

A WELL MAINTAINED, ACCESSIBLE, AND HIGHLY UTILIZED OPEN SPACE SYSTEM AND PUBLIC REALM NETWORK THAT SERVES THE MULTIGENERATIONAL NEEDS OF ALL RESIDENTS, FAMILIES, WORKERS, AND VISITORS.

PO 1.1

Support the on-going maintenance and programming of neighborhood serving parks.

PO 1.2

Prioritize the development of public open space in underserved communities to improve access to open space.

PO 1.3

Support funding for recreational programming and ensure the accessibility, security, and safety of parks by their users, particularly families with children and senior citizens.

PO 1.4

Improve access to existing public spaces through enhanced wayfinding, handrails, pedestrian ramps, lighting, and mobility network connections.

PO 1.5

Support the development of catalytic new parks and reinvestment in existing public spaces. Namely:

- Oakwood Park

- Venice Beach Recreation Center and Ocean Front Walk
- Venice Beach Skate Park
- Penmar Park
- Westminster Dog Park

PO 1.6

Support the creation of different open space typologies, such as parklets, dog parks, and other facilities, to serve a variety of users and needs.

PO 1.7

Encourage the development of active and welcoming publicly accessible private spaces through zoning incentives to increase access to open space.

PO 1.8

Ensure that publicly accessible private open spaces are connected to and clearly accessible from the street with signage that indicates public access and hours of operation.

PO 1.9

Promote an integrated system of walking paths and bicycle trails in the plan area that connects park and open space facilities with the local and regional system.

PO 1.10

Improve the accessibility of Venice Beach as part of the community's open space network where the public can visit and appreciate a peaceful park-like setting and support the enhancement of Venice Beach with walking paths and connections to various neighborhoods.

GOAL PO 2

A COMMUNITY WITH AN ABUNDANCE OF RECREATIONAL AND PARK FACILITIES, AND OPEN SPACE THAT SERVE EVERY NEIGHBORHOOD IN VENICE

PO 2.1

Prioritize the provisions of new parks, including skateparks, and upgrades to recreation facilities in areas with the greatest need.

PO 2.2

Encourage parks to incorporate active and passive recreational features, including landscaped circuit paths for walking and exercise, play areas for children, open fields for sports, dedicated skateboarding areas, shaded tree groves for relaxation, picnic areas for gathering and cultural programming, such as festivities and events.

PO 2.3

Ensure that small neighborhood parks are designed to prevent potential negative impacts on adjacent residents and provide high visibility to prevent nuisance activities and support healthy recreation, community gatherings and festivities.

PO 2.4

Identify opportunities to increase recreational areas through the use of existing public lands, such as flood control channels, utility easements, Department of Water and Power properties, decommissioned railroad rights-of-way and select alleyways to accommodate greenways, pedestrian paths and bicycle trails.

PO 2.5 Encourage the retention of passive and visual open space which provides a balance to the urban development of the Venice Community Plan Area.

PO 2.6 Pursue joint-use agreements to share facilities with schools, especially in neighborhoods that suffer a disproportionate lack of park space and recreational facilities.

PO2.7

Develop new community, neighborhood and pocket parks to increase parks and open space for the residents of Venice.

GOAL PO 3

UNIQUE WILDLIFE HABITATS AND ECOLOGICALLY IMPORTANT AREAS ADJACENT TO WATERWAYS AND NEAR THE OCEAN THAT ARE PRESERVED IN A NATURAL STATE, FOR THE PROTECTION OF WETLANDS, PLANT AND ANIMAL SPECIES, AND FOR PUBLIC AWARENESS AND ENJOYMENT.

PO 3.1

Identify and preserve wildlife habitats, wetlands, and ecologically improved areas in a natural state, consistent with the public need, health and safety.

PO 3.2

Promote urban trails and walk paths that maximize water recapture and include watershed-friendly landscaping to encourage biodiversity through design features, such as pervious paving and the use of California native, drought-tolerant plants.

