

# Milwood Planning Committee Report

## Introduction

This neighborhood study was undertaken 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 the Milwood Area and is the result of weekly meetings and neighborhood walks for the period of approximately three months. The study group was composed of the residents, property owners and interested parties listed on the next page. Flyers and word of mouth were used to inform the neighborhood of this process.

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. 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 and 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 an indication of the level of concern our community has for its future.

This report is divided into two main sections:

Residential  
Commercial

Discussions of streetscapes, landscapes, density, lot consolidation, building volume, height, setbacks, parking, and affordable\* housing are included within each of these two main sections.

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# Milwood Planning Committee Report

## SUMMARY

Throughout this meeting and planning process the Milwood Group discussed development objectives and guidelines within the context of the larger social and economic needs affecting our neighborhood. Of particular concern to the group were: the preservation of the scale and character of the neighborhood; the need for affordable\* housing within our neighborhood; and the desire to maintain the ethnic and socio-economic diversity we now enjoy.

This report is divided into two main sections -- Residential, further subdivided between R2 and R3&4, and Commercial, subdivided by street.

### Residential

Many of the guidelines stated in this report have been developed to address the sometimes conflicting goals of additional living space and the preservation of the unique character of the neighborhood. The Milwood neighborhood is a unusual example of urban planning which has created an environment which is pedestrian oriented. The scale of the buildings and the unusual design of alternating walk streets and drive streets have created a park-like character for the neighborhood.

As housing prices have escalated, residents have expanded their homes in an attempt to create additional living space. In many cases these additions have been in the general scale of the neighborhood, but unfortunately some structures have been built which are more than 4 times larger than the average home. The Milwood planning group has developed guidelines for new construction and remodels which will allow for an increase in the square footage over the average home and will allow for architectural creativity and diversity, but at the same time will limit the mass of the building in keeping with the general scale of the neighborhood.

### Commercial

It is the desire of the Milwood Planning Group to encourage commercial uses which serve the neighborhood through the providing of goods and services, and through mixed use development which allows for senior and affordable\* housing, market rate residential units, and art/craft use in commercially zoned areas. The commercially zoned areas differ greatly in their orientation and potential, and thus each commercially zoned street has been addressed individually.

Lincoln Boulevard has an enormous traffic load to bear in addition to providing locations for commercial ventures. The desire of the group is to improve the physical appearance of the street, to encourage the development of affordable\* housing, to maintain the scale of the commercial structures which abut the residential areas, and to preserve the special character of the Boulevard at the entrances to the Walkstreets.

The period character of West Washington Boulevard is considered one of the valuable assets of the neighborhood. It has historically accomodated a variety of uses, including commercial/residential, which have provided daily necessities, places of employment, leisure time opportunities, and arts and crafts activities, for those living in the surrounding community and the greater Venice area. Because this boulevard is in direct proximity to adjoining low-rise residential neighborhoods, future development must be compatible with the present use and scale of the area.

Venice Boulevard is a major thoroughfare into the community and to the beach. It is currently an eyesore and the road is filled with potholes. Specific recommendations have been made to address the aesthetic character of the boulevard in addition to guidelines which will encourage the development of affordable\* housing and the preservation of the community oriented businesses between West Washington Boulevard and Oakwood Avenue.

### **Affordable\* Housing**

The Milwood Planning Group acknowledges that our nation is facing an extreme housing crisis and that every community must do its part in addressing and alleviating the problem. The majority of the group felt affordable housing should be defined as follows:

**Very low income:** households whose annual incomes are 0-50 % of the Los Angeles median household income.

**Low income:** households whose annual incomes are between 50% and 80% of the Los Angeles median household income.

**Moderate income:** households whose annual incomes are between 80% and 120% of the Los Angeles median household income.

A significant minority felt that the following was a more reasonable definition:

**Very low income:** households whose annual incomes are 0-29 % of the Los Angeles median household income.

**Low income:** households whose annual incomes are between 30% and 49% of the Los Angeles median household income.

**Moderate income:** households whose annual incomes are between 50% and 120% of the Los Angeles median household income.

Whenever the word "affordable" appears in this document it will be followed by an asterick to remind the reader of the definitions set forth above.

In order to preserve the existing housing stock and to create additional affordable units, many bonuses and incentives have been analyzed and discussed. Specific guidelines and bonuses have been developed and are included in this document.

# RESIDENTIAL

## Introduction

Most of the buildings in our neighborhood are small by today's standards. We have therefore attempted to address the need to allow owners to enlarge their homes, while providing guidelines to prevent radical changes in the scale and character of the neighborhood. There has been general agreement that limiting building mass in residential Milwood is an essential ingredient for its preservation. There was virtually full agreement that several of the newer structures so impose on the houses around them, and on the neighborhood in general, that height guidelines alone are inadequate to the task of controlling this type of development. Therefore, in addition to the building guidelines such as height and setbacks addressed in the Draft Coastal Land Use Plan, we have included a recommendation of maximum building mass as defined by its volume.

Throughout the discussions the sentiment of the majority was clear: an essential factor to the preservation of Milwood's unique character is to maintain Milwood as a community of buildings which respect the scale and feeling of openness of the neighborhood. There are many examples of coastal neighborhoods, even within Venice itself, whose characters have been undermined and altered by massive, or ultra-large, new development. Our objective is to preserve Milwood and not allow our neighborhood to join this list.

## RESIDENTIAL R2 -- WALKSTREETS AND DRIVESTREETS

Nowhere else in Los Angeles does the urban plan of walkstreets and drivestreets exist in an alternating fashion. This pedestrian orientation is one of the unique and important characteristics of the Milwood neighborhood. The architectural character of the entire Milwood neighborhood is very homogenous, and all guidelines and suggestions are meant to apply to both walk and drive streets, for both new construction and alteration of existing structures. One of our primary goals is to maintain this unique pedestrian orientation.

### Density --R2

**OBJECTIVE:** To maintain density of dwellings as allowed under current zoning regulations, but allow an increase in units within the building envelope.

**COMMENTARY:** The present density is considered by the residents to be comfortable--a mix of primarily single family and duplex dwelling units.

Our R2 area is made up of 3 types of lots:

- A. 40' x 135' (5,400 sq. ft.) on drive streets
- B. 40' x 100' (4,000 sq. ft.) on drive streets
- C. 37' x 85' (3,145 sq. ft.) on walk streets  
(these actually vary from 35 to 40 feet in width)

Only types A & B qualify for two units under the present guidelines. Our guidelines allow for a moderate increase in neighborhood density as many A & B lots currently have only one unit. It is anticipated that as many of these older homes are replaced or remodeled, duplexes will be built where allowed.

**GUIDELINES:** One dwelling unit shall be permitted for each 2000 square feet of lot area except for the proposals in the affordable\* housing section.

## Lot Consolidation -- R2

- OBJECTIVE: To maintain the existing single family home and duplex character of the neighborhood.
- COMMENTARY: Currently our area is over 95% single lot developments. It is felt that any consolidation of lots could lead to denser development and a loss of our single family home flavor, not to mention the single family homes themselves.
- GUIDELINES: No lot consolidations in our R2 area.

## Building Volume -- R2

- OBJECTIVE: To minimize the detrimental impact of future development on the period character of our neighborhood. The objective is to limit the mass of buildings while at the same time allowing for architectural diversity and creativity. This is to be accomplished by limiting the volume, or cubic footage, of buildings on a given lot.

- COMMENTARY: We live in a neighborhood that is predominately single story, small-to-moderately sized homes (700-900 sq.ft.). The current trend in construction is enlargement of existing homes, usually by the addition of a second story. Much of this is in keeping with our neighborhood's charming period character, but an emerging trend toward massive dwellings which impose oppressively upon neighboring homes needs to be addressed. Currently the only constraints on building volume in the R2 zone are front, side, and rear setbacks, and the height limit.

Existing typical construction on a medium-sized type B lot mentioned above: (40 x 100 feet, 4,000 sq. ft.), consists of an 800 sq. ft. home and a 350 sq. ft. garage, both built to an average height of 12 ft. The combined volume of these structures is 13,800 cu. ft., a figure equal to 3.5 times the square footage of the lot area.

Given the existing 20' front setback, 4' sideyards, and 15' rear setback, a building footprint of 32' x 65', or 2,080 sq. ft. is allowed. With the existing height limit of 28 feet, this formula allows for more than 5,200 sq. ft., resulting in a building volume of 56,000 cu. ft. (footprint times height). This figure is equal to 14 times the lot area, and 4.1 times the volume of existing housing.

Following an analysis of many drawings our group discussed a range of factors between 6 & 9 times the lot area. If the volume of all structures on a lot were to be limited to a factor of 7 times the lot area (cubic feet to square feet of lot) we would still be permitting our neighborhood's structural mass to more than double.

Final comment: The volume proposal provides the opportunity for architectural creativity and diversity, by allowing for either an abundance of floor area, or vaulted ceilings. We feel that the small lots here do not properly allow for both. It is the inability of F.A.R. or other square footage constraints to address vaulted ceilings, lofts, and high pitched rooflines, etc. and their effect on the overall mass or volume of a structure, that necessitates the volume criteria.

## Building Volume -- R2 -- Continued

**GUIDELINES:** The volume in cubic feet of a project, as defined in Architectural Graphic Standards, shall not exceed the lot area times a factor of 7. (For projects which do not provide parking to current ordinances, a deduction from the project volume must be taken to provide for current parking requirements whether or not it is built at that time).

See Appendix B for further calculations and drawings as examples of our three basic types of lots.

**MINORITY OPINIONS:** some preferred a factor of 6  
a few preferred 8 or 9  
a very few (1 or 2) want no limit

## Height -- R2

**OBJECTIVE:** To help preserve the character and scale of the neighborhood by limiting height as a method of controlling the mass of a project. Height limits are mandatory and complementary to the preceding volume guidelines.

**COMMENTARY:** The existing housing stock is predominantly smaller single story houses with low sloping roofs. Because of this, most houses look out upon sunny small gardens and patios. Height restrictions can assist in preserving the value of such spaces by limiting excessive shading patterns.

**GUIDELINES:**

1. Limit maximum height to 25 feet.
2. Limit height at sideyard setback to 20 feet, with a 6 in 12 pitch maximum increase from this height to the 25 ft. maximum height.  
Exception: Maximum height may be allowed at sideyard setback in cases where this does not cause additional shading of an adjacent property.

### MINORITY OPINIONS:

Two participants felt that a 28 ft overall limit is the lowest acceptable, and that houses built to contemporary standards require such height.

One resident performed a shading study for December 21 and concluded that height limits of 18 ft. at setbacks and a 24 ft. maximum would be preferable. A number of other group members agree with this.

## Setbacks -- R2

OBJECTIVE: To maintain as many open and useful spaces as possible, consistent with Los Angeles City emergency access requirements.

To promote architecturally interesting projects.

COMMENTARY: Regarding rear yard setback, the group felt that existing restrictions may be excessive. We have no objection to the existing conditions where buildings are close to alleys.

- GUIDELINES:
1. Front Yard Setbacks and Side Yark Setback: No change from present city codes and the ICO.
  2. Rear Yard Setbacks: 15 ft. from center of alley. (Guideline derived from RD1.5 limits)

## Parking -- R2

OBJECTIVE: To provide adequate parking for residents and guests, while accomodating needs of beach visitors.

COMMENTARY: The group is in agreement with the philosophy of the Proposed Land Use Plan. Preferential residential permit parking is seen as a shifting of a problem, rather than as a solution. Guidelines are intended to satisfy *requirements while helping preserve useful open spaces.*

- GUIDELINES:
1. Continue use of alleys for residential parking access
  2. No curb cuts except when property is landlocked.
  3. Implement preferential permit parking in Milwood if it is to be implemented elsewhere in Venice.
  4. For on-site residential parking:
    - a. for single family dwellings where 3 parking spaces are required, allow the setback area to be used for the third space;
    - b. for duplexes, 2 spaces per unit, also allowing setback to be used for guest parking.
    - c. tandem parking shall be allowed.
  5. Permit substitution of dedicated unenclosed parking for enclosed and covered parking.
  6. Encourage permeable parking surfaces.
  7. For affordable\* or senior units of 400 square feet, only one parking place required.



## Affordable\* Housing -- R2

- OBJECTIVES:**
- To maintain and to increase the economic, racial, cultural and age diversity of the population in our neighborhood.
  - To increase the housing stock to accomodate residents who need affordable\* housing.
  - To preserve the existing affordable\* housing stock.
  - To insure that projects intended to increase the affordable\* housing stock be permanent and non-speculative.
  - To create a definition of affordable\* housing.

**COMMENTARY:** Our nation and our local community is in an extreme housing crisis. Every neighborhood must do its part to alleviate the problem. (Please see Appendix A for discussion).

- GUIDELINES:**
1. One dwelling unit shall be permitted for each 2000 square feet of lot area except that Type C lots (see page 4) may include a second dwelling unit of up to 400 sq. ft. designated as affordable\* housing. The buildings which contain these units must follow the height and volume limits cited above.
  2. The parking requirement for the affordable\* unit is one space for the additional affordable\* 400 square feet unit if the unit is designated housing for relatives or elderly persons. All other parking regulations must be met for the first unit.
  3. Because of the acute housing crisis, a moratorium against enforcement of illegal residential units or garage units is requested until the review of the Venice Community Plan is completed.
  4. Establish an ongoing mechanism to monitor the loss of housing through demolition and conversion to condominiums, and explore options to reduce or prevent this reduction.
  5. Define affordable\* housing as follows:

**Very low income:** households whose annual incomes are 0-49 % of the Los Angeles median household income.

**Low income:** households whose annual incomes are between 50% and 79% of the Los Angeles median household income.

**Moderate income:** households whose annual incomes are between 80% and 120% of the Los Angeles median household income.

## Affordable\* Housing -- R2 -- Continued

### MINORITY OPINION:

The Affordable\* Housing Subcommittee agreed on the following definition:

**Very low income:** households whose annual incomes are 0-29 % of the Los Angeles median household income.

**Low income:** households whose annual incomes are between 30% and 49% of the Los Angeles median household income.

**Moderate income:** households whose annual incomes are between 50% and 120% of the Los Angeles median household income.

## RESIDENTIAL R3 AND R4 -- PERIMETER DRIVE STREETS

### Density -- R3 & R4

**OBJECTIVE:** To protect the neighborhood character.

To encourage increased residential densities to address the need for affordable\* housing.

**COMMENTARY:** The following proposals encourage the attainment of the two objectives listed above. Current density is maintained except that it may be increased for affordable\* housing. Strict controls on building mass are retained by encouraging a reduction in the size of units.

**GUIDELINES:** In general permit R-3 or R-4 (as designated on North Venice Blvd.) to be built to 80% of the densities permitted under the ICO and the zoning code. A 20% density bonus for affordable\* housing units may be added voluntarily to any project. The required breakdown between the affordable\* categories is: 40% very low, 40% low and 20% moderate. The total project however should not exceed the maximum buildout presently permitted under the Interim Control Ordinance.

### Lot Consolidations -- R3 & R4

**OBJECTIVE:** To prevent the present character of the neighborhood from becoming overwhelmed by excessively large projects.

**COMMENTARY:** To allow for economies of scale in R-3 and R-4 development, we recognize that some allowance for lot consolidation is necessary.

**GUIDELINES:**

1. Lot consolidations shall be permitted up to 90 feet of frontage on Lincoln and West Washington or 10,000 square feet on Venice Boulevard, but only if 25% of the project is designated very low and low income housing. Of the project, 12.5% must be very low and 12.5% must be low income housing.

## Lot Consolidations -- R3 & R4 -- Continued

2. Building over the entire consolidated lot shall be allowed only below grade.
3. A 10 ft. break between buildings every 45 ft. shall be required above grade.
4. When a lot consolidation bonus is granted, no height bonus may be granted. Conversely, when a height bonus is granted a lot consolidation bonus may not be granted.

**MINORITY OPINION:** Lot consolidation shall be permitted up to the above limits, but only for development by a not-for-profit housing corporation or if all the units are affordable\*. Project must provide 40% very low, 40% low and 20% moderate.

## Building Volume -- R3 & R4

- GUIDELINES:**
1. 80% of the building mass (volume), including parking, as currently permitted under the ICO setback, and the height limits described below, shall be the maximum permitted for a market-rate project
  2. Up to 20% of the building mass (volume) allowed per Guideline 1, may be added to the project, provided that said increase is linked one for one with the above mentioned 20% density bonus. The project must observe the height limits and the setback as per below.

## Height -- R3 & R4

- GUIDELINES:**
1. 30 ft. on Venice Boulevard, stepping down to 25 ft. where bordering on R-2 streets and parcels.
  2. At borders to R2 zones, height 25 feet with a 6 in 12 pitch maximum increase from this height to the 30 ft. maximum.

**Setbacks** Same as ICO

**Parking** Same as ICO

## Affordable\* Housing -- R3 & R4

**OBJECTIVES:** To maintain and to increase the economic, racial, cultural and age diversity of the population in our neighborhood.

To increase the housing stock to accommodate residents who are very low income, low income and moderate income.

To preserve the existing affordable\* housing stock (See Appendix A for definitions and breakdowns).

## Affordable\* Housing -- R3 & R4 -- Continued

To insure that projects intended to increase the affordable\* housing stock be permanent and non-speculative.

COMMENTARY: Our nation and our local community is in an extreme housing crisis. Every neighborhood must be encouraged to do its part to alleviate the problem. (See Appendix A for further discussion).

- GUIDELINES:
1. Establish an ongoing method to monitor the loss of housing through demolition and conversion to condominiums, and to explore options to reduce or prevent this reduction. The majority of the group felt that the following guidelines (a-e) should only apply to R3 and R4 zones.
    - a. All permits for demolition shall require notification to all residents (including renters) and property owners within 300 feet, and public notice through the *Los Angeles Times* and at least two local papers.
    - b. Where housing is demolished for commercial uses, a two for one on site replacement with low or very low income housing regardless of what existed previously.
    - c. No off-site mitigation. No fees in lieu as mitigation.
    - d. Priority in distributing sewer permits to projects that include 30% very low income and 20% other affordable\* housing. Deny sewer permits to projects that destroyed affordable\* housing without replacing the demolished housing.
    - e. Develop a mechanism for giving tenants displaced by that project right of first refusal to rent or buy a unit of that appropriate income category.
  2. Encourage and promote the development of a non-profit housing corporation for Venice.
  3. Give priority in all projects to Venice residents.
  4. Create a mechanism for monitoring rents in all the very low, low and moderate income units built as a result of these proposals. Note that these units would be permanently vacancy controlled. Suggested that task be delegated either to a newly formed non-profit housing corporation, to the Rent Control Board, or to another appropriate entity approved by the community.
  5. City lots to be used for parking and affordable\* housing.
  6. Lot consolidation and density guidelines stated above apply.

### MINORITY OPINIONS:

All demolition permits to be tied to coastal development and building permits that include a minimum one for one replacement of the same or lower income category that previously existed (i.e. if the unit was low income must be replaced with very low income or low-income).

## Affordable\* Housing -- R3 & R4 -- Continued

### MINORITY OPINION:

A 20% density bonus for affordable\* units may be added voluntarily to any project (40% to be very low, 40% low, and 20% moderate).

## 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.

## Alleys -- R2, R3 & R4

OBJECTIVE: To insure that our alleys are safe, attractive and useful.

COMMENTARY: Improved alleys offer many advantages. Where access to on-site parking is provided from the alleys, front yard and curbside landscaping should be uninterrupted. When landscaped and well maintained, alleys contribute to a more attractive and secure environment.

Utility poles, meters and garbage collection areas clutter present alleys, which have little or no landscaping. Insufficient lighting makes these areas unsafe.

- GUIDELINES:
1. Prohibit alley elimination
  2. Designate alley for parking access
  3. Utility meters and trash collection receptacles should be enclosed and incorporated into the design of the building.
  4. Alleys should be well lit. Lights should be shielded to protect nearby living units from unwanted illumination
  5. Alleys should be landscaped.

## **Walkstreets -- R2**

- OBJECTIVE:** To preserve the park-like quality of the walkstreets.
- GUIDELINES:** No vehicular access on the Milwood walkstreets should be allowed, and alternate means should be considered to permit the departments of Public Works, Fire, and Planning to meet their objectives, i.e. the already existing alleys.
- NOTE:** The ICO definition of walkstreet may be incorrect; the Milwood walkstreets run from Shell Avenue to Lincoln Boulevard.

## **Development Regulation -- R2, R3 & R4**

- OBJECTIVE:** To insure that the goals and priorities and guidelines set forth in regulations are followed.
- COMMENTARY:** Regulation should be by means of applicable ordinances. We do not support the idea of any regulation by means of Architectural Review Boards, or other types of review boards.
- GUIDELINES:**
1. The variance process should be made very clear and with precise guidelines to prevent the "buying of variances" which differ from the guidelines in this report.
  2. Regulation should be by means of applicable ordinances.

## COMMERCIAL AND INDUSTRIAL ZONED LAND

### OVERVIEW

- OBJECTIVES:
- To encourage those commercial uses directed toward serving the neighborhood.
  - To encourage coastal dependent commercial uses.
  - To discourage commercial overbuilding and encroachments onto adjoining residential neighborhoods.
  - To limit scale and height of new commercial construction so that it blends with the adjacent residential neighborhood.
  - To provide sufficient commercial parking consistent with viable commercial needs.
  - To protect public access in the coastal zone.
  - To encourage CA (art/craft) uses while insisting on sufficient parking for these uses.
  - To protect light manufacturing as limited in the LUP to provide jobs and maintain a variegated and integral community environment.
  - To encourage the development of affordable\* and senior housing where possible in our commercial zones. Please see the definitions and commentary in Appendix A.

### LINCOLN BOULEVARD

- OBJECTIVE:
- To deemphasize the "highway" orientation of the boulevard and to emphasize the neighborhood orientation.
  - To discourage commercial overbuilding out of scale with the adjoining residential neighborhoods.
  - To recognize the special character of the walk street entrances, and to provide for regulations to protect and enhance these areas.
  - To provide for adequate commercial parking, but not at the expense of abutting residential areas, or the overall coordination of the street.
  - To encourage mixed commercial/residential projects on the street, especially projects which add to the affordable\* housing stock.
- COMMENTARY: Lincoln Blvd. is presently an unattractive, "highway" oriented street. The west side of Lincoln, between Palms Blvd. and Venezia Ave., should be treated differently than the rest of the street. This is where the entrances to the walk street are, and there are residences directly behind the commercial buildings along this strip. The areas leading into the walk streets should be landscaped and maintained as park-like areas.



## GUIDELINES:

### **Lot Consolidation -- Lincoln Boulevard**

1. Lot consolidations shall be permitted up to 90 feet of frontage on Lincoln Boulevard, but only if 25% of the project is designated very low and low income housing. Of the project, 12.5% must be very low and 12.5% must be low income housing.
2. Building over the entire consolidated lot shall be allowed only below grade.
3. A 10 ft. break between buildings every 45 ft. shall be required above grade.
4. When a lot consolidation bonus is granted, no height bonus may be granted. Conversely, when a height bonus is granted a lot consolidation bonus may not be granted.

MINORITY OPINION: Lot consolidation shall be permitted up to the above limits, but only for development by a not-for-profit housing corporation or if all the units are affordable\*. Project must provide 40% very low, 40% low and 20% moderate.

### **Height -- Lincoln Boulevard**

A maximum height of all new construction will be 25 feet, except that a height bonus is allowed for a total height not to exceed 30 feet for the inclusion of a minimum of 25% of total square footage for low (12.5% of the project) and very low (12.5% of the project) income housing. When a height bonus is granted, no lot consolidation bonus may be granted.

### **Setbacks -- Lincoln Boulevard**

Five feet of side yard setback will be required at the entrances to the walk streets off of Lincoln Blvd.

### **Building Volume -- Lincoln Boulevard**

Cubic footage or volume restrictions for all new construction will be limited by the setback and height restrictions set out in the ICO building envelope. Units of 400 square feet for merchants to live in their buildings are encouraged.

### **Affordable\* Housing -- Lincoln Boulevard**

An increase of affordable\* and senior housing should be encouraged along the boulevard.

1. Affordable\* housing is encouraged to be built above commercial projects.
2. Permit the following bonuses:
  - a. A density bonus within the envelope - that is, additional units are allowed, but overall increases in the building's cubic volume is prohibited.

## **Affordable\* Housing -- Lincoln Boulevard -- Continued**

- b. A height bonus is allowed for a total height not to exceed 30 feet for the inclusion of a minimum of 25% of the total square footage for low and very low income housing. Of the project 12.5% must be very low and 12.5% must be low income housing.
  - c. Reduction of the parking requirement may be available on a case by case basis for the inclusion of low and very low income housing. In making the decisions the following factors should be considered: whether there have been previous parking variances or bonuses at the site; the amount of parking currently available within the block; whether the business is day or night-time; whether the proposed housing will serve exclusively elderly residents. For example, parking could be shared with existing daytime commercial or there could be a reduction in required parking for units intended exclusively for seniors.
  - d. In the case of buildings providing for projects that dedicate a minimum of 25% of total square footage for very low and low income housing, a parking bonus may be given if the project is 12.5% very low and 12.5% low income housing.
3. Permit lot consolidations only as described above for Lincoln Boulevard lot consolidations.

## **Parking -- Lincoln Boulevard**

1. All parking will be regulated as per the ICO except for very low, low, or senior housing when bonuses may be granted.
2. Applicability - every use or change of use resulting in a higher parking requirement and every building or structure erected or substantially remodeled shall provide permanently maintained off-street parking areas on site.
3. When increasing the density or intensity of an existing building or structure such that the new use will require parking spaces, the number specified in the ICO shall be required for the entire project site.
4. For purposes of calculating off-street parking for dwelling units or CA uses, the same requirements for dwelling units in residential zones shall apply (i.e., two parking spaces per unit plus one guest space).
5. Each 400 square foot unit must have at least one parking space.
6. In no case shall the parking requirement be reduced below one per unit
7. Curb cuts are to be discouraged unless there is no rear access.
8. No in-lieu payments should be allowed for business parking.
9. The commercial strip between Palms Avenue and Venezia Avenue should be protected as an historic district and the razing of these structures for parking should be prohibited.

## **Circulation -- Lincoln Boulevard**

1. Additional well-marked crosswalks and one additional pedestrian controlled traffic light between California Ave. and Venice Blvd. is required.
2. The "highway-oriented" designation should be changed to "neighborhood commercial".

## **Streetscape -- Lincoln Boulevard**

1. Architecture should be encouraged which disaggregates massive buildings into smaller parts with greater human scale.
2. Commercial and industrial development should be designed to make the pedestrian feel comfortable.
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.
7. Bus benches and other waiting areas should be shaded from the sun.
8. Commercial signs should be designed to reflect the character of the street, and potential locations and treatment should be shown on all landscape plans. Sign size and placement should follow the guidelines of the Coastal Sign Regulations. No signs on the Boulevard will be higher than the maximum building height limit.

## VENICE BOULEVARD

- OBJECTIVE: To prohibit the conversion of residential lots into commercial lots.
- To prohibit the conversion of manufacturing and industrial areas into commercial areas.
- To retain the community-based businesses along Venice between West Washington Boulevard and Oakwood Avenue.
- To maintain the physical character of the neighborhood by limiting the size of buildings in the commercial areas. These limitations shall apply as to heights, lot consolidation, volume and setbacks.
- To improve the street by moving the traffic to the center with parking along the sides, and through the use of extensive landscaping.
- To encourage the development of affordable\* housing where possible.

COMMENTARY: Venice Boulevard is a major thoroughfare into the community and to the beach. It is very heavily traveled during morning and evening rush hours and on the weekends and holidays. The center strip is an eyesore and the road filled with potholes. Its two commercial areas (at the corner of Lincoln and Venice and between West Washington Boulevard and Oakwood) serve the community. It is important to continue that focus.

### GUIDELINES:

#### Height -- Venice Boulevard

A maximum height of all new construction will be 25 feet, except that a height bonus is allowed for a total height not to exceed 30 feet for the inclusion of a minimum of 25% of total square footage for affordable\* housing. Of the project, 12.5% must be very low and 12.5% must be low income housing. When a height bonus is granted, no lot consolidation bonus may be granted.

#### Lot Consolidation -- Venice Boulevard

1. Lot consolidations shall be permitted up to 10,000 square feet on Venice Boulevard, but only if 25% of the project is designated very low and low income housing. Of the project, 12.5% must be very low and 12.5% must be low income housing.
2. Building over the entire consolidated lot shall be allowed only below grade.
3. A 10 ft. break between buildings every 45 ft. shall be required above grade.
4. When a lot consolidation bonus is granted, no height bonus may be granted. Conversely, when a height bonus is granted a lot consolidation bonus may not be granted.

## Lot Consolidation -- Venice Boulevard -- Continued

### MINORITY OPINION:

Lot consolidation shall be permitted up to the above limits, but only for development by a not-for-profit housing corporation or if all the units are affordable\*. Project must provide 40% very low, 40% low and 20% moderate.

## Building Volume -- Venice Boulevard

Cubic footage or volume restrictions for all new construction will be limited by the setback and height restrictions set out in the ICO building envelope.

## Affordable\* Housing -- Venice Boulevard

Our nation and our local community is in an extreme housing crisis. