

Development Standards and the
Local Coastal Program

Venice Neighborhood Study

Central Area

November 5, 1988

Table of Contents

Introduction		
Participants		
How to use this report		
<i>Neighborhood Study Group Areas</i>		
About the Central Area		
<i>Land Use Plan</i>		
1.0 Artcraft Zone (Mixed commercial, light industrial, residential)	7.0 Residential Zone- Low Medium II (RD1.5)	8.9 Lot Consolidation
1.1 Setbacks	7.1 Density	8.10 Density Bonuses
1.2 Height	7.2 Height	8.11 Architectural Variety
1.3 Refuse	7.3 Setbacks	8.12 Demolition
1.4 Density Bonuses	7.3.1 Front Yard Setback	
1.5 Demolition	<i>Porch Incentive Diagram</i>	
1.6 Light and Ventilation	7.3.2 Rear Yard Setback	
	7.3.3 Side Yard Setback	
	7.3.4 Architectural Projections	
2.0 Neighborhood Commercial Zone	7.4 Streetfront	R3 Zone Diagrams:
3.0 Highway Oriented Commercial Zone	7.5 Parking and Access	<i>Building Envelope</i>
4.0 Limited Industrial Zone (M1)	7.6 Landscaping and Open Space	<i>1.5 FAR Massing Diagram</i>
5.0 Public Zone	7.7 Screen Walls and Fences	<i>Consolidated Lot Building Envelope</i>
5.1 Post Office	7.8 Refuse	<i>1.5 FAR Massing Diagram-</i>
6.0 Open Space	7.9 Lot Consolidation	<i>Consolidated Lot</i>
6.1 Venice Boulevard Median	7.10 Density Bonuses	
	7.11 Architectural Variety	9.0 Rights of Way
	7.12 Demolition	9.1 Venice Way and Grand
	7.13 RD2 Zone Areas	Boulevard
		9.2 The Parkway
	RD1.5 Zone Diagrams:	
	<i>Building Envelope</i>	
	<i>1.2 FAR Massing Diagram</i>	
	8.0 Residential Zone- Medium (R3)	10.0 Public Access
	8.1 Density	10.1 Traffic
	8.2 Height	10.2 Visitor Parking
	8.3 Setbacks	10.3 Resident Parking
	8.3.1 Front Yard Setback	10.4 Commercial Parking
	8.3.2 Rear Yard Setback	
	8.3.3 Side Yard Setback	
	8.3.4 Architectural Projections	
	8.4 Streetfront	11.0 Historical Designation
	8.5 Parking and Access	
	8.6 Landscaping and Open Space	12.0 LIP Review Board
	8.7 Screen Walls and Fences	
	8.8 Refuse	13.0 Affordable Housing
		13.1 Transfer of Development Rights

Introduction

This neighborhood study was initiated to respond to the Planning Department's request for input from the community in formulating a Coastal Land Use Plan for Venice. The information contained in this document focuses on Central Venice, and is the result of weekly meetings and neighborhood walks for a period of approximately two and one half months. The study group was composed of the participants shown on the next page. Everyone from the community was encouraged to join, whether through mailings or personal solicitation.

While every attempt has been made to reach consensus within the study group, this was not always possible. The initial statement of each section is that of the majority of the group; dissenting or minority opinions follow the majority's, and are designated with an asterisk (*), or in the case of minority opinions not provided in format, they are attached as addenda at the rear of this document. No attempt has been made to take this document to the neighborhood, nor to the community at large other than through this planning process. This document represents the views of a number of dedicated, concerned community members who have given freely of their time in trying to express their vision of how growth and change can be directed and accommodated in Venice.

This document offers the first step in the planning process. It is not the end result. The members of this group feel very strongly that the City staff should continue to keep us involved as the final Land Use Plan is developed. The force and numbers with which members of the Venice community turn out to Planning Department meetings is a good indication of the level of concern our community has for its future.

Participants

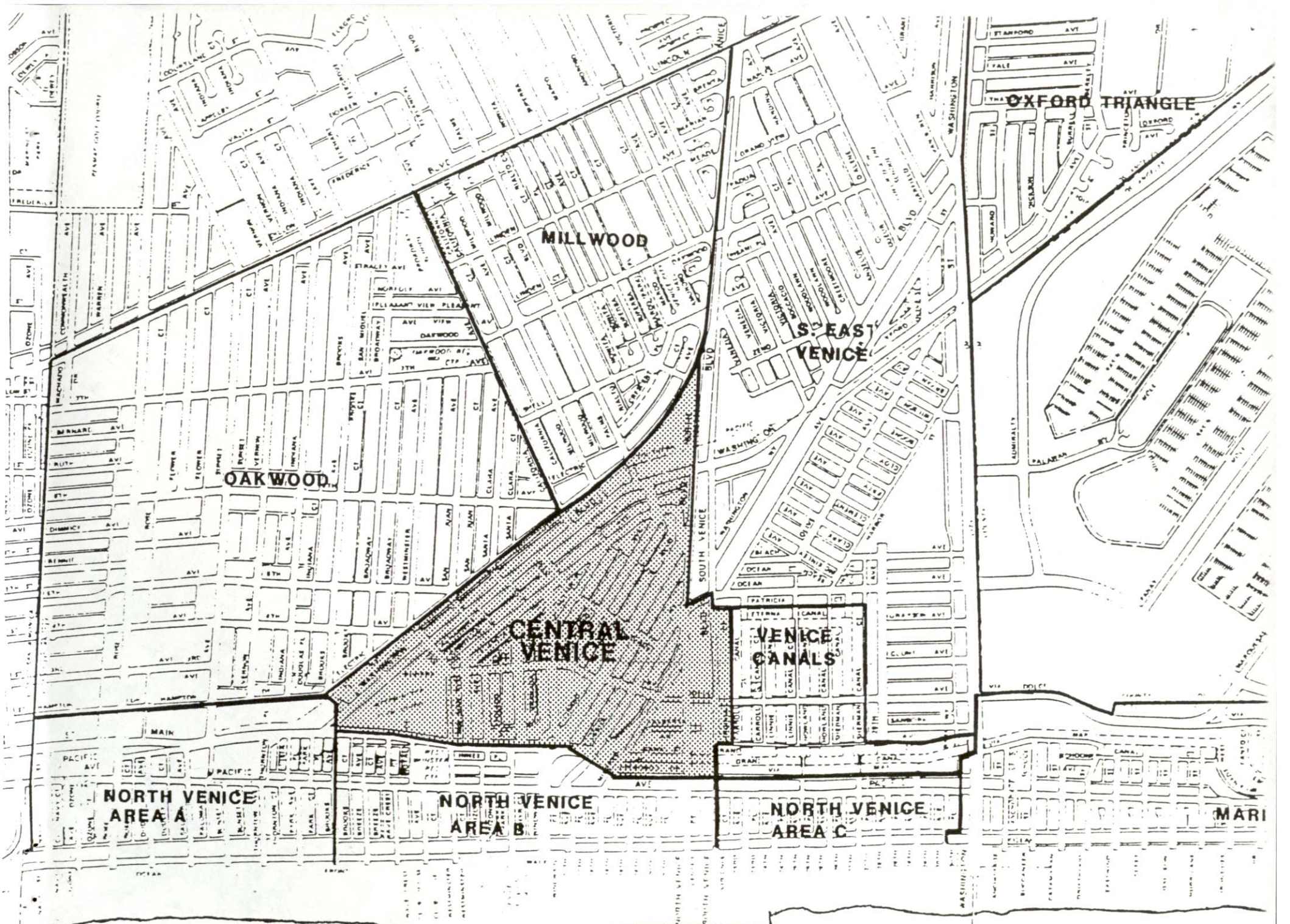
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How to use this report

This report is organized principally around the existing zoning designations. Topics that straddle zoning or apply to the community as a whole are addressed last. Each section is divided into three parts: a statement of the objective, a discussion or commentary on that objective, and guidelines which are offered for incorporation in the Land Use Plan to implement the objective.

November 5, 1988



Neighborhood Study Group Areas

About the Central Area

The central area is archetypal Venice. It includes Ocean Front Walk (which has been segregated for the purpose of this study), the traditional "downtown", if Venice could be said to have one, and a residential neighborhood founded on the banks of canals filled in during the late 1920's. It is characterized by a non-orthogonal geometry vestigial from the canals, streets of varying width with mature trees, and small lots (typically 30' x 90'). Created initially by Abbot Kinney in his vision of Venice of America, it was seen as tourist oriented (beach, rollercoasters, and funhouses) primarily as a vehicle to sell lots for weekend recreational use in what was formerly a wetland. The Red Car served the area in its heyday until as late as 1970.

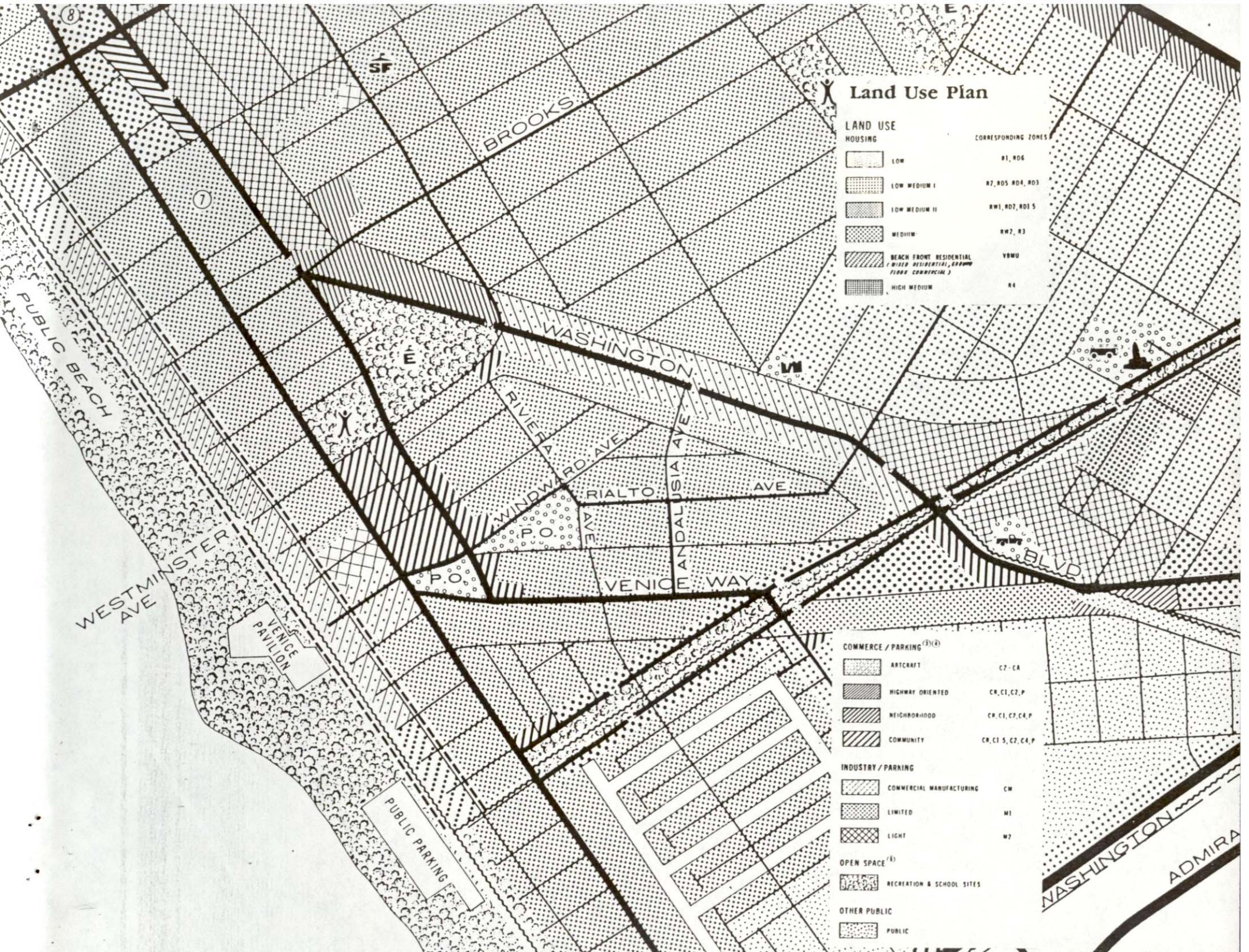
The legacy of Venice is an eclectic housing stock of beach shacks, imposing Venetian residences, and California Craftsman bungalows. A second legacy is a perennial shortage of on and off-street parking due to its early access to mass transit, its conception as a weekend resort, its small lots, and its proximity to the beach.

