

LANDSCAPING

MILLWOOD

STREETSCAPES -- Walkstreets and Drivestreets in R2, R3 and R4

- OBJECTIVE:** To maintain the scale and pedestrian orientation of the neighborhood.
- COMMENTARY:** The pleasant pedestrian-scaled walkstreets and drivestreets in the Milwood residential area are valuable assets and should be preserved and further enhanced.
- Public streets are an integral part of the neighborhood open space system, providing an outdoor environment in which to walk, play and socialize.
- A comprehensive street tree and landscaping project would create elements which will help unify the neighborhood by conveying a sense of visual order and rhythm.

Streets -- R2, R3 & R4

- OBJECTIVE:** To preserve the character of the neighborhood which includes vehicular access through alleys and a pedestrian orientation.
- COMMENTARY:** Front yards are often treated indiscriminately by private developers. Driveways traverse sidewalks and disrupt continuity. Parking on curbside is diminished. Potential for street trees is reduced. Front yards should not be used for automobile parking.
- GUIDELINES:**
1. Plant drought tolerant leafing street trees to achieve the interval of one tree per lot.
 2. Provide low-level lighting for pedestrians.
 3. Mark important street intersections and pedestrian walkways.
 4. Signage should reflect the identity and character of the neighborhood, e.g. "Slow - Children at Play."

Property Borders -- R2, R3 & R4

- OBJECTIVE:** To preserve the open nature of our neighborhood while allowing for privacy.
- COMMENTARY:** To provide for both privacy and the open nature of our neighborhood, guidelines that address property borders must attempt to provide an acceptable balance between the needs for privacy and preservation of open feeling of neighborhood.
- GUIDELINES:**
1. On frontage: Man-made screen, privacy walls and hedges not exceeding 42" in height, with an increase of 6" for each 1 ft. of additional setback, with a maximum height of 4 ft.
 2. Side-yard screens, privacy walls and hedges not to exceed 42" from face of house forward.

MINORITY OPINIONS:

Some members were in favor of hedges and greenery up to six ft. on neighborhood access streets to both combat air pollution from increased street traffic and to provide privacy.

STREETSCAPE - LINCOLN BLVD.

3. Street trees should be incorporated into the streetscape at every 40 feet, if possible. These trees should be compatible with existing tree planting along Lincoln Boulevard. Missing, diseased and damaged trees should be replaced following the same cadence of spacing found between California and Marine.
4. Landscaping planned to define and emphasize entrances, and, when appropriate, to soften the facade of structures, is proposed. Shade structures, where feasible, are desirable.
5. The entrances into the Milwood neighborhood from Lincoln such as the walkstreets and Milwood Avenue should have enhanced landscaping. The increased setbacks found at these sites were originally conceived as neighborhood entrances and should be returned to reflect this original design with landscaping and lighting.
6. Accent and ambient lighting is recommended.

Streetscape -- Venice Boulevard

COMMENTARY: Venice Boulevard is the primary portal into the Milwood community. Public access should be encouraged but care should be taken to protect the adjacent residential neighborhoods. Venice Boulevard should therefore not be widened beyond its present two lanes in each direction. An intensive planting and landscaping program should be instituted, so as to call the street out, to dress it, and at the same time protect and screen the adjacent residential neighbors from traffic and traffic caused pollution. Palm trees define the Milwood and Venice Beach community and this theme of palm trees should be reinforced at this portal. As the Boulevard moves toward the ocean, additional planting is recommended using drought tolerant leafing trees planted in an arboreal style. This design would clump several trees of the same species together which would then flow into another, compatible type.

GUIDELINES:

1. Mask traffic noise and the visual impact of passing and parked cars through landscaping and spacing, designed to maximize the feeling of a park-like area.
2. Use green ground cover between parking areas.
3. Plant trees at an interval of a minimum of one tree for every two parking spaces.
4. Erect natural barriers to break up the parking areas so they do not become secondary roads.
5. Traffic should move down the center of the boulevard with parking at the sides.
6. Landscaping will be compatible with the mixed uses of the boulevard, will control the noise of traffic, and will consist of drought tolerant leafing trees and ground cover which will be compatible with existing palm trees.
7. The entrance into the Milwood neighborhood at Shell Avenue should be treated as a primary portal into the community. Drawing on the design theme of the existing trees along Shell Avenue and the circle planting at Superba, additional palm trees and ground plantings should be planted along Shell Avenue to the Superba Circle.