PO 3.3

Protect and preserve the habitat of the unique and/or endangered species of animals and plants that reside in Venice including environmentally sensitive habitat areas, including Ballona Lagoon, Grand Canal, Venice Canals, Coastal Strand and Southern Foredunes and the California Least Tern Nesting Site.

GOAL PO 4

PARKS AND CORRIDORS SUPPORT A FUNCTIONAL HABITAT, AND SUPPORT GROUNDWATER RECHARGE WHERE APPROPRIATE.

PO 4.1

Support the ongoing implementation and improvements that help provide food and shelter for wildlife, while promoting plant biodiversity in an urban setting.

PO 4.2

Emphasize multiple-benefit approaches that simultaneously incorporate flood storage, water quality treatment, habitat improvement, and increasing native vegetation biodiversity.

PO 4.3

Encourage the use of native and drought tolerant plants in landscaping design to support the habitat and migration of local species.

PO 4.4

Support the evaluation and implementation of planting shade trees that help to clean particulate matter and sustain a healthy environment that reduces heat island effects.

PO 4.5

Encourage funding to prioritize city departments' sustainability initiatives that implement successful strategies to address clean water while providing native habitat for birds, butterflies, and other species next to rail lines and other urban corridors.

GOAL PO 5

AMPLE OPPORTUNITIES EXIST FOR URBAN FARMING AND COMMUNITY GARDENS THAT PROVIDE FRESH FOOD.

PO 5.1

Identify and inventory potential garden/urban farm sites within existing parks, vacant lots, public easements, rights-of-way and schoolyards in appropriate locations.

PO 5.2

Encourage new building construction to incorporate green roofs, when practical, and promote conversions of existing roof space to green roofs in order to maximize opportunities for gardening and reduce heat gain.

PO 5.3

Encourage and allow the use of residential parkways, or other appropriate underutilized public rights-of-way in residential neighborhoods, to be used for the cultivation of community gardens.

PO 5.4

Encourage the use of residential front yards as well-maintained gardens for growing fruits and vegetables.

GOAL PO 6

A STREETScape THAT MAINTAINS AND CONTRIBUTES TO THE WESTSIDE'S OVERALL URBAN FOREST THAT HELPS REDUCE THE HEAT ISLAND EFFECT, IMPROVES AIR QUALITY, AND ENHANCES AESTHETICS.

PO 6.1

Encourage and promote the retention of trees through education, outreach and incentives offered by the Bureau of Street Services.

PO 6.2

Facilitate the planting and maintenance of street trees, which provide shade and give scale to residential and commercial streets in all neighborhoods.

PO 6.3

Enhance tree planting and landscaping in parkways, medians, and neighborhood gateways as a placemaking and helps to create a sustainable microclimate.

PO 6.4

Support policies of the Bureau of Street Services to reduce conflicts with existing infrastructure through proper tree selection and through the recognition of street trees as a vital component of the City's infrastructure and green urban forestry Goals.

PO 6.5

Identify protecting and developing tree cover that improves air quality and groundwater filtration as a priority and encourage setting a target for street tree canopy cover in new developments and/or in areas identified as tree-deficient.

PO 6.6

Increase planting of thick canopy trees and dense vegetation near and along freeways and other sources of air pollution using species proven to filter particulate matter pollution.

GOAL PO 7

A SUSTAINABLE OPEN SPACE NETWORK AND PUBLIC REALM THAT EMPHASIZES HUMAN HEALTH AND COMFORT.

PO 7.1

Encourage design features of both private and public open spaces that reduce polluted runoff, maximize groundwater recharge, and reduce the heat-island effect.

PO 7.2

Encourage the use of native and drought tolerant plant species to improve sustainability.

PO 7.3

Promote a public realm equipped with durable infrastructure, recreational equipment, and landscaping materials that can adapt to changing conditions and community needs.

PO 7.4

Encourage partnerships for stewardship and maintenance through volunteer opportunities to expand opportunities for stakeholder engagement and ensure that public spaces are well maintained.