Venice has always been considered a fringe area from its conception by its visionary developer. Economically depressed for much of its existence, Venice has traditionally been host to the fringe elements of our society: beatniks, hippies, bikers, wild catters, crack dealers and street gangs, as well as artists of international renown. Venice spells freedom to many people—a nice to place to live, or a curiosity to be visited if the thought of unbridled instincts is a bit too much for one.

Since Venice has always had this questionable reputation, land speculation has not been much of a problem, leaving most of its period housing stock intact. Currently with the increasing consciousness of the detrimental affects of poor air quality, as well as the tremendous jump in popularity for the entire westside of Los Angeles and commensurate rise in property values, Venice is now becoming chic. Property values have soared well beyond the dreams of even the canny real estate speculators and suddenly all of Venice is in danger of being razed to make way for new high-priced development similar to the Marina Peninsula, which is not *our* vision of the direction Venice ought to take.

What makes Venice so special is its consistency of character and scale coupled with its architectural diversity. The central Venice area epitomizes these qualities, and as such is a valuable resource to all of Los Angeles. As testament to this, Venice is the second largest tourist attraction in southern California, behind only Disneyland.

The Local Implementation Plan (LIP) will be a critical factor in the determination of Venice's future. We owe it to ourselves and to the generations that follow to take this responsibility with the utmost seriousness.



Land Use Plan

LAND USE HOUSING		CORRESPONDING ZONES
[Pattern: Sparse dots]	LOW	R1, R06
[Pattern: Medium dots]	LOW MEDIUM I	R7, R05, R04, R03
[Pattern: Denser dots]	LOW MEDIUM II	RW1, R07, R01, 5
[Pattern: Diagonal lines]	MEDIUM	RW2, R3
[Pattern: Cross-hatch]	BEACH FRONT RESIDENTIAL (MIXED RESIDENTIAL, GROUND FLOOR COMMERCIAL)	YBMU
[Pattern: Grid]	HIGH MEDIUM	R4

COMMERCE / PARKING ⁽³⁾⁽⁴⁾	
[Pattern: Diagonal lines]	ARTCRAFT C2-CA
[Pattern: Horizontal lines]	HIGHWAY ORIENTED CR, C1, C2, P
[Pattern: Vertical lines]	NEIGHBORHOOD CR, C1, C2, C4, P
[Pattern: Diagonal lines]	COMMUNITY CR, C1, 5, C2, C4, P
INDUSTRY / PARKING	
[Pattern: Diagonal lines]	COMMERCIAL MANUFACTURING CM
[Pattern: Dotted]	LIMITED M1
[Pattern: Cross-hatch]	LIGHT M2
OPEN SPACE ⁽⁴⁾	
[Pattern: Irregular shapes]	RECREATION & SCHOOL SITES
OTHER PUBLIC	
[Pattern: Dotted]	PUBLIC

1.0 ARTCRAFT ZONE

In general, the terms of the Interim Control Ordinance are well thought out and quite acceptable. It is assumed that density will be limited to an FAR of 1.5 times buildable area under the terms of Proposition U. Additional language should be provided on the following issues:

1.1 Setbacks

Objective: To provide a relatively continuous and homogeneous building fabric appropriate for a commercial street.

Commentary: Under the ICO the Department of Building and Safety, perhaps unaccustomed to dealing with mixed use zones, is currently applying required residential yard standards to those floors where there will be a residential use, leaving a permitted building envelope somewhat like a tiered wedding cake where commercial use on the ground floor supports residential above. The mixed use is appropriate to the area and Venice's historical role as home to many artists. The buildings generated by this mixed use zoning must, however, be appropriate to the commercial look of the street. It should be noted that there is a conflict in the ICO regarding setbacks. Under Area 8 a minimum five foot front yard setback is called for, which overrides the requirements of commercial zoning falling within that area where 0 to five foot *maximum* front yard setback is specified.

Guideline: The following minimum setbacks shall be allowed for all uses in the Artcraft Zone:

Front Yard Setback	0'
Rear Yard Setback	0'
Side Yard Setback	0'

1.2 Height

Objective: To preserve the scale and character of both the Artcraft Zone and the residential neighborhoods which abut them.

Commentary: In virtually all cases, Artcraft Zoning is only one lot deep. Venice's commercial core within the central area is, by definition, a strip development and should be carefully controlled to mitigate its impact upon the residential areas.

Guideline: The height limit for Artcraft Zone shall be thirty feet. Where necessary, mechanical equipment may exceed that limit, but shall be fully screened from view.

1.3 Refuse

Objective: To promote a cleaner and healthier environment.

Commentary: Refuse generated by restaurants, fast food establishments, and beach visitors is a problem of immense magnitude, apparently well beyond the capacity of the City or commercial trash collectors to handle. Our alleys are jammed with trash which sooner or later finds it

way even into the residential neighborhoods. Visible trash has a way of generating more trash coupled with a decline of any sense of civic responsibility.

Guideline: Every commercial establishment shall provide a dedicated trash enclosure screened from public view, which is large enough to accommodate the segregation of recyclable waste in addition to the normal dumpster capacity required. No dumpsters shall be permitted in the alleys. Planning staff should dictate a minimum size of this enclosure. All take out food shall be served and wrapped in bio-degradable containers.

1.4 Density Bonuses

Objective: To create subsidized very low and low cost housing and housing for the elderly.

Commentary: The Artcraft Zone is appropriate for density bonuses where requested. Sensitivity to the scale of adjacent projects and the neighborhood must be demonstrated as must a clear benefit to the neighborhood and the community. Moderate income housing is not considered far enough below market to warrant density bonusing.

Guideline: Density bonuses shall be granted only for very low and low income housing.

1.5 Demolition

Objective: To preserve the character of Venice and a sense of history.

Commentary: Many of the buildings in the Artcraft Zone are one story, unreinforced masonry. In order to preserve the character of the streets, an incentive should be offered to owners to retain the existing facade. Where demolition is inevitable, new construction should be shown to respect datum lines of adjacent buildings such as lintels, string courses and cornices.

Guideline: To provide an opportunity for the community to designate historically significant buildings, the city shall issue demolition permits which must be obtained through a process which includes the signing off of the subject building as being of little or no historic significance by the LIP Review Board.

1.6 Light and Ventilation

Objective: To encourage sensitive treatment of facades of commercial buildings where they abut residential neighborhoods.

Commentary: Due to shortness of time this issue was not addressed fully within the group, though it was concluded that it is an area that warrants closer study as part of the LIP process.

2.0 NEIGHBORHOOD COMMERCIAL

Objective: To foster the preservation and development of commercial uses which serve the neighborhood.

Commentary: Venice needs less visitor serving commercial uses and more commercial uses which respond to the needs of the community. Small "mom and pop" establishments are definitely to be encouraged just as franchised stores are not. The location of this zone on Main Street is appropriate. Due to the problem this area of Venice has with transients because of its proximity to the beach, no new liquor stores should be permitted.

Guideline: Resident serving commercial uses shall be encouraged. No new visitor serving uses shall be permitted. No additional carry-out liquor sales shall be permitted. Commercial, residential, and retail uses shall be permitted on the ground floor. Non-retail commercial and residential uses shall be permitted above the ground floor, including Artcraft.

New construction shall not exceed an FAR of 1.5 nor a height of 35 feet on Windward Circle.

New construction shall not exceed an FAR of 1.2 nor a height of 30 feet on Main Street.

In both cases, mechanical enclosures (fully screened) and roof access stairs may extend up to 10 feet above the allowable height, and normal yard and parking requirements as established by code shall apply.

Alternative A:

* *Guideline:* Same as above, except: New construction shall not exceed an FAR of 1.5 nor a height of 35 feet on Main Street.

3.0 HIGHWAY ORIENTED COMMERCIAL

Objective: To allow needed uses appropriate to the scale and character of the neighborhood.

Commentary: A substantial portion of West Washington is designated for highway oriented commercial use which is described in the draft Land Use Plan as "auto-oriented facilities (drive-in and drive-thru) where there is good vehicular access". This area is directly across from the Westminster Elementary School for its entire length and seems an odd designation for both the area in general and this street in particular. Encouragement of drive-in and drive-thru uses seems to create an unnecessary hazard for our children when they are only beginning to learn to cross the street. If anything, curbcuts and uses which encourage backing and crossing of sidewalks by vehicles should be discouraged. Venice is one of a very few pedestrian oriented neighborhoods in all of Los Angeles, and all auto-oriented uses should be discouraged.

Guideline: The area designated as highway oriented commercial shall be redesignated as Artcraft. See section 1.0 for guidelines.

4.0 LIMITED INDUSTRIAL ZONE (M1)

Objective: To maintain land suitable for light industrial uses that are neighborhood and coastal dependent. To maintain an employment base within Venice.

Commentary: There is only one light industrial parcel within the central area at the intersection of West Washington and North Venice Boulevard. The corner is a gateway site at the intersection of two major approaches to the beach area. For this reason, as well as its proximity to the residential zone, careful consideration should be given to both its use and massing during the LIP review process. This large parcel is currently vacant, housing only two trailers and a field of drought tolerant weeds surrounded by chainlink fencing. While it is important to maintain this zone for future light industrial uses, and almost no one in Venice would ever complain about too much open space, it is something of an eyesore. Either the fencing and trailers (which are in fact billboards for a fabric store) should be removed and allow the area to become true open space that can serve the residents, or the chainlink fencing should be landscaped with ivy or other plant material which will disguise the current state of disuse.

Uses which are both employment generating and coastal dependent are to be encouraged. Public storage is *not* considered an appropriate use for this zone even though it is not a traffic generator and is permitted under the existing zoning.

Guideline: The existing chainlink fencing shall be removed or screened from view by appropriate landscape materials and properly maintained per Section 1221 A.6 of the Los Angeles Municipal Code.

No mini-storage facilities shall be constructed.

No billboards shall be permitted.

New construction shall not exceed an FAR of 1.5 nor a height of 30 feet. All parking shall be between the building and the rear property line. Normal yard and parking requirements as established by code shall apply.

5.0 PUBLIC ZONE

5.1 Post Office

Objective: To create a land use compatible with and beneficial to the neighborhood.

Commentary: The Land Use Plan and the Venice Community Plan both show the Post Office parking lot and vehicle washing facility as a public use. The zoning map identifies the parcel as subject to a plan amendment to change its zoning to RD2. The existing use is totally inappropriate to its location on Windward Circle at the very heart of Venice. It effectively destroys street definition on Windward, Grand, Riviera and the Circle. The Post Office parking should be removed to a more appropriate location such as an M or PB zone, and the site should be returned either to a neighborhood retail use, or to a residential use, with commercial frontage on the Circle only.

Guideline: The existing use shall be immediately required to remove its chainlink fencing and to provide a 5' landscaped buffer zone including trees 10' tall and 15' on center as well as groundcover. The parking lot shall be architecturally screened from public view, improved and landscaped in accordance with Section 12.21 A 6 of the Los Angeles Municipal Code.

Zoning shall be C2-1 or Artcraft at Windward Circle frontage, and RD 2 for the remainder of the site.

Alternative A:

**Commentary:* The distribution station of the Post Office is a beach goes-friendly and resident-friendly use. It provides a service from which all residents benefit. It does not add more shopping uses which would contribute to the weekend traffic congestion. It should be encouraged to remain in our neighborhood.

**Guideline:* The Post Office Distribution Station shall remain at its current site on Windward Circle. The City shall encourage the Federal Government to maintain ivy on the existing chain link fencing and to remove the goal-post-shaped support that formerly held a supermarket sign.

6.0 OPEN SPACE

6.1 Venice Boulevard Median

Objective: To provide much needed open space suitable for visual relief and recreational use. To create an appropriately ceremonial primary approach to the beach area.

Commentary: In a climate and environment ideally suited to broad boulevards, Santa Monica has San Vicente, West Hollywood has Santa Monica Boulevard, Los Angeles has San Vicente and Venice Boulevard. A former right of way for the red car, Venice Boulevard has fallen on hard times. Acres of dirt punctuated by the odd billboard and down and dirty parking lots seem to be Los Angeles' answer to the ceremonial approach. Venice Boulevard is our last chance at creating a proper approach to the beach for millions of visitors, an approach that signals that Venice is special and that the City and the residents of Venice care about this area. The median is currently zoned R3-1 and is designated as recreational open space on the land use map. The median should be developed into a beautifully landscaped linear park for use by residents and visitors alike. Institutional public buildings such as a new library could be placed in the median deriving prominence from the location without impeding use of the park by the public. **Surface parking is not an appropriate use of the median.**

Guideline: Parks and Recreation shall take over the Venice median and capital improvement funds shall be allocated for landscaping and maintenance. (Even hydroseeding with a drought tolerant mix would be better than what currently exists.)