Streetscape -- Industrially Zoned Land

All development must include a sidewalk and three foot landscaped strip running the length of Electric Avenue to act as a buffer for the abutting residential neighborhood.

Trash, storage, loading must all be contained onsite and not be permitted to encroach on the Electric Ave. streetscape.

Streetscape - West Washington Blvd.

3. Leafing street trees should be incorporated into the streetscape at every 40 feet, if possible. These should be of a type consistent with existing trees and harmonize with the commercial nature of the street.
4. Landscaping planned to define and emphasize entrances, and, when appropriate, to soften the façade of structures, is proposed. Shade structures, where feasible, are desirable.
5. Accent and ambient lighting is recommended.

FENCES/WALLS

PHILOSOPHY

Landscaped buffer walls are required where commercial property abuts a different zone or is across street or alley from different zone; so is a landscaped buffer strip large enough to have trees planted along it. If the buffer strip is sited on the interior side of the wall, we still require the exterior of the wall to be "landscaped", e.g., vine pockets could be provided for placement of vines, or notching could be designed for the wall to provide planting locations.

COMMERCIAL AND INDUSTRIAL ZONES

We require that there be no vehicular access or egress to the commercial property from any residential street or our alleys. The wall may be broken to provide access to trash dumpster. Alley delivery and alley parking not allowed. Wall height required: 6 ft.

Note: Because we wish to screen commercial parking lots from residential viewing, we want to recommend that the site plan of the property be designed so that the parking area has high visibility from other sides of the property as a safety consideration. If this is in doubt, a compromise buffer might be worked out, or the building siting reconsidered.

We are interested in requiring screening of industrial property parking lots, but do wish to keep in mind safety considerations. A short hedge (to 42") and tree planting would seem the appropriate solution.

We understand that many existing commercial and industrial properties do not provide adequate on-site parking, much less landscape buffering or landscaped walls. We would like these situations to be reviewed upon ownership change, use change, or an increase in square footage, with the intent of seeing if there is any reasonable action to be required in terms of buffering at a zone transition.

LANDSCAPE BUFFERING OF TRANSITION ZONES

PHILOSOPHY

Landscape buffering required in transition areas between zoning classifications. Exact requirements not developed by group; we do want planting to follow xeriscape requirements of City of LA and to have automatic irrigation system provided. Would like I.C.O. list reviewed by professional committee.

R-3

Required in setback between R3 or R4 property and R1 or R2 property. See side and back setback requirements. Exact requirements in terms of trees or shrubs not worked out by study group.

R-4

C-1 Required buffer strip where commercial property abuts other
 C-2 zone or is across street or alley from other zone. Exact
 C-4 requirements not worked out by study group as far as number of
 trees or shrubs, or size of strip. See comments on Fences/Walls
 chart.

M-1 industrial zone parking lot buffer planting desired; see note
 regarding this under Fences/Walls heading.

DISSENT:

DISSENT CENTERED AROUND DIFFICULTY OF PROVIDING EVEN PARKING, MUCH LESS LANDSCAPING
 IN OR AROUND PARKING LOTS, FOR SOME EXISTING NON-CONFORMING BUILDINGS. WE ARE
 SYMPATHETIC TO THIS DIFFICULTY. HOWEVER, WE WOULD LIKE TO REQUIRE REVIEW OF SITUATIONS
 SUCH AS THESE WHEN OWNERSHIP OR USE CHANGES, OR AN ADDITION IS MADE TO THE STRUCTURE.

PARKING AREA PLANTING

PHILOSOPHY

The members of the study group want to see expanses of asphalt or
 concrete softened by the addition of plant material. Requirements
 for this planting not worked out by group, as far as number of
 plants, etc.

R-3

R-4

Open-air parking for any R-3 or R-4 use should provide
 landscaping to ameliorate the impact of an expanse of asphalt
 or concrete; exact requirements not worked out by study group.