GOAL PO 8

PARKS AND PUBLIC SPACES ARE ESSENTIAL IN FACILITATING SPACE FOR CHANGING PUBLIC HEALTH NEEDS

8.1 Promote open and public spaces that are flexible and adaptable to serve the health and wellness needs of the community during disasters and other local emergencies.

GOAL PO 9

PUBLIC SPACES THAT HELP MAINTAIN COMMUNITY AND CREATE INVITING SPACES.

PO 9.1

Support and maintain programming of public and publicly accessible private spaces to serve community interests and attract visitors.

PO 9.2

Facilitate the integration of locally produced and community oriented public art projects and cultural programming into public spaces to reinforce neighborhood identity and inclusion.

PO 9.3

Maintain and expand the use of public spaces as centers of democratic practice.

PO 9.4

Promote green spaces as inviting urban streetscapes that attract and serve all those who visit, live, and work in the Westside.

PO 9.5

Enhance the urban environment with increased open space and streetscapes that encourage pedestrian activity.

PO 9.6

Encourage the development of community-initiated and supported open spaces such as community gardens and orchards.

PO 9.7

Plan and design flexible public spaces that can accommodate a range of active and passive activities over time for users of all ages.

GOAL PO 10

PARKS AND AN ABUNDANCE OF GREEN SPACES PROVIDE EACH NEIGHBORHOOD WITH SCENIC NATURAL SETTINGS FOR RECREATION, RELAXATION AND SOCIAL GATHERING.

PO 10.1

Encourage parks to incorporate active and passive recreational features, including landscaped circuit paths for walking and exercise, play areas for children, open fields for sports, shaded tree groves for relaxation, and picnic areas for gathering.

PO 10.2

Encourage new development to create public and semi-public open space.

PO 10.3

Improve the safety, visibility and accessibility of parks and open spaces by ensuring that perimeters are free of obstructions like overgrown landscaping and fencing and that adequate lighting is provided at night.

PO 10.4

Coordinate with local residents to provide culturally relevant and engaging recreational programming at public parks and open space facilities.

PO 10.5

Foster a high-quality recreational experience at all parks and recreation facilities through quality design, landscaping, and maintenance and the provision of public amenities such as drinking fountains and restrooms that are maintained in good condition.

PO 10.6

Ensure that parks are adequately illuminated and secured for safe use in the evenings.

PO 10.7

Pursue opportunities to establish new public parks through partnerships with state and local agencies, and community-based organizations.

PO 10.8

Advance opportunities to repurpose vacant or underutilized lots, including publicly owned sites, for parks and open space.

PO 10.9

Encourage the use of creative lighting, public art, and seating treatments.

GOAL PO 11

DIVERSE PUBLIC SPACES AND IMPROVED STREETSCAPES THAT PROVIDE SAFE AND PLEASANT PLACES FOR THE COMMUNITY TO GATHER AND SOCIALIZE.

PO 11.1

Enhance the pedestrian experience along corridors by expanding sidewalk space and incorporating seating, lighting, landscaping, wayfinding, opportunities for street vendors, outdoor lighting and other desirable features that create walkable, pleasant environments.

PO 11.2

Provide more opportunities for accessible public spaces along streets in the form of plazas and paseos that are designed to encourage social activity.

PO 11.3

Design plazas and other open spaces as communal gathering places that provide opportunities for open air markets, street vendors, music, art and community events as well as a range of active and passive activities for users of all ages.

PO 11.4

Facilitate the integration of public art / mural projects and cultural programming into public spaces to reinforce neighborhood identity, inclusion, and belonging.

PO 11.5

Enhance tree planting and landscaping in parkways, medians, and neighborhood gateways as a placemaking strategy.

PO 11.6

Prioritize space at major intersections for civic plazas that function as highly accessible focal points in the community.

PO 11.7

Encourage new development to provide publicly accessible outdoor amenity space that is designed to transition seamlessly into the public realm.

Chapter 5

IMPLEMENTATION

The Community Plan establishes a comprehensive and long-range vision for the future of the communities of Venice. The goals and policies presented by the Plan express this vision and guide its implementation, which occurs through both private developments and public investments. The Community Plan generally identifies policies that are limited to the authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and does not prescribe the actions of other agencies such as the City's school districts.

The Community Plan is implemented through a variety of tools and methods, which include: zoning and other City ordinances; and Community Plan programs. The zoning ordinances adopted along with the Community Plan represent implementation tools that go into effect upon adoption of the Plan and can be implemented directly by the City. Community Plan Programs are programs that identify strategic actions that the City and other public agencies can take to implement the Plan. Implementation of programs tends to rely on coordination among City Departments and between the City and external agencies, often requires approval and allocation of funding by the City Council and other decision-makers, and are expected to occur over the life of the Plan. This chapter discusses how the Community Plan policies and programs are implemented in land use decision-making. In particular, this chapter details existing and aspirational future programs, shown in a series of tables, which implement the goals and policies found throughout the Community Plan.

THE IMPLEMENTATION PROCESS

The goals and policies in the Venice Community Plan are implemented through a variety of actions, including regulation and development review; financing and budgeting; and interdepartmental and interagency coordination.

Many Community Plan policies are implemented through regulations, such as zoning, adopted by the City based on the City's authority to protect the public health, safety, and welfare of its citizens. Some zoning ordinances may also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the Community Plan. Other programs are implemented at the time of Community Plan adoption, such as zone changes to regulations, community plan implementation overlay districts, supplemental use districts, specific plans, and design overlays. Coordination among City departments is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While the Community Plan policies and implementation programs are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and

federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transit Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision-making.

Among others, the Plan is implemented in the following ways: goals and policies used are used as guidance for discretionary decisions requiring land use consistency findings; zoning of land to apply the desired land use regulations to property throughout Venice; and adoption of development incentives that are intended to generate affordable housing and other public benefits in exchange for greater development rights. The following section provides a description of each of the Community Plan's implementation features, followed by a brief explanation of the process for amending the Community Plan.

GOALS AND POLICIES

The Community Plan's goals and policies play an important role in shaping decisions around land use and public infrastructure.

The Community Plan can be used by the public, staff, and ultimately decision makers to guide and inform the land use decision-making process. City actions on discretionary projects involving land use may require a finding that the action is consistent or in conformance with the General Plan. Department of City Planning staff and City Planning Department decision-makers, such as the Director of Planning, Area and City Planning Commissions, and zoning administrators, among others, refer to and cite policies from the Community Plan text and the Land Use Map of the Community Plan when making findings of consistency on land use decisions. The goals and policies of the Community Plan are particularly important when development projects are proposed that are beyond the scope of the underlying zoning regulations, requiring variances or zone changes.

GENERAL PLAN LAND USE DESIGNATIONS

Regulating the use and development of land is an important means by which the City exercises its authority to protect the public health, safety, and welfare of its citizens, and implements the Community Plan. Land Use Designations are designated on the General Plan Land Use Map and establish the permitted range of intensities, uses, and densities, where applicable in the Community Plan Area. Each General Plan Land Use Designation corresponds to a set of form and use districts in the City's Zoning Ordinances. The Land Use Designations are implemented through these form and use districts applied at the parcel level.

ZONING REGULATIONS

The Community Plan's primary implementation tool is the comprehensive package of zoning regulations that govern how land can be used and developed throughout Venice. The zone

assigned to each property prescribes the physical parameters new structures must adhere to, the types of uses that can occur, and the intensity at which each use can occur. The zones and supporting development standards adopted as part of the Community Plan are effectuated as ordinances in Los Angeles Municipal Code, or as specific plans, overlay districts adopted under LAMC procedures. The parameters of each zone assigned in Venice have been strategically devised to ensure that they shape development in a manner that is compatible with the vision established by the Community Plan. The Plan's zoning regulations are implemented incrementally as each proposed building project and land use change within Venice is evaluated by the City for approval. The City applies zoning regulations as one of the primary metrics for evaluating whether a project or proposal is appropriate for a particular location. Projects that do not require discretionary review under any zoning ordinance are ministerial if they comply with all zoning regulations. In most cases non-discretionary or "by-right" projects are reviewed solely by the Los Angeles Department of Building and Safety, where the majority of the development regulations enacted by the Community Plan are enforced. Generally, projects that surpass a specified size or scope require discretionary review under Project Review and will require adoption of the discretionary findings by the designated decision maker to ensure that the project is in conformance with the General and Community Plans and compatible with adjacent properties.

COMMUNITY BENEFITS SYSTEM (in process)

This Plan establishes allowable development ranges through base and maximum Floor Area Ratios (FAR) assigned to each zone, and base and maximum heights assigned to some zones. Maximum FAR and height may be achieved through participation in the various incentive systems described in Article 9 of the LAMC Ch.1A. Development exceeding base development rights may be permitted in accordance with these systems to meet the primary objectives of this Plan by producing a range of public benefits including affordable housing, publicly accessible open space, community facilities, and historic preservation.

COMMUNITY PLAN AMENDMENTS

Changes to the Community Plan may be proposed from time to time to address changing conditions, new opportunities, and unforeseen circumstances. As such, the Community Plan must be a living, flexible document, allowing for changes that ultimately assist in enhancing and implementing the community's vision. It is necessary, therefore, to establish a fair, orderly, and well-defined process to govern how amendments occur.

Community Plans are part of the City's General Plan and thus, any changes to the Community Plan are considered General Plan amendments. Amendments may propose a change in the land use designation for a particular property or changes to the Community Plan's policies and text. Amendments to the General Plan are subject to an established public review process.

IMPLEMENTATION PROGRAMS

Coordination among City departments and external agencies is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While many Community Plan policies are implemented through land use regulations and incentives enforced by the City based on its mandate to protect the health, safety and welfare of its inhabitants, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transit Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision-making. This section provides a series of tables describing the future programs.

SOURCES OF FUNDING

It is important to note that program implementation is contingent, among other policy and resource considerations, on the availability of adequate funding, which is likely to change over time due to economic conditions, the priorities of federal, state and regional governments and funding agencies, and other conditions. The programs should be reviewed periodically and prioritized, where and when necessary, to reflect funding limitations.

READER'S GUIDE TO THE FUTURE IMPLEMENTATION ACTIONS' TABLE

The table provided in this section organizes programs into two broad categories: established programs and proposed programs. Established Programs refer to existing resources that are currently in effect at the time of the adoption process, and may already be playing an important role in addressing one or more of the Plan's objectives. The list identifies opportunities to expand or continue established programs in the Community Plan Area. Proposed Programs refer to future programs that are included as an advisory resource directed at public agencies responsible for devising improvements or prioritizing projects within Venice. Proposed Programs described in the table are aspirational and are put forth for further consideration as part of the ongoing effort to implement the Community Plan.

The table identifies each program with a distinct reference number (i.e. P1), followed by a description of the intent and scope of the program, and a reference to the Community Plan policies that the program is expected to implement. Lastly, the table identifies the agency primarily responsible for implementing the program, as well as any agencies necessary for supporting the program's implementation.

ACRONYMS FOR AGENCIES

BSL - Bureau of Street Lighting	EWDD - Employment and Workforce
BOE - Bureau of Engineering	LA-DLA - Los Angeles Designated Local Authority
BOS - Bureau of Sanitation	LADBS - Los Angeles Department of Building and Safety
BSS - Bureau of Street Services	LADOA - Los Angeles Department of Aging
CAO - City Administrative Officer	LADOT - Los Angeles Department of Transportation
CalHFA - California Housing Finance Agency	LADWP - Los Angeles Department of Water and Power
CalTrans - California Department of Transportation	LAFD - Los Angeles Fire Department
CCC - California Coastal Commission	LAFPC - Los Angeles Food Policy Council
CD - Council District	LAHD - Los Angeles Housing Department
CDD - Community Development Department	LAPD - Los Angeles Police Department
CoDRP - County Department of Recreation and Parks	LAPL - Los Angeles Public Library Development Department
DBH - Los Angeles County Department of Beaches and Harbors	LASAN - Los Angeles Bureau of Sanitation
DCP - Department of City Planning	LAUSD - Los Angeles Unified School District
DOD - Department on Disability	METRO - Metropolitan Transit Authority
DPW - Department of Public Works	NC - Neighborhood Council
DPSS - Department of Public Social Services	OHR - Office of Historic Resources
DTSC - Department of Toxic Substance Control	RAP - Recreation and Parks
EMD - Emergency Management Department	SCAG - Southern California Association of Governments

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FUTURE IMPLEMENTATION ACTIONS

ESTABLISHED PROGRAMS

Program Number	Description	Policy Reference	Coordinating Agency
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Land Use and Urban Form

<p>P1. LA’s Green New Deal-Sustainable City pLAN: Consistent with the City’s Green New Deal, the Community Plan supports the pLAN’s vision, goals and initiatives aimed at improving the environment, economy and health of communities.</p>		<p>Mayor’s Office</p>
<p>P2. Measure JJJ - Affordable Unit Inventory: The Los Angeles Housing and Community Investment Department will monitor the inventory of units that are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the Rent Stabilization Ordinance; and/or occupied by Lower-Income or Very Low-Income households during the effective term of Measure JJJ.</p>		<p>LAHD</p>
<p>P3. Neighborhood Services: The New Zoning Code establishes new zones that allow for the establishment or continued maintenance of limited embedded neighborhood services, such as corner stores, that are compatible with adjacent properties.</p>		<p>DCP</p>
<p>P4. SurveyLA Findings - Planning District: The findings of the Los Angeles Historic Resources Survey (SurveyLA) identify numerous potential historic resources throughout Venice, including the Oakwood Planning District. The Plan applies the Character Frontage District of the New Zoning Code to the area’s Historic Districts and Planning Districts in order to preserve and enhance historic architecture and unique buildings.</p>		<p>OHR</p>

Mobility and Connectivity

<p>P5. Coastal Transportation Corridor Specific Plan. The Specific Plan helps mitigate the cumulative impacts of development by requiring new development to contribute a fair share towards completing needed regional transportation improvements, in addition to completing required project specific mitigations. The Specific Plan assesses a one-time TIA fee on qualifying new development and identifies a comprehensive set of transportation improvements that are funded in part by the fee revenue.</p>		<p>LADOT, BOE, DCP</p>
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PROPOSED PROGRAMS

Program Number	Description	Policy Reference	Coordinating Agency
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Land Use and Urban Form

	P6. Business Outreach/Mentorship Programs: Develop partnerships to create business outreach programs targeting local schools, local businesses and labor organizations for student participation in business apprenticeship and internship programs, as well as work with the LAUSD’s Mentorship Programs.		LAUSD, EWDD, LAHC
	P7. Code Enforcement: Identify funding sources for increased code enforcement activities in order to address code violations that create unsightly and unsafe conditions and impact the quality of life.		LADBS
	P8. Consolidate Oil Operations Away From Residential: Encourage the City to work with petroleum operators, CalGEM and other applicable local government agencies to develop a program for the consolidation of surface oil extraction and related operations and the possible elimination of oil wells, in particular those located within residential neighborhoods.		CalGem, Petroleum Administrator, Council Office, DCP
	P9. Ocean Front Walk and Windward Connections: Partner with agency stakeholders including Los Angeles County Beaches and Harbors (DBH), Bureau of Engineering (BOE), Bureau of Street Services (BSS), Public Works (PW) and the California Coastal Commission (CCC) to shape and revitalize Windward Circle and Ocean Front Walk; to enhance the pedestrian experience and business activity along the commercial corridors; and to foster a connections throughout the plan area to Ocean Front Walk.		DCP, DBH, BOE, BSS, BOE, PW, CCC
	P10. Economic Development/Revitalization: Partner with the City Council, Mayor’s Office, Economic and Workforce Development Division (EWDD) and other relevant public and private agencies to collectively offer a package of incentives (such as tax incentives) that focus investment and compliment the land use incentives for targeted commercial centers in Venice in order to comprehensively attract desired uses and foster economic revitalization in the Community Plan Area.		EWDD, CAO
	P11. Entertainment and Sit-Down Restaurant Attraction: Coordinate with agencies such as the EWDD, CDD and Council Offices toward providing incentives that attract sit-down restaurants and other desired amenities to the CPA’s commercial districts.		EWDD, CDD, Council Office
	P12. Housing for Multigenerational Families and Households: Coordinate with the City of Los Angeles Housing Department to create strategies for the provision of family size units in new development to meet the needs of the community.		LAHD
	P13. Incentives for Emissions-Reducing Uses: Develop a set of incentives for projects that result in the reduction of emissions and air pollution, such as charging stations for electric private and commercial vehicles, including electric freight trucks.		LACP Mayor’s Office
	P14. No Net Loss Program: Work with LAHD, Council Office, City Attorney and other relevant		LAHD, Council

City Agencies to develop strategies to prevent the loss of affordable units, covenanted or not, such as annual reports on existing affordable housing inventory and Ellis Act evictions, as well as specific programs and investments to increase affordable housing and minimize displacement of residents.		Office, City Attorney
P15. Non-Conforming Industrial Uses: Work with Council District 11 to create a program and secure funding to assist non-conforming industrial businesses located within residentially zoned neighborhoods to relocate by facilitating the sale of the non-conforming property and the purchase of an appropriate site in a nearby industrially zoned area. The program should include the remediation of the non-conforming property so that it can be redeveloped as an appropriate neighborhood use.		Council Office
P16. Oil District Amendments: Consistent with state and federal law, explore the ability to amend the Oil Drilling District to include provisions that adequately regulate, limit and/ or prohibit new extraction methods that utilize hazardous materials/chemicals to prevent the potential impact to human health (in addition to noise, water quality and geologic impacts) in proximity to residential and sensitive uses and to further address community concerns.		Mayor's Office, DCP
P17. Revocation Process: Continue application of the revocation process, pursue improved procedures for timely review and processing of cases, improve enforcement of nuisance sites and shut down chronic problem businesses.		LACP, LAPD
P18. Small Business Assistance Programs: Continue to promote agency programs that assist small business owners such as low-interest loan programs, management assistance, business retention programs, and the establishment of incubation centers.		CAO, EWDD
P19. Supportive Housing: Support partnerships and continuous coordination with Los Angeles Homeless Services Authority (LAHSA), LA County Public Health and other social services programs to assess and evaluate how the city and county are tracking progress to alleviate homelessness.		LAHSA
P20. SurveyLA Findings - Eligible Historic Resources: Support local efforts in Venice to protect and restore historic resources including efforts to establish Historic Preservation Overlay Zones (HPOZs) or other conservation district overlays for eligible areas in Venice, identified in the findings of the Los Angeles Historic Resources Survey.		OHR
P21. Tenants' Right of Return: Encourage the Housing and Community Investment Department to develop new programs and strengthen existing programs to provide former low income tenants of demolished or converted units with the first right of refusal on leases for new housing units.		LAHD
P22. Use of Vacant Lots: Study the feasibility of an annual tax on the rental value of vacant residential and commercial land to encourage property owners to develop vacant lots with infill projects, community gardens, plazas or parks.		CAO, Mayor's Office

Mobility and Connectivity

P23. Alternative Fuel Vehicles: Encourage tax incentives or other financial incentives to		Mayor's
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developers to provide priority parking spaces and connections for alternative fuel vehicles (i.e. Low Emissions and Electric Vehicles) as a means of improving both air quality and economic development.		Office
P24. Freight Truck Network: Ensure that the Countywide Strategic Truck Arterial Network (CSTAN) and Mobility Plan 2035 Goods Movement map is adhered to by truck drivers through traffic enforcement, road signage, signaling and diverters in order to minimize noise, vibration, and air quality impacts on sensitive land uses.		Metro, LADOT, Caltrans, LAPD, Port Police
P25. Pedestrian and Transit Amenities: Support the funding of well-designed amenities such as shelters, transit information kiosks, enhanced street lighting, improved crosswalks and benches as well as sidewalk maintenance at all bus stops on arterial streets, as funding permits.		LADOT, BSS
P26. Safe School Routes: Establish collaboration and agreement with other agencies to implement Caltrans' "Safe Routes to Schools" programs and ensure that LAUSD is included in the early review of proposed development projects that are near public schools, including Westminster Avenue Elementary School (existing), Broadway Elementary School and Venice High School .		LAUSD, LADOT, Metro, Caltrans
P27. Traffic Calming: Implement neighborhood preferential parking where appropriate and protect lower density residential areas from the intrusion of "through traffic" by implementing neighborhood traffic management programs. Include measures to reduce traffic volumes on neighborhood local streets. (Street closures, street gating, and street vacations are not supported.)		LADOT, BOE
P28. Vision Zero: Vision Zero is Los Angeles's commitment to eliminate traffic deaths. Expand the program to also include additional High Injury Network corridors identified within the Venice Community Plan Area: Venice Boulevard, Abbot Kinney Boulevard, Pacific Avenue, Washington Boulevard. Further extend Lincoln Boulevard beyond Commonwealth and Venice Boulevard. Develop and implement safety improvements by installing safer crosswalks, traffic signals, and intersection improvements.		LADOT

Public Realm and Open Space

P29. Clean Neighborhoods: Identify funding sources for additional street clean-up and trash pick-up in order to keep streets, sidewalks and alleys clean and free of trash and debris.		BSS
P30. Great Streets Initiative: Pursue the designation of Windward Avenue (between Cabrillo Avenue and Ocean Front Walk) as a Great Street in order to implement the program's strategies aimed at energizing public spaces, providing economic revitalization, increasing public safety, enhancing local culture, and supporting great neighborhoods.		Mayor's Office, LADOT
P31. Joint Use of Recreational Facilities: Establish joint-use agreements with other public and private entities to increase recreational opportunities in Venice, including shared use of land owned by public agencies. Co-locate park and recreation facilities with public and private entities in Venice.		RAP

<p>P32. Neighborhood Green Streets: Prioritize funding to develop a network of well-landscaped pedestrian routes along Venice’s less trafficked neighborhood streets. Such a network would feature high quality landscaping, shade trees, streetscaping, and wayfinding that provides pedestrians with safe and attractive routes linking the community’s open spaces, recreational centers, and Ocean Front Walk.</p>		LADOT, BOE, BSS, BOS
<p>P33. People Street - Pedestrian Plazas and Parklets: People Street is a program of the Los Angeles Department of Transportation that seeks to transform underused areas of the public right of way into active, vibrant, and accessible public space. Encourage partnerships between LADOT and community groups and businesses in Venice to apply for plaza or parklet projects at key locations that enhance social life and strengthen community identity.</p>		LADOT
<p>P34. Streetscape Improvements: Identify specific pedestrian friendly streetscape improvements in the Venice Plan area, including but not limited to Rose Avenue, Abbot Kinney Boulevard, Venice Boulevard and Washington Boulevard. Consider improvements such as mid-block pedestrian crossings, curb extensions, seating, landscaping, shade trees, reverse angled parking and pedestrian lighting.</p>		LADOT, BOE, BSS
<p>P35. Reclaimed Land for Bikeways/Pedestrian Paths/Green Spaces: Pursue conversions of former CRA-owned and surplus City-owned property, abandoned rail lines, and other underutilized easements and rights-of-way in Venice for community uses incorporating bike and pedestrian paths, greenways, community gardens, and/or park space.</p>		BSS