The existing parking lots shall be removed.

All billboards shall be removed.

Public access parking shall be provided in freeway-adjacent parking areas and free or low cost shuttle service shall be offered in high occupancy vehicles.

Alternative A:

**Objective:* To provide replacement public access parking that is not a blight on the neighborhood. To facilitate the establishment of permit parking districts in the Beach Impact Zone to reduce weekend traffic congestion.

**Commentary:* The City should establish resident permit parking districts in the BIZ to avoid the current gridlock on weekends created by people looking for free street parking. It is our understanding that all spaces thereby removed from public access must be replaced. The Median Strip could be used for this. The lots should be subterranean with no part of them showing at street level. They should be locked and completely inaccessible after closing time.

* *Guideline*: The Venice Boulevard Median Strip shall be used to provide the number of public access parking spaces required by the State Coastal Commission in order to establish resident permit parking districts throughout the Beach Impact Zone. All parking shall be subterranean with no part of the structure showing at street level. Billboards shall not be allowed on the Venice Boulevard Median Strip unless they are inside a subterranean parking structure.

7.0 RESIDENTIAL (RD1.5)

N.B. The following sections have been conceived and written as a whole. Each of the guidelines is predicated on the assumption that density is controlled by limiting FAR, and an envelope is created which prescribes physical limitations within which building may take place. The limitation of the FAR is more restrictive than the envelope to encourage variety in massing. While in many ways the building envelope has been expanded from the ICO, **it is not the intention of the Venice Central Area Group to encourage nor permit higher density.**

7.1 Density

Objective: To preserve the neighborhood at its current density.

Commentary: The present density is considered by the residents to be comfortable—a mix of single-family, duplex, and fourplex units. Current zoning no longer allows fourplexes. As property values increase we expect to see the older housing stock replaced with larger single family residences and more duplexes. In order to preserve the period character of the neighborhood, some incentive should be offered to maintain or add onto the existing period houses. An overall density should be established through a limitation of Floor Area Ratio (FAR) which will prevent building to the permitted envelope creating

massing out of scale with the rest of the neighborhood.

Guideline: One dwelling unit shall be permitted for each 1500 square feet of lot area including one half the alley. Thirty by ninety lots shall be considered acceptable for two dwelling units. A maximum FAR of 1.2 times lot size (exclusive of alley) shall be permitted for enclosed floor area. Covered open porches and enclosed parking spaces are excluded from the FAR calculation.

7.2 Height

Objective: To preserve the present character and scale of the neighborhood.

Commentary: The existing housing stock is primarily one and two stories. Parking regulations now typically lead to higher dwellings to allow two units on a lot. The existing thirty foot height limit seems to engender flat roofed boxes in an attempt to maximize buildable area. A combination of incentives and restrictions should be developed to prevent the entire neighborhood from turning into these unarticulated boxes. Interesting massing should be encouraged, as should two distinct buildings in lieu of one containing two dwelling units. Higher massing is generally more acceptable at the rear of the lot than at the front. Consideration should be given to compatibility of scale with adjacent buildings.

Guideline: Maximum story heights shall be 28' for second story and 35' for third story. No portion of any building shall exceed 45' in height.

Architectural projections including roof access enclosures, towers and penthouses with a total enclosed area less than 150 square feet may reach a height of forty-five feet. Architectural projections, with the exception of chimneys, above thirty-five feet in height, may not occur within twenty-five feet of the front property line. For the purposes of this section, architectural projections with an enclosed area of less than 150 square feet shall not be considered a story. Enclosed floor area shall not exceed the following guidelines for any story: the first and second stories may attain 100% full floor area; the third story may attain 60% full floor area; the fourth story may not exceed 150 square feet of enclosed area. Full floor area is defined as lot area minus setbacks for required yards plus permitted architectural projections.

Alternative A:

**Objective:* To preserve the present *low-rise* human scale of the neighborhood

**Commentary:* The low-rise scale of buildings in the Coastal Zone provides visitors and residents the visual benefit of a largely *unobstructed view of the sky* not available in many other parts of Los Angeles. The Coastal Zone should be preserved as a *low-rise*, low-intensity, low-density area where people from much more densely populated areas of Los Angeles can come to experience open space

within the City boundaries. Streets in the Coastal Zone should not be allowed to become canyons between buildings, regardless of the width of the street or front yard setback requirements, nor should the heavily used system of alleys become canyons between building walls. Low building heights will also provide a substantial benefit to the many residents who cherish living in one of the few low-rise areas left in the city.

**Guideline:* Two stories or 23 feet (whichever is less) shall be the maximum building height for the front 40 feet of the lot. Three stories or 30 feet (whichever is less) shall be the maximum building height for the remainder of the lot. An additional five feet shall be permitted for a sloped roof (minimum 3 in 12 pitch) or any unenclosed decorative architectural feature. A blank wall shall not be considered a decorative feature.

One enclosed roof access structure per building shall be permitted to extend 10 feet above the 23 or 30 foot height limit. The area of such a roof access structure shall be 100 square feet or less.

Building heights shall not be based on the heights of any adjacent buildings.

Height shall be measured from the center of the frontage road to the top of the wall or parapet.

Alternative B:

**Commentary:* No towers or small fourth floor additions should be allowed since it is out of keeping with the existing neighborhood which consists of one and two story buildings. Especially if a taller building has previously been built which exceeds two stories in front, it is important to make sure that future buildings do not reach the same height, further altering the neighborhood. Therefore no averaging of buildings (i.e. allowing a third tall building solely because it is next to, or between, other tall buildings) should be allowed.

**Guideline:* Agreement with main outline except that no portion of a building shall be allowed to extend above 35 feet in height. No averaging of height shall be allowed.

Guideline: Maximum story heights shall be 28' for second story and 35' for third story. No portion of any building shall exceed 45' in height.

Architectural projections including roof access enclosures, towers and penthouses with a total enclosed area less than 150 square feet may reach a height of forty-five feet. Architectural projections, with the exception of chimneys, above thirty-five feet in height, may not occur within twenty-five feet of the front property line. For the purposes of this section, architectural projections with an enclosed area of less than 150 square feet shall not be considered a story. Enclosed floor area shall not exceed the following guidelines for any story: the first and second stories may attain 100% full floor area; the third story may attain 60% full floor area; the fourth story may not exceed 150 square feet of enclosed area. Full floor area is defined as lot area minus setbacks for required yards plus permitted architectural projections.

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One enclosed roof access structure per building shall be permitted to extend 10 feet above the 23 or 30 foot height limit. The area of such a roof access structure shall be 100 square feet or less.

Building heights shall not be based on the heights of any adjacent buildings. Height shall be measured from the center of the frontage road to the top of the wall or parapet.

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**Commentary:* No towers or small fourth floor additions should be allowed since it is out of keeping with the existing neighborhood which consists of one and two story buildings. Especially if a taller building has previously been built which exceeds two stories in front, it is important to make sure that future buildings do not reach the same height, further altering the neighborhood. Therefore no averaging of buildings (i.e. allowing a third tall building solely because it is next to, or between, other tall buildings) should be allowed.

**Guideline:* Agreement with main outline except that no portion of a building shall be allowed to extend above 35 feet in height. No averaging of height shall be allowed.

7.3 Setbacks

7.3.1 Front Yard Setback

Objective: To produce a street edge compatible with the existing fabric. To encourage open porches on new construction.

Commentary: Porches are a very important element in Venice housing, due to the small lots in this area. Not only do they provide a transition zone and sense of entry, they encourage neighborhood interaction while creating visual interest from the street. Suitable area for landscaping should be provided to soften the street edge at the pedestrian level.

Guideline: The front yard setback shall be twelve feet.

Covered, open porches may intrude into the required front yard setback up to six feet. Where open porches are provided, enclosed living space on the lowest floor may intrude up to six feet into the required front yard setback, provided it does not exceed 60% of the length of the building's front facade. Living space at the second story shall have a required front yard setback of twelve feet, six feet when open porches are provided at the first story. The third story shall have a required front yard setback of twelve feet, regardless of whether porches are provided.

In exceptional cases, an average of front yard setbacks over the entire block can be used to establish minimum front yard setbacks less than those prescribed above.

Alternative A:

**Commentary:* In agreeing with the main suggestion that open porches should be encouraged, we nevertheless feel that twelve feet is too much. It will force porches on all new houses uniformly without allowing for individual taste, in order to take advantage of the much larger possible floor area (extra six feet) allowed if a porch is built.

Instead of twelve feet, a nine foot setback would be more appropriate and would allow for more individual choice relative to this feature.

Twelve feet is simply too much to require on small lots.

**Guideline:* The front yard setback shall be nine feet.

Covered, open porches may intrude into the required front yard setback three feet. Where open porches are provided, enclosed living space may intrude three feet into the required front yard setback, provided it does not exceed 60% of the length of the building's front facade on the lowest floor. Living space at upper floors have a required front yard setback of nine feet, six feet when open porches are provided at the first story.

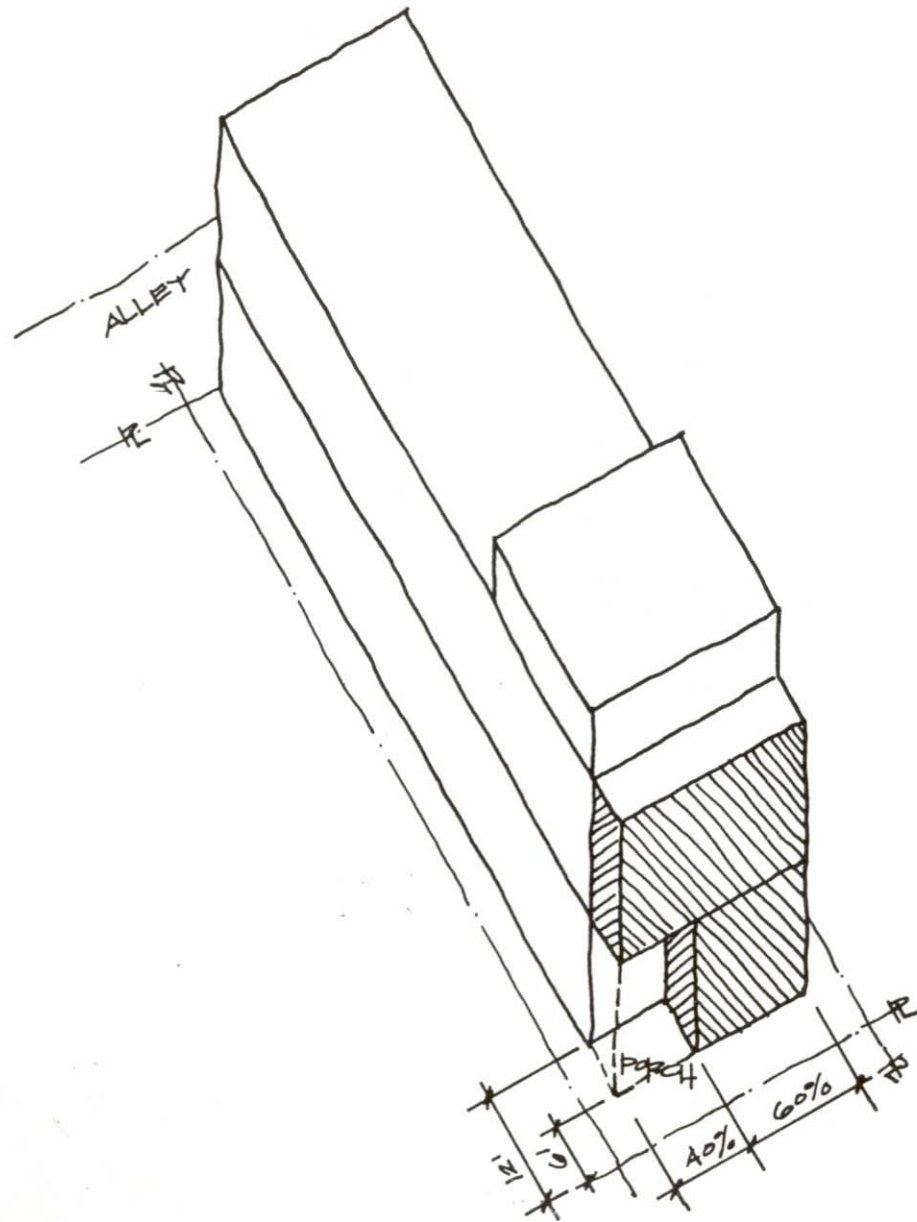
No averaging of front yard setbacks shall be allowed.

Alternative B:

**Commentary:* Many people like having large, private back yards. If twelve foot front yard setbacks are required, we eliminate the choice of a decent size backyard. The current guidelines under the ICO allow more flexibility.

**Guideline:* The front yard setback shall be five feet.

Porch Incentive Diagram



7.3.2 Rear Yard Setback

Objective: To create fire breaks and allow Fire Department access. To allow access to parking from the alley.

Commentary: Existing conditions are extremely varied in Venice, including many garages and living units built to the rear property line. While current parking requirements require a 22'-6" sweep into a parking space, the reality is that many Venice residents maneuver full size cars into parking spaces and garages located directly on the property line abutting 15' alleys. It is not believed that this is either dangerous, given the traffic loads of our alleys, or a hardship to present or future residents given the potential benefit of increased *usable* open space that can be derived on these small lots. Density limitation and higher construction costs incurred by building over required parking will prevent all buildings from taking advantage of this guideline. Reduced illegal alley parking (a common nuisance) is anticipated.

Guideline: A rear yard setback of 7'-6" is required from the centerline of the alley. On through-block parcels, front yard setbacks shall be applied. On lots with no alleys which are not through-block, side yard setbacks shall be applied.

Alternative A:

**Guideline:* The main outline is accepted and in addition it is *emphasized* that no setback from the property line is required. If such

setback does occur on the ground floor, it shall be allowed to cantilever the second and third story over the parking area to the property line.

7.3.3 Side Yard Setback

Objective: To provide adequate fire break, light and air. To encourage architectural projections and a heightened level of visual interest.

Commentary: Current codes do not permit architectural projections within thirty inches of the property line. Current building practice is to build to the three foot setback and ignore the additional six inches offered by the architectural projections. A more generous required setback, it is believed, would encourage use of architectural projections, providing heightened articulation and visual interest while permitting increased light and air.

Guideline: A five foot side yard is required. On lots less than 50 feet in width, 10% of the lot width may be used. In no case shall the required side yard be less than four feet. Subterranean parking may encroach into the side yard to the property line provided that it is fully depressed, with the roof being at or below natural grade.

Alternative A:

See Rovins' opinion.

Alternative B:

**Commentary:* A four foot setback is too much considering the small width of many lots in Venice.

The attempt to encourage architectural projections leaves room for abuse.

**Guideline:* A three foot setback shall be required.

Alternative C:

**Guideline:* Subterranean parking may encroach to the property line, provided that the roof of the subterranean parking shall be no more than 36" above natural grade.

7.3.4 Architectural Projections

Objective: To encourage varied massing, architectural articulation, and use of scale-giving elements.

Commentary: Venice is in danger of becoming a sea of undifferentiated stucco boxes. Venice's charm is derived in great part from the variety and scale consistency in its architecture. Period buildings have much more detail and articulation than the typical developer buildings of today. Every effort should be made to encourage good architecture through the combined use of incentives and restrictions.

Guideline: Architectural projections include cornices, sills, chimneys, bay windows, and vertical projections less than 50% of the length of the facade on which they occur. Roof eaves may project into any required yard not more than thirty inches provided the distance to the property line is not less than 30 inches. It should be noted this is an expanded definition of architectural projection to include bays.

7.4 Streetfront

Objective: To create a defined street edge appropriate to both the scale of the buildings and the width of the street.

Commentary: Many streets could benefit from improved definition where large parcels of land are unbuilt or where the existing stock is of an inappropriate scale for the width of the right of way. A major community effort to coordinate the planting of street trees with the City is in order.

Guideline: Consideration should be given to enforcement of landscape requirements for parkways. Special height zones could be created in excess of those requirements addressed elsewhere in this document on arterial streets greater than or equal to 100' in width such as Grand Boulevard and Venice Way where existing housing stock unsuccessfully defines the street edge. A 45' height limit is appropriate on these streets as long as there is a formula to ensure a sensitivity to the lower adjacent zones.

Alternative A:

**Objective:* To create a street edge which promotes the existing low-rise scale of the Venice Coastal Zone.

**Commentary:* See alternative A commentary for 7.2

**Guideline:* The height limits defined in section 7.2 (Alternative A) shall apply to all streets, regardless of the width of the street.

7.5 Parking and Access

Objective: To provide adequate parking for residents' use. To provide service access to every dwelling unit.

Commentary: Venice's system of alleys works well as both service access and vehicular access to each parcel. All new parking should be from alleys where they exist. Special consideration should be given to access where existing quality buildings are threatened due to access requirements.

Guideline: Two uncovered parking spaces shall be provided for each dwelling unit. Tandem parking is permitted two deep. In recognition of the small lots, the prevalence of existing substandard conditions, and the increasing dominance of compact cars, City parking standards for sweep into a parking space shall be reduced to permit parking spaces to begin at 7'-6" from the centerline of the alley.

Rear yard setbacks, where provided, may be used to provide guest parking in excess of this requirement. No guest parking is required for three or less dwelling units. Guest parking shall be provided at the rate of one guest space per four dwelling units or fraction thereof for four or more units. Required guest spaces may be met by providing a third, tandem parking space behind the two tandem parking spaces currently permitted for residents.

Existing period buildings without parking shall be grandfathered regardless of additions, or remodels which leave 60% of the building's structure undisturbed, in order to encourage the preservation and renovation of the older buildings. New units in the rear of the lots shall provide two parking spaces. Where an attached dwelling unit is added to an existing building, normal parking regulations shall apply.

Access to all parking shall be from the alley except in special cases.

New curb cuts are discouraged.

Legal (address) access is currently ten feet for rear houses. In order to preserve existing houses, three feet shall be considered legal access to rear houses served by an alley.

7.6 Landscaping and Open Space

Objective: To create a pleasant environment for residents and visitors. To improve air quality. To provide visual relief from buildings and streets.

Commentary: As an older community, Venice has many mature street trees. The small size of the lots generally do not permit significant tree planting, therefore the importance of street trees is enhanced. All new construction should require the planting of street trees in accordance with a plan developed jointly between the City and the residents. Consideration should be given to the creation of a special assessment district to facilitate the implementation and contemporaneous timing of a coordinated effort, where individual block organizations fail to do so.

Guideline: Limitation of FAR combined with required yards will ensure adequate open space. No open space requirement in excess of these is mandated.

Street trees shall be planted for all new construction in accordance with the City plan. In no case, shall there be less than two trees, ten feet high at time of planting, for every thirty feet of lot frontage.

Drought resistant (low-water) plant materials are encouraged.

7.7 Screen Walls and Fences

Objective: To provide visual insulation from objectionable elements, and to mandate a degree of openness for streets and adjacent yards.

Commentary: The issue of screen walls and fences is complicated by the small lots and by the heavy use of our streets and sidewalks by beach going visitors. A measure of privacy is certainly desirable from a resident's standpoint, but no one wants to walk down a street of walled enclaves.

Walk streets are a unique resource of Venice and need to be preserved. It is important that openness be maintained for pedestrians. Walk streets are very narrow, since adjacent properties use the public right-of-way for front yards. Considering this, it is reasonable to ask that solid front yard property line fences be no higher than 42". If additional screening is desired, screening consisting of plant materials may be used.

Drive-thru streets west of Pacific are heavily impacted by beach visitors. For safety and security reasons, properties on these streets should be allowed six foot front yard fences.

Properties adjacent to major traffic streets need sound walls from excessive traffic noise, and security from cars crashing into their houses, and should be allowed six foot fences.

Guideline: Screen walls and fences located on the property line shall be limited in height as follows:

front yard	42"
side yard	96"
rear yard	96"

An increase in height equal to distance from the property line shall be allowed in all yards.

Walk streets 42" maximum height for solid material fences at the back of walk shall be permitted, with increase in height allowed, as above, with setback *from the property line*. Plant material may exceed this.

For drive-thru streets west of Pacific, Pacific and North and South Venice Boulevards there shall be a six foot maximum fence height for front yards.

Alternative A:

* *Commentary:* While privacy is certainly a desirable attribute, the thought of living within totally walled compounds is foreign to Venice and the open spirit of the community.

* *Guideline:* Same as above, except that sideyard fences shall not exceed six feet in height.

7.8 Refuse

Objective: To ensure that dedicated screened areas are provided for refuse to keep the streets and alleys clean and free of trash containers.

Guideline: A dedicated area screened from public view equal to eight square feet per dwelling unit shall be provided.

7.9 Lot Consolidation

Objective: To preserve the scale and character of the neighborhood.

Commentary: Venice has developed largely without lot consolidation in the residential neighborhoods, and it is this reason as much as any, that generates the scale of the context. By the same token it is the large projects allowed through lot consolidation that most threaten the scale and rhythm of our streets. The time may well come when two and three lots are sought to build either large apartment complexes or luxury single family homes. Both of these scenarios would alter the character of Venice forever. Lot consolidations destroy the charm of our neighborhoods and devalue other property in the immediate vicinity.

Guideline: No new lot consolidation shall be permitted with the exception that 30' x 45' lots may be consolidated into 30' x 90' lots consistent with the rest of the area.

Alternative A:

**Guideline:* For "market rate" or "moderate income affordable housing" units, common wall construction shall extend over no more than 50 feet of street frontage or one lot, whichever is less. All setback requirements specified in this document shall be strictly observed.

For a building with 50% of the dwelling units registered with the City's Community Development Department as "low income" or "very low income affordable housing" units in perpetuity, common wall construction shall be allowed to extend over no more than 50 feet of street frontage or two lots, whichever is less. All setback requirements specified in this document shall be strictly observed.

No new lot consolidation shall be permitted for: (1) "market rate" or "moderate income affordable housing" units; (2) "low" or "very low income affordable housing" units with a time limitation less than perpetuity or (3) a building with less than 50% of "low" or "very low income" units, regardless of the time period.

No more than 25% of any city block may contain construction which has been granted any bonus based on any form of affordable housing.

Alternative B:

**Objective:* To preserve the scale and character of the neighborhood and to facilitate increased parking capacity.

**Commentary:* A rich diversity of buildings gives Venice its identity. The one type which is not found in any large numbers in North Beach

and the Central old sections of Venice is the large boxy building which spans several lots. That type of building is out of scale with the surrounding neighborhood. We do not feel it is suitable for Venice, and suggest a guideline which will prevent its construction.

We would, however, like to make possible the continuance of the Venice tradition of courtyard housing. This type of housing has a lot of open space, and typically requires the width of three lots.

In addition, we want to maximize the number of parking spaces that can be constructed. On Venice's narrow 30 foot lots, the consolidation of three lots approximately doubles the parking capacity for subterranean structures.

Therefore we suggest a guideline which allows three lot consolidation, but does not allow the construction of massive, boxy buildings. It also requires subterranean parking to be fully landscaped and invisible from the street.

**Guideline:* Three lots may be consolidated, but the following setbacks and rules shall apply: (1) normal front yard and side yard setbacks apply to the perimeter of the property, (2) maximum lot coverage allowed is 60% of gross area, (3) the property frontage must contain 25% open space to a depth of 30 feet into the property, (4) subterranean parking shall be off the alley, invisible to the street, and fully depressed with the roof of such parking at or below natural grade, and (5) no open subterranean parking allowed. Garages shall be completely ventilated and screened from the street and side yards.

7.10 Density Bonuses

Objective: To provide a vehicle to foster development of affordable housing and other construction that is of substantial benefit to the neighborhood and Venice as a whole.

Commentary: Density bonuses can be of benefit to the local community, but more often than not they are only a means for developers to increase their return on investment beyond that afforded by zoning. Often in the process the neighboring properties are effectively devalued. This kind of intervention in an RD1.5 neighborhood should not be permitted, unless it constitutes a substantial vehicle to help people who are being displaced by demolitions or commercial conversions of affordable housing units. Density bonuses should be limited to units classified as "low income" or "very low income" units since the rates for "moderate income" units are so high that they do not provide a benefit to the community worthy of granting any bonus in excess of the guidelines for development (e.g. \$958 for a 2-bedroom unit).

All units for which any bonus is granted should be registered as such with the CDD in perpetuity. Any shorter time limitation is unacceptable.

Guideline: Any granting of density bonuses must be shown to be of clear benefit to the surrounding neighborhood. All density bonuses shall require the approval of the LIP Review Board and shall be subject to a public hearing.

Density bonuses shall only be considered for very low and low income housing.

Where density bonuses are granted, there may be an increase in allowable FAR from 1.2 to 1.5 when "low" or "very low income" units are provided in perpetuity, at the discretion of the LIP Review Board, however, there shall be no relief from parking, height, and yard requirements for the zone established by this guideline. The 1.2 FAR shall apply to projects that include any "moderate income" affordable housing units, even when "low" or "very low income" units are included in the building. The 1.2 FAR shall also apply to a building for which the time limitation on any of the affordable units is less than perpetuity.

No more than 25% of any city block may contain construction which has been granted any bonus based on any form of affordable housing.

7.11 Architectural Variety

Objective: To preserve the existing diversity of style and to encourage a continuing diversity. To prevent the destruction of the feel of the neighborhood through "cookie cutter" projects.

Commentary: Market Street is an excellent example of the deleterious affects of duplicated buildings. When two adjacent houses burned several years ago, both properties were sold to the same developer who proceeded to build two essentially identical buildings, mirrored. This is a building that has been built in at least four other locations within the same neighborhood and its impact due to the rubberstamping on adjacent lots is more than doubled. Market Street is now facing one owner of four contiguous lots who is preparing to demolish five period houses and replace them with four identical three story boxes.

A disturbing pattern common to each of these projects is that there is no human occupancy on the ground floor in order to avoid its consideration as a story, thereby requiring the installation of a second stair to serve the exiting requirements of the third floor. This is completely out of character with the great majority of the neighborhood and should be prohibited. If the proposed project on Market Street is approved, there will be only store rooms on the ground floor street frontage for 40% of the block!

In order to prevent this type of building without unduly penalizing the developer, some compromise approach must be negotiated with

the Departments of Building and Safety and Fire to permit ground floor occupancy in conjunction with a vertical ladder as a second means of egress from the third story or some other creative solution which allows ground floor occupancy without loss of required parking. The argument can be made that human occupancy on the ground floor would in fact be less of a danger to inhabitants above than the parking and store rooms currently permitted without requiring the second means of egress. Without this, there will be no ground floor human occupancy in any multi-unit building built on a 30' x 90' lot.

Guideline: No duplication of buildings is permitted within the same block. Buildings designed by the same architect or developer or contractor shall be substantially altered in plan and external appearance and massing. All projects shall be approved by the LIP Review Board for consistency with the spirit of this guideline.

Enclosed living space shall be provided on the ground floor of not less than 500 square feet.

A vertical or ship's ladder may be used as a second means of egress from the third story, where there is human occupancy on the ground floor.

Alternative A:

* *Commentary:* Although agreeing with the spirit of the proposal, it is more restrictive than necessary. We should be skeptical of architectural review boards.

* *Guideline:* Prohibition of construction of consecutive similar buildings will force the variety we all agree is desirable.

7.12 Demolition

Objective: To prevent the demolition of our cultural heritage. To encourage re-use.

Commentary: As land becomes more and more valuable in Venice, the tendency is to intensify land use to reduce land costs. This natural economic process, unfortunately leads to the demolition of many of our older houses, and their replacement with buildings of little character or distinction. In order to prevent this there needs to be both restrictions on the demolition and incentives offered to the developer to make it attractive to remodel or add on to the early houses.

Guideline: To provide an opportunity for the community to designate historically significant buildings, the city shall issue demolition permits which must be obtained through a process which includes the signing off of the subject building as being of little or no historic significance by the LIP Review Board.

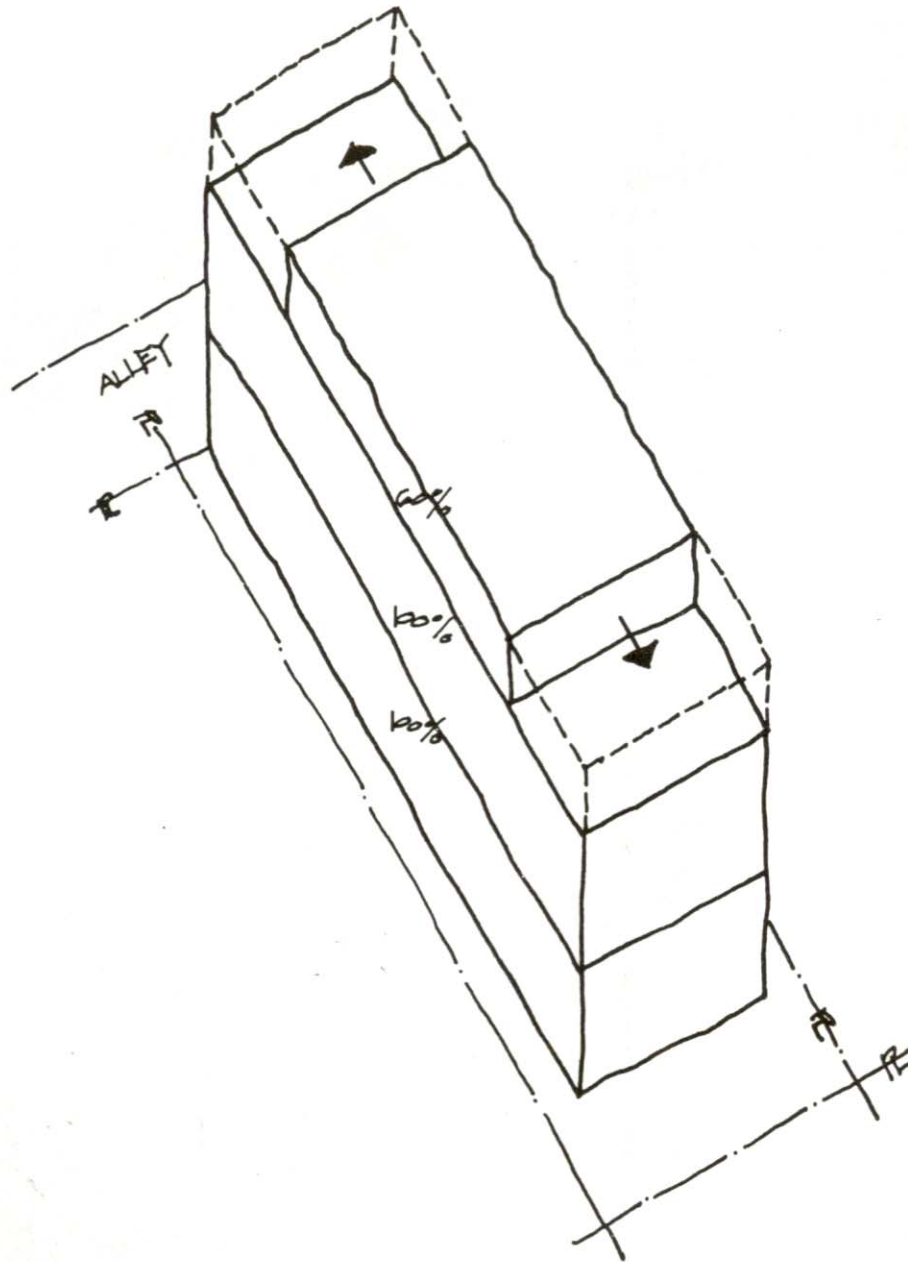
7.13 RD2 Zone Areas

Objective: To provide zoning consistent with the existing character of the neighborhood.

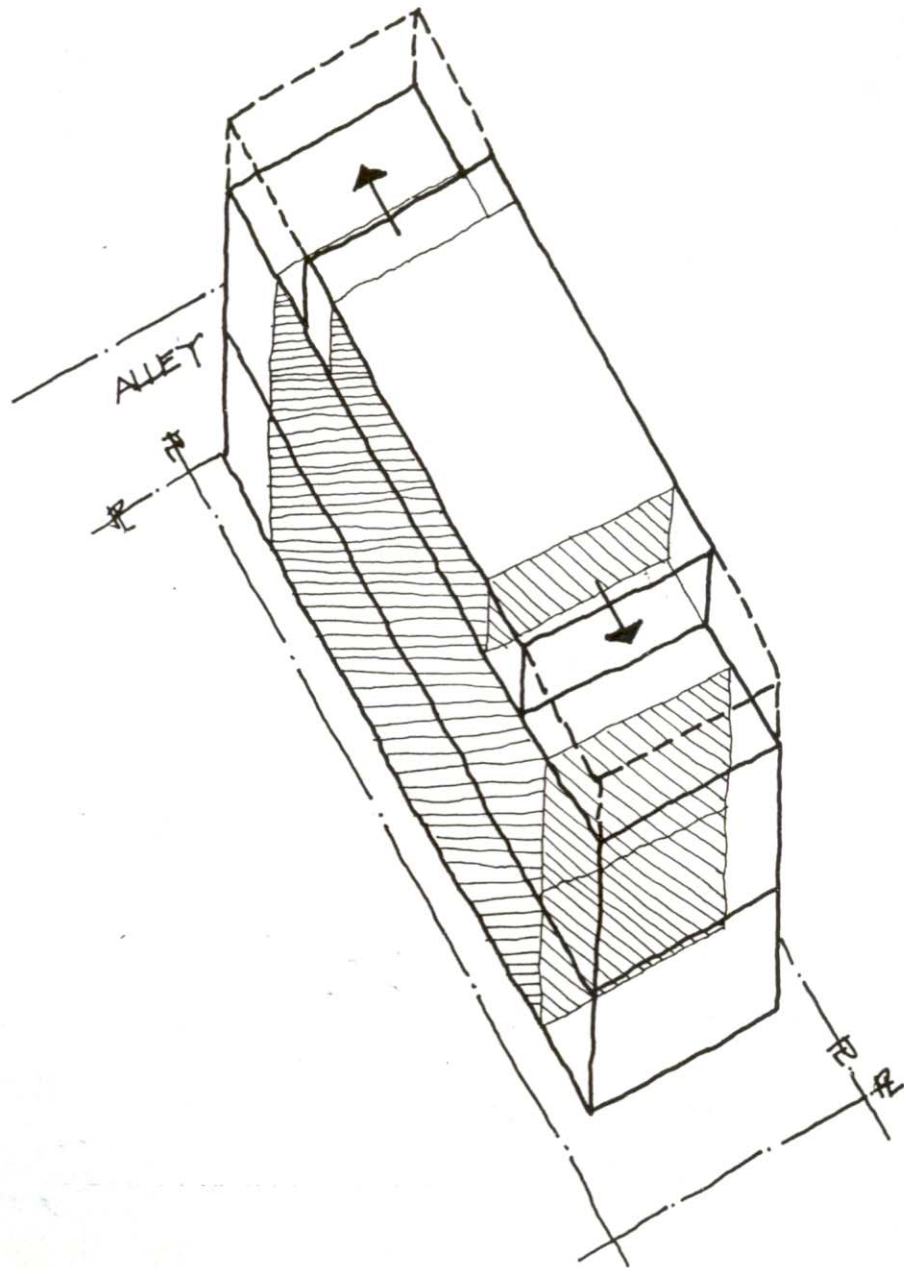
Commentary: There is a small triangular pocket of RD2 zoning generally bounded by Mildred, Pacific, and North Venice Boulevard which consists largely of small lots with multi-family housing. Since it was previously zoned R4, there are a number of large multi-unit apartment buildings sandwiched in among a sprinkling of older bungalows and duplexes. The area is quite confused from a zoning standpoint, but as it is virtually surrounded by R3 zone, it is certainly not logical to consider it a single family zone which it would be by virtue of the zoning consistency proposal of RD2 and its small lots.

Guideline: The RD2 zone bounded by the triangle consisting of Pacific Avenue, North Venice Boulevard and Mildred shall be zoned RD1.5 and governed by all the design guidelines proposed for that section.

RD1.5 Zone
Building Envelope



RD1.5 Zone
1.2 FAR Massing Diagram



8.0 RESIDENTIAL (R3)

8.1 Density

Objective: To allow development at a density appropriate to the neighborhood.

Commentary: The medium density zoning occurs primarily along arterials and major collector streets such as Venice Boulevard and Pacific Avenue. Current zoning allows only two dwelling units on lots less than 4,000 square feet. While the intent of the zoning is clearly to be more dense than the RD1.5, *de facto*, it is the same due to Venice's small lots. The denser zoning is appropriate to its location.

Guidelines: Nine hundred square feet of lot area shall be required for each dwelling unit. For lots adjacent to alleys, one half the alley may be used in the computation of lot area.

A maximum Floor Area Ratio (FAR) of 1.2 times lot area (exclusive of alley) shall be permitted for enclosed floor area on streets having a right of way of less than 100'. For allowable distribution of enclosed area see section 7.2.