C-1

C-2

C-4

Open-air on-site parking for any C-zone use should provide
 landscaping to ameliorate the impact of an expanse of asphalt
 or concrete; while we like trees, we don't necessarily require
 a ratio like one tree every four parking spaces such as some other
 communities do. We have small properties and want to maximize parking
 on-site. We would be interested in alternatives like requiring a
 smaller number of trees but having them be larger sized 'specimen' trees
 As with the other zones, exact requirements not worked out by our study
 group.

M-1

Same as for R3 and R4, C zones.

DISSENT:

DISSENT CENTERED AROUND DIFFICULTY OF PROVIDING EVEN PARKING, MUCH LESS LANDSCAPING
 IN OR AROUND PARKING LOTS, FOR SOME EXISTING NON-CONFORMING BUILDINGS. WE ARE
 SYMPATHETIC TO THIS DIFFICULTY. HOWEVER, WE WOULD LIKE TO REQUIRE REVIEW OF SITUATIONS
 SUCH AS THESE WHEN OWNERSHIP OR USE CHANGES, OR AN ADDITION IS MADE TO THE STRUCTURE.

STREET TREES

PHILOSOPHY

The neighborhood community wants to see street trees on Lincoln Blvd., Washington Street and Blvd., W. Washington Blvd., Venice Blvd., and along the sidewalk on both the Garfield and Coeur d'Alene sides of the Coeur d'Alene Elementary School property.

These should be 24" bx. trees at 30' on center, or as coordinated with adjacent neighborhood specification. Some of these streets already have some palm trees. We want these street trees in addition, to provide trees at a more "human scale" height.

In many cases, this will involve saw-cutting existing concrete to provide tree-wells; we want the trees to receive either automatic irrigation or a guarantee of handwatering until the tree is established. Tree grates acceptable to city standards to be provided; we prefer cast iron tree grates.

Trees to be chosen from approved list. List to be made up by professional committee; selection of trees to fulfill xeriscape requirements (low water need), not to be subject to wind damage, to be relatively low growing for ease of maintenance and human scale, and to be un-messy, at least most of the year.

Street trees to be pruned for their beauty and structure; topping off discouraged.

Timing of maintenance to be in Fall and Winter to avoid ecological damage to bird population.

Maintenance personnel: in order to avoid some of tree pruning irregularities seen over the rest of Los Angeles we would be interested in the city contracting with (Venice based?) professional tree pruners.

Funding: we would like consideration given to assessment for this purpose. However, other alternatives could be explored: fees for variances for instance might be directed this way.

Note: street tree placement to be sited by the city. We wish to choose trees that are not too tall for easy maintenance; however we want to maintain visibility for business signage. We would like this visibility to be a condition of siting just like the usual considerations of distance from driveways, light standards, etc.

N. VENICE AREA "A"

A. Landscaping

All new construction should require the planting of one mature (a minimum 24" box) tree per property or for each 30 feet of frontage, whichever is less. If trees already exist, the property owner will be required to contribute the amount it would cost him to plant those trees to a Venice Tree Fund.

VENICE CANALS

10. VISUAL BLOCKAGE, TRASH ENCLOSURES AND LANDSCAPING

Current Requirements:

CODE - 42" maximum height of front yard fences and shrubs. No massing of trees.
ICO and COASTAL - Not addressed.

Objectives:

To promote aesthetic quality and safety within the canal neighborhood.

Commentary:

The participants discussed the safety of entering and exiting court intersections, specifically regarding the northwest corner of Howland Canal Court and Dell Avenue where a trash enclosure was thought to obstruct views.

It is felt that well designed landscaping should be encouraged on both the canal side and along the courts and streets. Open views are ideal.

The group feels that all trash containers should be screened from view.

Recommendations:

1. There shall be no visual blockage within a equilateral 10 foot triangle at court and/or street intersections.
2. There shall be no visual blockage of the courts with landscaping that masses above 2 feet in height within 5' of the rear property line.
3. All trash containers shall be screened from view.

OAKWOOD

ISSUE: RESIDENTIAL STREETFRONT/LANDSCAPING

OBJECTIVE: Improve the appearance of Oakwood residential streets, consistent with the feeling of friendly neighborhood access.

COMMENTARY:

New construction should have landscaping that improves the aesthetics of the neighborhood.

The Venice Action Committee's "Greening of Venice" program is strongly supported.

GUIDELINES:

1. Undertake comprehensive curbside planting, with leafing street trees planted at an interval of one tree per lot. The emphasis should be on water conserving plants and materials, appropriate for coastal communities.

2. Prominently mark pedestrian walkways and important street intersections with signage reflecting the identity and character of the neighborhood, e.g. "Slow--Children at Play."
3. Encourage the City to develop a tree planting program with the community's review and approval.
4. Require that a minimum of 50% of front yard setbacks be softscaped, or planted.
5. Stagger street lighting on both sides of the street (many Oakwood streets now have lighting on only one side). Install adequate street lighting, particularly at crosswalks and intersections.

ISSUE: COMMERCIAL STREETSCAPING

OBJECTIVE: Create an attractive environment.

COMMENTARY:

Support Venice Action Committee's "Greening of Venice" program.

GUIDELINES:

1. Support streetscaping of these major entrances into Oakwood--Lincoln Blvd./Rose Ave., Rose Ave./Main Street-Hampton Ave.
2. Underground utility lines wherever possible. Lincoln Blvd., California Ave., and Rose Ave. should be top priority in Oakwood.
3. Prominently mark pedestrian walkways and several intersections with signage reflecting the identity and character of the neighborhood, e.g. "Slow--Children at Play."
4. Especially where commercial zones abut residences, require landscaping as an important part of maintaining consistency with the neighborhood look and feel. For example, a used car lot must be shielded from view by trees, hedges and other planting.

OXFORD TRIANGLE

Residential R.1

5. Landscaping

Street Landscaping: Increase the number of street trees. Discourage low bushy shrubs which allow hiding for potential criminals.

Landscaping on Private Property: A reasonable amount of landscaping and a plan for it should be required and submitted along with building plans for new construction. There are several people who disagree with requiring landscaping plans to be submitted with building plans.

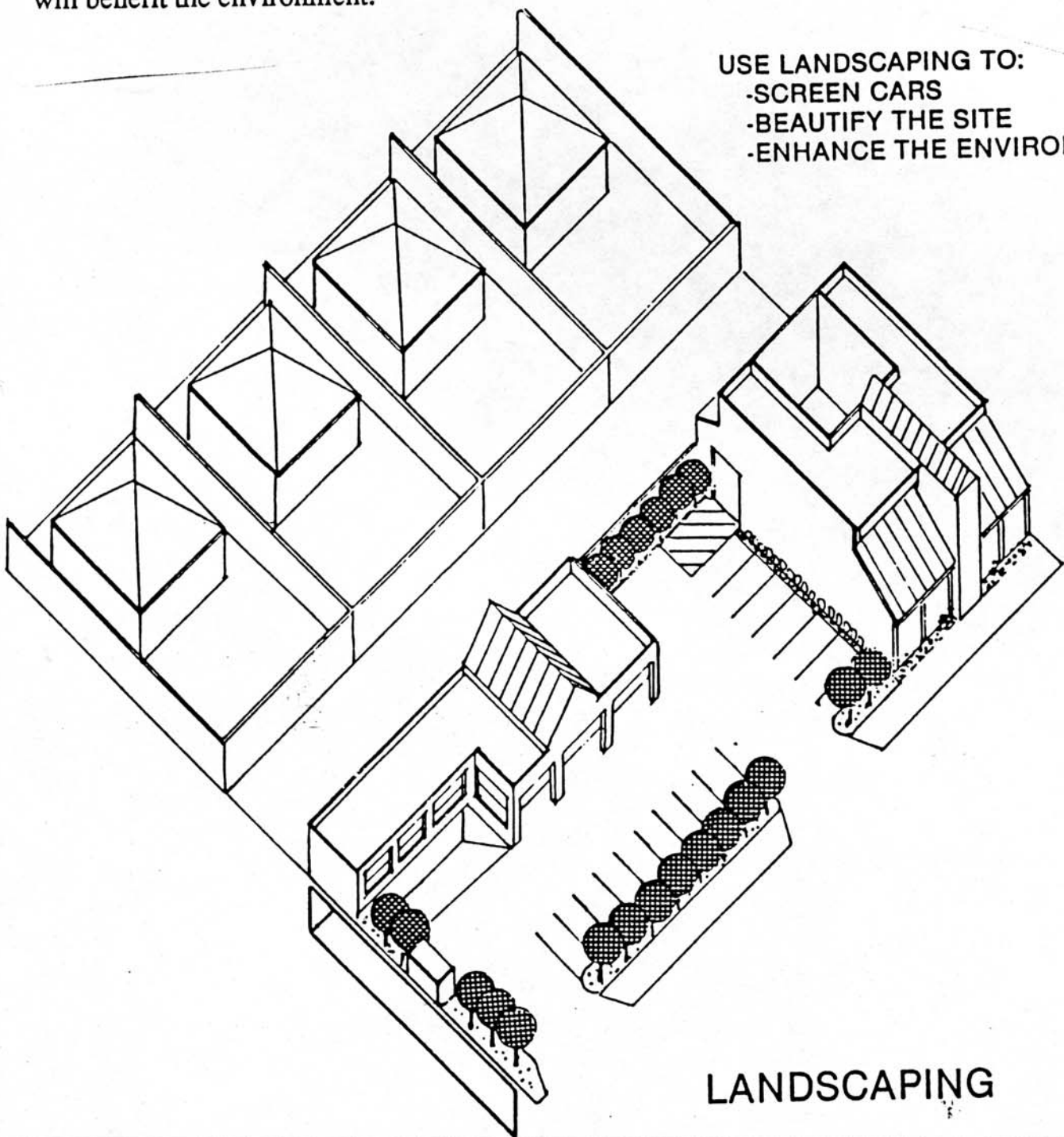
Reasons: Trees and landscaping will make the neighborhood more attractive and benefit the environment. We request assistance to develop criteria to review landscape plans. Some people feel this is not enforceable.