A maximum Floor Area Ratio (FAR) of 1.5 times lot area (exclusive of alley) shall be permitted for enclosed floor area for property on streets having a right of way of 100' or greater.

Enclosed area shall not exceed the following guidelines for any story: the first and second stories may attain 100% full floor area; the third story may attain 75% full floor area; the fourth story may attain 50% full floor area. Full floor area is defined as lot area minus setbacks for

required yards plus permitted architectural projections.

In all cases, enclosed parking spaces are excluded from the FAR calculation.

8.2 Height

Objective: To allow development of appropriate scale to neighborhood and streets.

Commentary: The existing housing in the R3 zone is not of a cohesive scale and character. The wider rights of way such as Venice Boulevard require a significant building wall to lend a sense of definition. The narrower rights of way such as Pacific Avenue are appropriate for higher density, but not for greater heights.

Guideline: No building shall exceed four stories or 45' in height. See section 8.1 for allowable distribution of floor area.

For lots facing rights of way of less than 100', the massing restrictions found in RD1.5 sections 7.1-7.3 shall apply.

Alternative A:

**Objective:* To preserve the present low rise human scale of the neighborhood and enhance the visual quality of the coastal access along north and south Venice Boulevard and Pacific Avenue.

**Commentary:* The low-rise scale of buildings in the Coastal Zone provides visitors and residents the visual benefit of a largely *unobstructed view of the sky* not available in many other parts of Los Angeles. The Coastal Zone should be preserved as a *low-rise*, low-intensity, low-density area where people from much more densely populated areas of Los Angeles can come to experience open space within the City boundaries. Streets in the

Coastal Zone should not be allowed to become canyons between buildings, regardless of the width of the street or front yard setback requirements, nor should the heavily used system of alleys become canyons between building walls. Low building heights will also provide a substantial benefit to the many residents who cherish living in one of the few low-rise areas left in the city.

**Guideline:* Two stories or 23 feet (whichever is less) shall be the maximum building height for the front 40 feet of the lot. Three stories or 30 feet (whichever is less) shall be the maximum building height for the remainder of the lot. An additional five feet shall be permitted for a sloped roof (minimum 3 in 12 pitch) or any unenclosed decorative architectural feature. A blank wall shall not be considered a decorative feature.

One enclosed roof access structure per building shall be permitted to extend 10 feet above the 23 or 30 foot height limit. The area of such a roof access structure shall be 100 square feet or less.

Building heights shall not be based on the heights of any adjacent buildings.

Height shall be measured from the center of the frontage road to the top of the wall or parapet.

8.3 Setbacks

8.3.1 Front Yard Setback

See 7.3.1.

8.3.2 Rear Yard Setback

See 7.3.2.

8.3.3 Side Yard Setback

See 7.3.3.

8.3.4 Architectural Projections

See 7.3.4.

8.4 Streetfront

Objective: To create a defined street edge appropriate to the scale of the right of way.

Commentary: The heavily traveled and broad scaleless expanse of Venice Boulevard would benefit from a strongly defined street edge. Where possible, landscaping in parkways should be encouraged. The higher height limits of the R3 zone for streets in excess of 100' of right of way will naturally lead to a more defined street edge.

Guideline: None is recommended.

Alternative A

**Objective:* To create a street edge which promotes the existing low-rise human scale of the Venice Coastal Zone.

**Commentary:* See Alternative A, commentary for 7.2

**Guideline:* The height limits defined in section 7.2 shall apply to all streets, regardless of the width of the street.

8.5 Parking and Access

See 7.5.

8.6 Landscaping and Open Space

See 7.6.

8.7 Screen Walls and Fences

See 7.7.

8.8 Refuse

See 7.8.

8.9 Lot Consolidation

N.B. At the time of voting, the group was evenly divided between the first two views of lot consolidation which follow.

Alternative A:

Objective: To preserve the scale and character of the neighborhood.

Commentary: The R3 zone is less coherent in texture than the rest of the residential neighborhoods. The additional height permitted in the R3 zone could support larger buildings. Larger buildings must be tempered by some sense of scale and rhythm. Courtyard housing is a type that tempers the massing of larger buildings and should be encouraged where lot consolidation is permitted.

Guideline: Lot consolidation shall only be permitted for the purpose of providing very low and low income affordable housing. No new lot consolidation shall be permitted for: (1) "market rate" or "moderate income affordable housing" units; (2) "low" or "very low income affordable housing" units with a time limitation less than perpetuity or (3) a building with less than 50% of "low" or "very low income" units, regardless of the time period.

Where permitted, lots may be consolidated up to a maximum frontage of 90' or three lots, whichever is less, for streets having a right of way of 100' or more. Maximum lot coverage shall be 60% with 40% of lot area open to the sky. All setback requirements specified in this document shall be strictly observed.

Where lots have previously been consolidated, or on non-standard lots, common wall construction shall extend over no more than 50 feet of street frontage or one lot, whichever is less for "market rate" or "moderate income affordable housing" units. For a building with 50% of the dwelling units registered with the City's Community Development Department as "low income" or "very low income affordable housing" units in perpetuity, common wall construction shall be allowed to extend over no more than 50 feet of street frontage.

No more than 25% of any city block may contain construction which has been granted any bonus based on any form of affordable housing.

All parking shall be subterranean, accessed from the alley, with the roof of such parking at or below natural grade, and shall be fully screened from the street and side yards.

In addition to the above, the following setbacks and rules shall apply to courtyard housing: (1) normal front yard and side yard setbacks apply to the perimeter of the property, (2) the property frontage must contain 25% open space to a depth of 30 feet into the property.

Alternative B:

Objective: To preserve the scale and character of the neighborhood and to facilitate increased parking capacity.

Commentary: A rich diversity of buildings gives Venice its identity. The one type which is not found in any large numbers in North Beach and the Central old sections of Venice is the large boxy building which spans several lots. That

type of building is out of scale with the surrounding neighborhood. We do not feel it is suitable for Venice, and suggest a guideline which will prevent its construction.

We would, however, like to make possible the continuance of the Venice tradition of courtyard housing. This type of housing has a lot of open space, and typically requires the width of three lots.

In addition, we want to maximize the number of parking spaces that can be constructed. On Venice's narrow 30 foot lots, the consolidation of three lots approximately doubles the parking capacity for subterranean structures.

Therefore we suggest a guideline which allows three lot consolidation, but does not allow the construction of massive, boxy buildings. It also requires subterranean parking to be fully landscaped and invisible from the street.

Guideline: Three lots may be consolidated, but the following setbacks and rules shall apply: (1) normal front yard and side yard setbacks apply to the perimeter of the property, (2) maximum lot coverage allowed is 60% of gross area, (3) the property frontage must contain 25% open space to a depth of 30 feet into the property, (4) subterranean parking shall be off the alley, invisible to the street, and fully depressed with the roof of such parking at or below natural grade, and (5) no open subterranean parking shall be allowed. Garages shall be completely ventilated and screened from the street and side yards.

Alternative C:

Same as Alternative B with subterranean parking up to 36 inches above adjacent grade, or as permitted by Los Angeles Code.

8.10 Density Bonuses

Objective: To provide a vehicle to foster development that is of benefit to the neighborhood and Venice as a whole.

Commentary: Density bonuses can be of benefit to the local community, but more often than not they are only a means for developers to increase their return on investment beyond that afforded by zoning. Often in the process the neighboring properties are effectively devalued. The higher density of the R3 neighborhood is more appropriate to density bonusing. Care must be exercised on the part of the City to ensure that neighborhood scale in general and especially the scale of the adjacent neighbors is not threatened.

Guideline: Any granting of density bonuses must be shown to be of clear benefit to the surrounding neighborhood. All density bonuses shall require the approval of the LIP Review Board and shall be subject to a public hearing. Density bonuses shall only be considered for very low and low income housing. Up to four dwelling units, which are in conformance with the rest of this guideline, shall be permitted on a 30' x 90' lot as a result of mandated density bonusing.

Where density bonuses are granted, there may be an increase in allowable FAR from 1.2 to 1.5, or from 1.5 to 1.7 for properties facing a right of way of more than 100' in width, when "low" or "very low income" units are provided in perpetuity, at the discretion of the LIP Review Board. There shall be no relief, however, from

parking, height, and yard requirements for the zone established by this guideline. The 1.2 FAR shall apply to projects that include any "moderate income" affordable housing units, even when "low" or "very low income" units are included in the building. The 1.2 FAR shall also apply to any building for which the time limitation on any of the affordable units is less than perpetuity.

No more than 25% of any city block may contain construction which has been granted any bonus based on any form of affordable housing.

8.11 Architectural Variety

See 7.11.

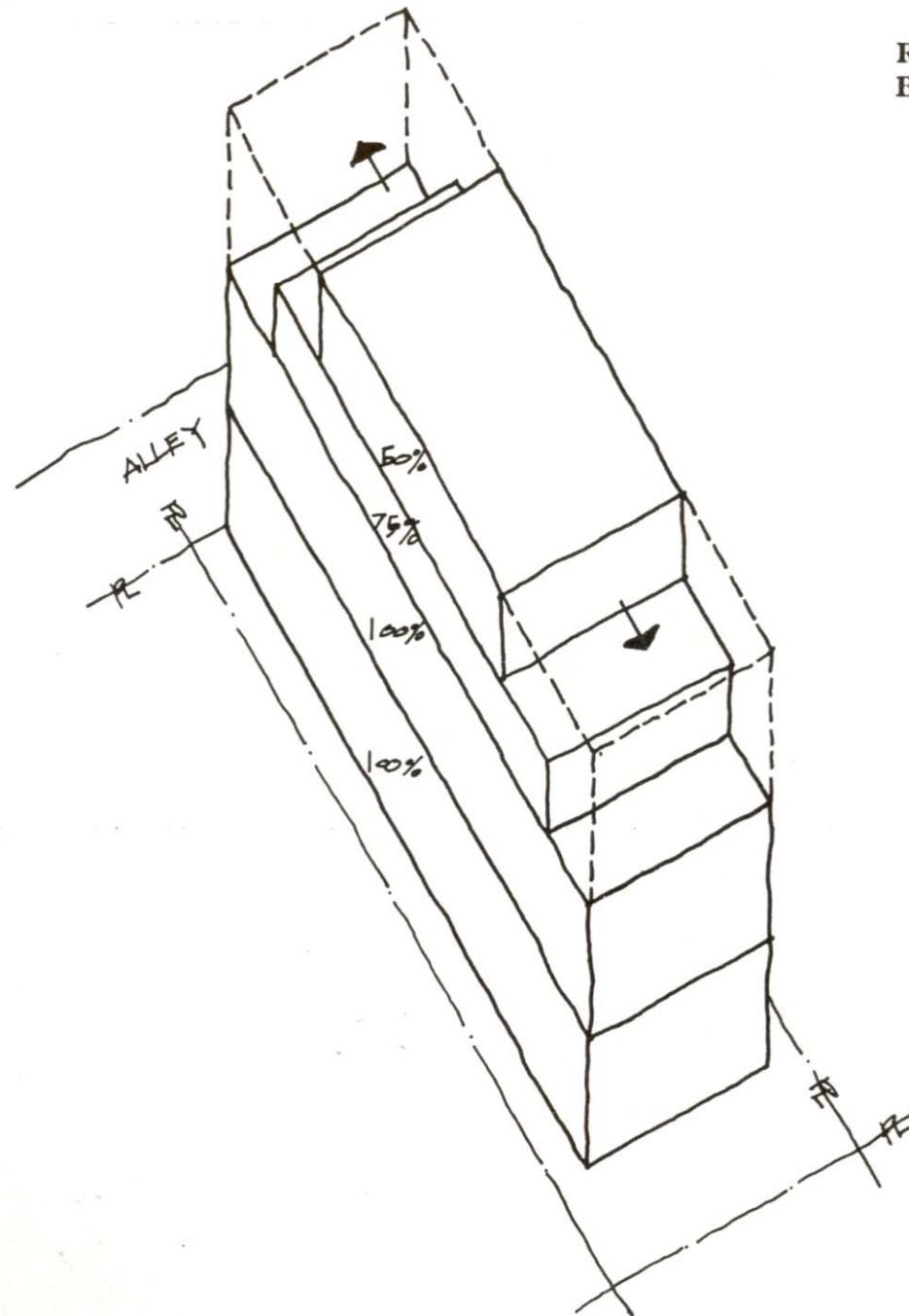
Alternative A:

**Guideline:* Same Architectural variety for RD 1.5 and R3. See Alternative A at 7.11.

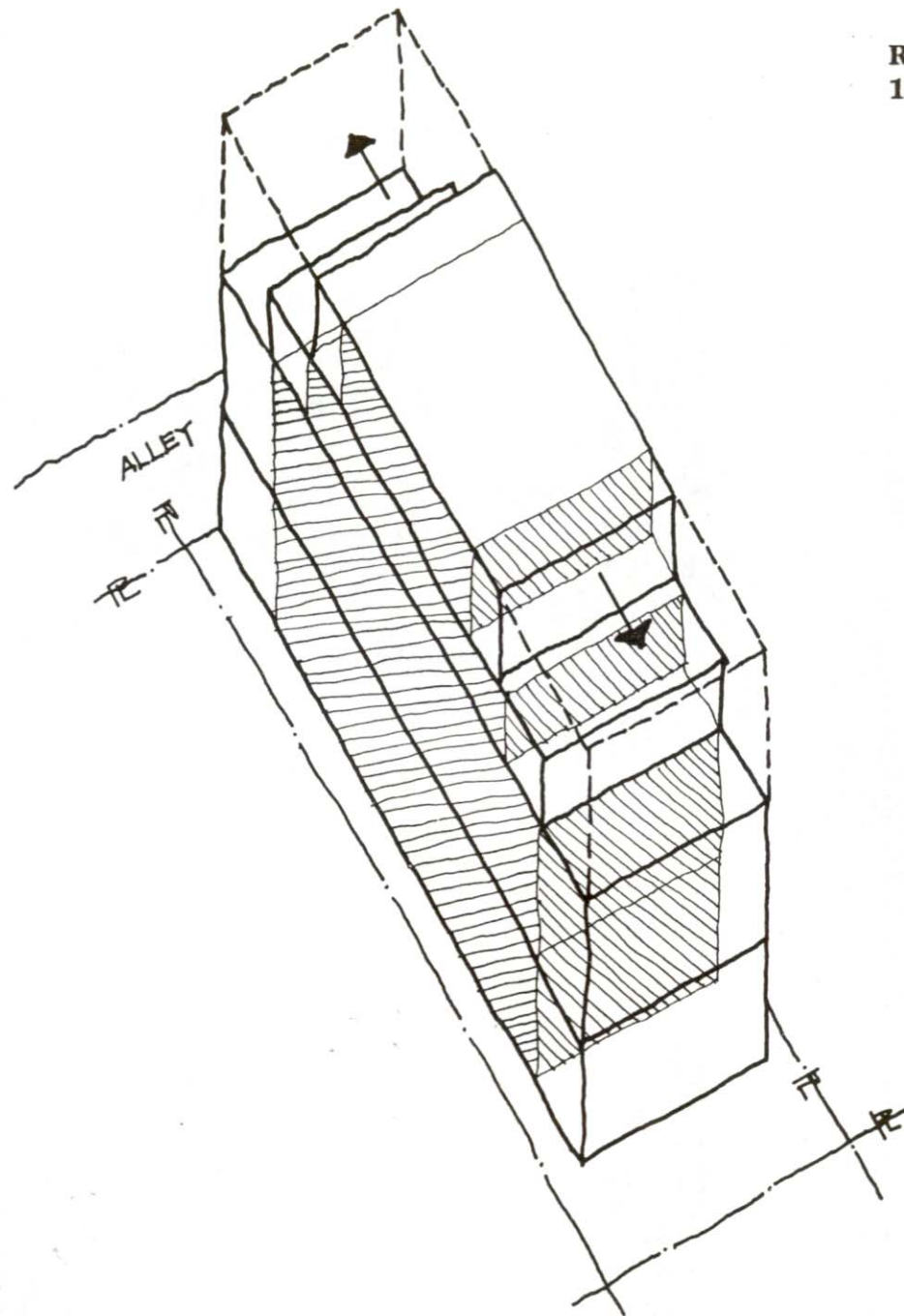
8.12 Demolition

See 7.12.

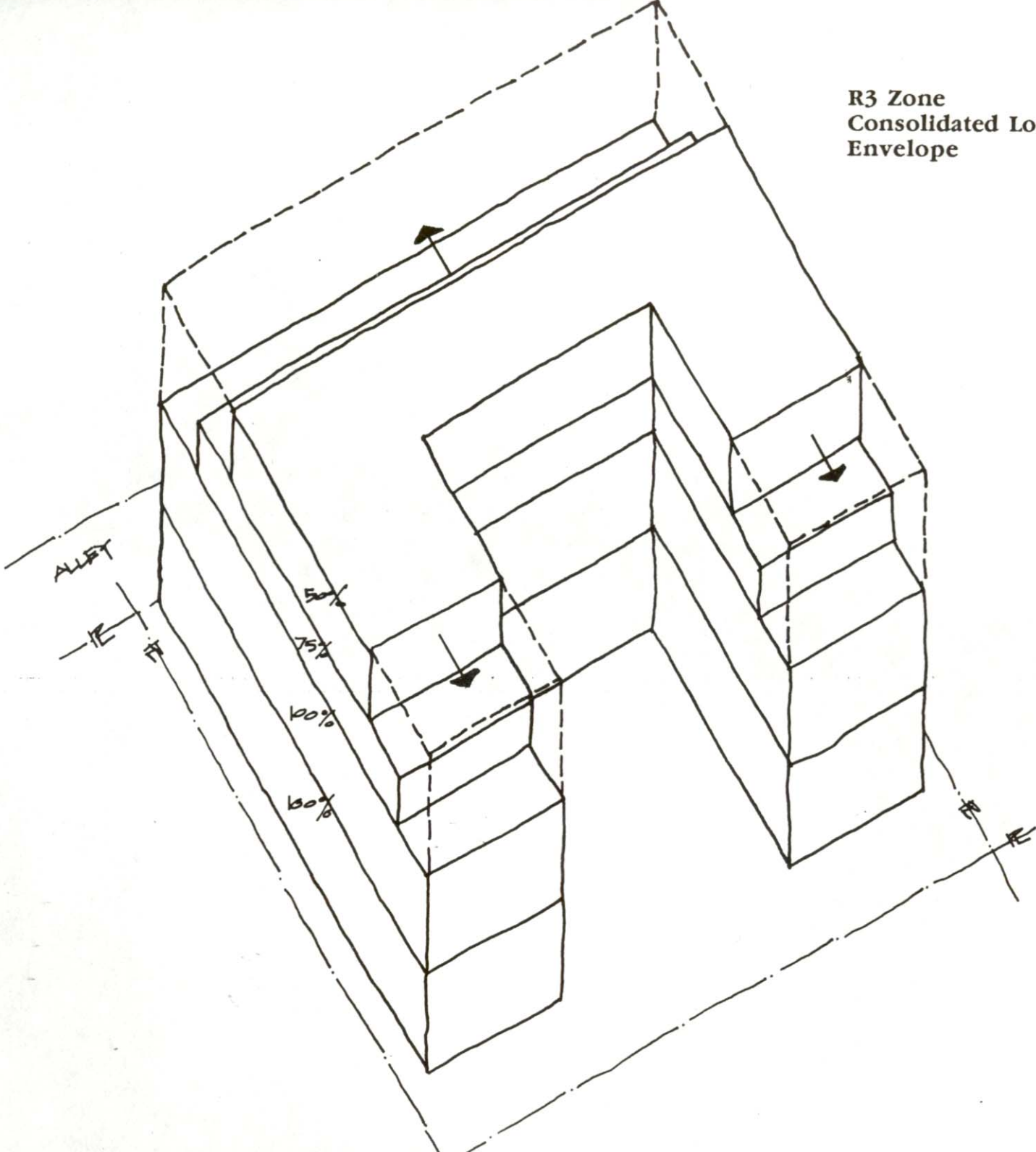
R3 Zone
Building Envelope



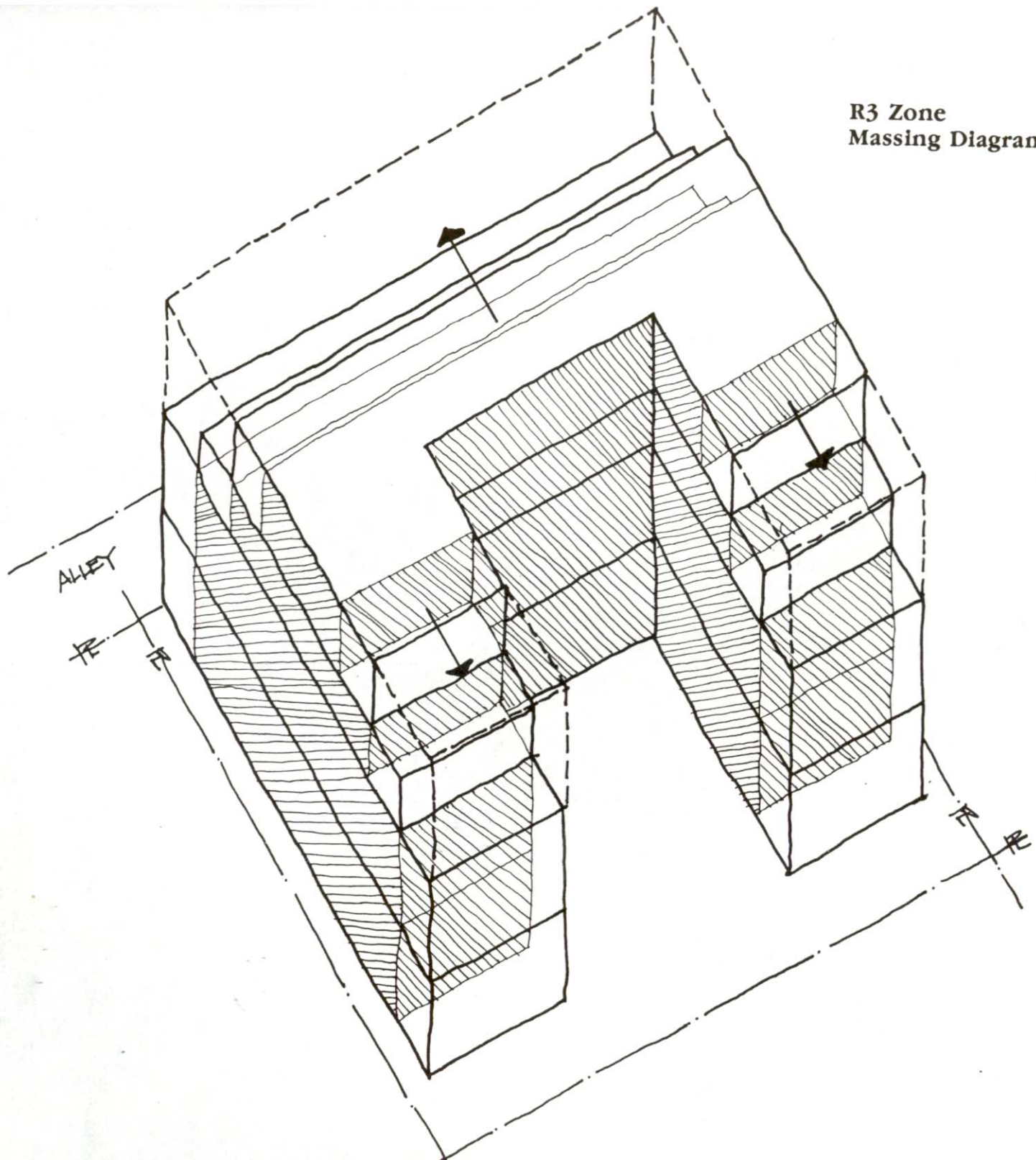
R3 Zone
1.5 FAR Massing Diagram



R3 Zone
Consolidated Lot Building
Envelope



R3 Zone
Massing Diagram Consolidated Lot



9.0 RIGHTS OF WAY

9.1 Venice Way and Grand Boulevard

Objective: To encourage both affordable housing and better street edge definition in scale with the width of the street.

Commentary: Both Venice Way and Grand Boulevard are significantly wider than most of the streets in the rest of the RD1.5 Zone. This, in conjunction with the fact that the lots on these two streets are substantially larger than the norm for the rest of the central area, leads to the conclusion that these two streets are appropriate for density bonuses for affordable housing and higher height limits. It is not, however, the intention of this document to create higher density without the social benefit to be derived from affordable housing.

Guideline: Zoning on Venice Way and Grand Boulevard shall remain RD1.5. Where very low income, low income, and moderate income housing are to be provided for at least 50% of the dwelling units in a development in perpetuity, the guidelines established in section 8.0 Residential Zone- Medium R3 may be applied. No density bonuses in addition to this shall be permitted.

9.2 The Parkway

Objective: To create additional greenspace that will be properly maintained. To slow traffic on residential streets. To improve the look of Venice for visitors and residents alike.

Commentary: Many of the residential streets in the central Venice area are former canals and as such have rights of way far in excess of city standard. Market Street, for example has a right of way of eighty feet, and Riviera, seventy. While not major collectors, their width encourages driving beyond the speed limit, creating a dangerous situation for children, pets, visitors and residents. While the broad rights of way are a tremendous amenity in that they relieve the feel of density engendered by the small lots, they could be much more of an amenity were the driving surface to be narrowed to city standard (say forty to forty-five feet), the sidewalks to remain as they are, and the parkways, i.e. the planted area between side walk and curb, to be widened commensurate to the reduced street width. This area would then be maintained by the property owners as they currently are. All parking would remain the same.

The effect would be remarkable. The sense of right of way derived from street trees would remain the same, although the increased parkway width would allow street trees on certain streets where currently none exist due to narrow parkways. Undergrowth, such as shrubs and ground cover, would soften the impact of cars, both moving and parked, for residents in their homes as well as for pedestrians, and the look of the street from within a moving vehicle would be significantly enhanced.

As much beach going and visitor traffic filters through this neighborhood, this improvement would serve the broader community of Los Angeles in addition to the residents. An

immediate impression would be created that this neighborhood is special (it is) to both its residents and the City. The narrower streets would also slow traffic significantly.

If the City did not have the funds to accomplish this street narrowing, then, since property values would certainly increase due to the improved ambience, it would not be out of line to create a special assessment district for property owners on the affected streets in order to institute the improvement.

Guideline: A feasibility study shall be launched, as part of the LIP process, of narrowing residential streets to City standards.

10.0 PUBLIC ACCESS

10.1 Traffic

Objective: To create, through traffic mitigation measures, a Beach Impact Zone that functions within the capacity of the streets and that allows residents and visitors to enjoy the area without gridlock.

Commentary: Traffic is Venice's number one problem. A broad overview must be taken in order to solve the problem. While it is every citizen's right to have access to the Venice beach, it is certainly not an inalienable right to be able to drive there and park your car. Venice's streets are inadequate to handle the second largest tourist attraction in southern California. Beach going traffic should be channeled on the major collectors, and not on

neighborhood streets. Every attempt at providing mass transit to the beach area should be encouraged, though bus lines should not pass through the residential areas as they currently do on Riviera. Satellite parking areas should be provided near the freeway offramps and lowcost or free shuttle services should be offered. Offering more parking at the beach will only contribute to the problem. The Beach Impact Zone Parking Fund could be allocated to the acquisition of parking areas and the operation of shuttle services. There are many parking structures close to the freeway which are vacant during weekends. The freeway message boards should be used to direct visitors to remote parking/shuttle facilities.

Guideline: A traffic mitigation district similar to the Central Business District's shall be established.

All new commercial development shall be assessed based on trips generated. Contributions shall be made toward computerization of traffic signals, and acquisition and operation of satellite parking/shuttle services. Residential permit parking shall be instituted in order to decrease traffic.

Alternative A:

Please see Murez addendum attached.

10.2 Visitor Parking

Objective: To provide the public with convenient parking and beach access.

Commentary: Increased visitor parking at the beach only brings more cars into an area that is already beyond capacity. New, and much of the existing, beach parking should be located in satellite parking areas.

Guideline: No new visitor parking shall be provided within the Beach Impact Zone. Remote parking/shuttle facilities shall be provided through joint public/private participation. Mass transit shall be encouraged.

Alternative A:

**Commentary:* A second though surely less popular approach, would be to provide visitor parking directly at the beach as in Santa Monica. Given the depth of the beach and the proportion of the beach that is actually used, this could easily be accomplished. There are, however, three critical elements that need to be integral to this solution in order for it to work properly: proper access, landscaping, and maintenance. The parking areas should be located north and south of Washington and south of Rose and accessed from Washington, Venice, and Rose only. Street improvements (widening and better signalization) would need to be implemented on Venice and Rose. Vehicular access would need to be grade separated from the pedestrian traffic at Ocean Front Walk. Every attempt should be made to eliminate north-south traffic movement on Main, Pacific, and Speedway. Consideration should be given to tearing down the pavilion in this scenario, and in no case should the lease on

the oil wells be renewed. Landscaping should be provided at the Ocean Front Walk side and the beach side as well as generously applied within the bounds of the parking area itself. The bike path should be moved outboard of the parking area. Though a tremendous amenity, a beach parking area of this magnitude also has the potential of being a tremendous nuisance; night closure, police patrols, sweeping and trash removal on a daily basis are *de rigueur*. This approach should not even be considered unless the City and County can uniformly guarantee that all of the above issues can be addressed to the satisfaction of the residents. Residential permit parking is key to this scenario.

10.3 Resident Parking

Objective: To provide adequate on street parking for residents and guests.

Commentary: Venice's shortage of parking for residents continues to get worse. The street system was developed at a time when Venice was served by mass transit, when the cottages were weekend retreats, and there was no such thing as a two-income or two-car family. Historically parking was not provided. While it is true that new construction generally provides more adequate off-street parking, with the escalation of real estate and the commensurately higher rents, it is not uncommon to find groups of individuals sharing housing designed for families, and three and four cars in lieu of the two contemplated by code.

While it is important to provide visitor access to the beach, the City's first goal must be to

provide adequate parking for the residents. The Coastal Act mandates replacement parking for visitors for those spaces taken away by permit parking, but there has been no determination of the number of spaces that must be provided, or even what should be the obvious first step which is to determine that the existing parking is actually adequate for residents' use before imposing the burden on the community of having to provide parking for visitors from all over the Los Angeles basin.

The public access section of the State Coastal Act calls for protecting the coast as a natural resource and avoiding overcrowding in any single area. Venice deserves that protection. People come to the beach because the air is clean; glutted parking lots and cars queuing all day to wait with engines running for parking spaces that may never materialize does a disservice to everyone, residents and visitors alike, and was surely not the desired affect of the State Coastal Act.

Guideltn: Resident permit parking, enforced by towaway penalties, shall be instituted as it has been in all other beach front areas.

Off street parking shall be provided for all new residential construction. Additional guest parking shall be provided at one space for every four dwelling units or fraction thereof for developments of four or more dwelling units. Remote visitor parking shall be provided in conjunction with shuttle service and mass transit.

No additional BIZ parking requirements, as indicated in the ICO, shall be applied.

10.4 Commercial Parking

Objective: To provide adequate parking for commercial uses while mitigating the beach area's traffic problem.

Commentary: The concept of a Beach Impact Zone is a good one, however, the tack adopted by the ICO of requiring additional parking spaces to be provided at the beach for new construction actually exacerbates the very problem it attempts to resolve.

The approach of taxing only new construction seems patently unfair; we believe that new and existing uses within this zone should be assessed equally for parking, since both derive a tremendous benefit from the captive audience of Ocean Front Walk. It is suggested that a special parking assessment district be created for all visitor serving commercial uses, including open-air vending, west of Pacific.

Parking for commercial use outside the Beach Impact Zone should meet City standards. As commercial uses within the BIZ are generally not destination oriented, no amount of parking will ever be adequate for the combined attraction of beach, Ocean Front Walk, and attendant retail uses. Within the Beach Impact Zone parking should be restricted. Contributions to a BIZ fund should be mandated for remote parking/shuttle facilities.

Guideltn: Normal parking requirements shall be applied to all commercial uses outside the Beach Impact Zone.

The following guidelines shall be mandatory west of Pacific, and optional east of Pacific:

Within the BIZ parking shall be limited to no more than 60% of that normally required by zoning. The developer shall be responsible for providing the remaining percentage of required parking outside the BIZ and operating a shuttle service or making traffic mitigation improvements judged equivalent to this.

Contributions of \$18,000 per required parking space may be made to the BIZ Fund in lieu of traffic mitigation improvements.

In no event, shall parking spaces in excess of required parking be allowed within the limits of the BIZ.

Parking for residential use in the commercial zone shall meet the on-site parking requirements established by this document and zoning code.

Replacement parking, currently required by the Coastal Act, beyond the parking requirements established herein shall not apply to new development.

All visitor serving commercial uses, including open-air vending, west of Pacific shall be required to provide parking per the ICO for the BIZ, as modified by the guidelines of this section.

Alternative A:

**Guideltn:* Commercial uses shall provide 100% of the required parking spaces within 300 feet of the use.

A special assessment district of all visitor-serving commercial uses in the Beach Impact Zone shall be established to assist in funding transportation to shuttle parking lots and increased litter collection necessary in the BIZ.

11.0 HISTORICAL DESIGNATION

Objective: To preserve the historical character and ambience of the Venice central area.

Commentary: The central area of Venice, more than any other area, reminds one of the Venice of Abbot Kinney and the early part of the century. While most of the canals have been filled in and the rides and funhouses are gone, the housing stock remains as tribute to his vision. The community that he created, though obviously not without its problems, has a unique character and feel that will not be duplicated today. Due both to its uniqueness and its proximity to the ocean, Venice generates a fierce partisanship among its residents. People live here because they *want* to.

An earmark of Venice has always been its architectural diversity. It is not the intent of this group to discourage diversity, nor to freeze Venice in a moment of time, but we do believe that some care must be taken as interventions do occur not to destroy the very feel of the neighborhood that makes it desirable in the first place.

Every new building changes the face of Venice, this is a given, but everyone (including the City) should bear in mind that Venice is a very precious resource, and that once it's gone, it's gone forever.

Guideline: As an integral part of the LIP process, serious consideration should be given to whether an historical preservation overlay zone needs to be created to protect Venice. This effort should be encouraged by City

officials and staff and an adequate amount of time, energy, and funding needs to be allocated to prepare an in-depth, professional study.

12.0 LIP REVIEW BOARD

Objective: To provide a vehicle for the community to have input into the development process. To ensure that all projects built within the central Venice area are in conformance with the spirit of these guidelines.

Commentary: While almost universally opposed to the threat of sameness and mediocrity imposed by architectural review boards, it is believed that there needs to be some vehicle by which adherence to these guidelines can be enforced especially in such delicate areas as demolition, density bonusing and lot consolidation. The make-up and empowerment of such a review board has been the subject of considerable debate without complete resolution due to the constraints of time. This should be part of the next phase of the LIP.

There is, however, consensus on the issues that the board shall be made up of lay and professional members of the Venice community, and shall not have aesthetic review powers, only the power to judge whether a specific project is in conformance with the spirit of these guidelines.

The LIP Review Board process is intended to be neither lengthy nor costly to the owner.

Guideline: An LIP Review Board shall be established. All projects within the central Venice area shall be required to receive approval from the LIP Review Board before the issuance of any demolition or building permit. Ruling shall be made by the LIP Review Board on all applications within forty-five days of the date of filing.

13.0 AFFORDABLE HOUSING

13.1 Transfer of Development Rights

Objective: To compensate owners of property where higher density is not appropriate for the loss of historically-available development rights.

Commentary: In the past, many individual lots throughout the current RD1.5 and R3 zones were zoned R4. Properties zoned RD1.5 are on relatively quiet, narrower streets, and tend to have smaller, more varied housing units (including many with historical and æsthetic importance to the area) than the R3 and "Artcraft" properties. Overdeveloped properties have a negative impact on the RD1.5 area, causing neighboring properties to lose value by detracting from the historic and æsthetic ambience of the area. The state mandate for affordable housing cannot and should not be filled on consolidated or unconsolidated properties in the RD1.5 zone. With participation of interested RD1.5 lot owners, however, very low and low-income housing can be provided in the R3 and "Artcraft" zones benefitting both the community and the owners of properties in all three zones.

Guideline: No system of Transfer of Development Rights shall be established.

Alternative A:

**Guideline:* No density bonuses shall be allowed on properties in the RD1.5 zone, including those consolidated to create courtyard housing.

A system shall be devised to create an orderly redistribution of density from RD1.5 to R3 and "Artcraft" zones by which property owners in the RD1.5 zone can be compensated for the loss of potential density by property owners in the R3 and "Artcraft" zones who wish to develop theirs beyond what is afforded them by current zoning. This system, called the "Transfer of Development Rights" (TDR) shall assign "Development Value" (DV) to properties in the various zones. The DV of each lot shall be a fungible asset. In order to develop lots with density bonuses in the R3 and "Artcraft" zones, DV shall be purchased from owners of properties in the RD1.5 zone. The sale of such development rights shall be handled by a TDR agency which shall be self supporting based on fees collected from these sales.