12. Landscaping

We would like to see maintained landscaping and mature trees in the front of the development, along the sidewalk, used to screen all parking. Create a planted area between parking and the rear buffer wall where it backs onto the alley and abuts residential. Landscaping is not to be used in lieu of a buffer wall.

A landscape plan must be submitted (the exact % to be determined) as part of any project development plan.

Reasons: Landscaping will make the commercial more attractive and will benefit the environment.



N. VENICE AREAS B+C

RESIDENTIAL - WALK STREETS

10. 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. The walk streets with their lack of vehicular traffic provide a unique opportunity for landscaping. Vegetation is particularly desirable.

Guidelines: 50% of the front yard must be softscape.

OCEAN FRONT WALK

1.4 Streetfront

Objective: Create an ocean front walkway that is both attractive and functional in this very heavily used area.

Commentary: The westward portion of Ocean Front Walk should be properly landscaped and maintained as a joint venture between the merchants the city and county. In places where the Boardwalk is hit with waves and logs during storms an appropriate retaining wall should be built. Along the parking lots at both Washington and Venice appropriate separations, to the walk should be built, masonry planter boxes should be built around trees, appropriate ice plant type foliage should be planted in the planters, we should also provide benches in areas that do not have them. The sprinklers along the parking lot should be repaired and the grass should be watered and maintained. Property owners should be encouraged to have planters on their buildings with plants like bogenvillia and have vines growing on the buildings for more green. Some form of agreement should exist between the property owners and the government for maintenance and repair of the westward portion of the walkway.

Guideline: NEED LANGUAGE HERE

WINDWARD AVENUE

LANDSCAPING & MAINTENANCE

Objective:

The proposed historical district should be enhanced with landscaping (such as palm trees) and the beatification should be maintained.

Commentary:

Landscaping is a welcome part of any endeavor to create a nicer area. It is not too costly and its benefits are great. Along with landscaping must come its maintenance; many beautification projects have been all but gone a short time after they were finished.

Guideline:

There should be incentives for landscaping and its maintenance around new projects.

COMBINED AREAWIDE DEVELOPMENT STANDARDS

III. Landscaping:

All commercial projects are required to provide at least one tree for every 30 feet of street frontage. In the event that trees already exist in front of the project, the owner shall contribute to a Venice Streetscape Fund for use elsewhere in the area.

CENTRAL

RESIDENTIAL ZONE - RD1.5

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.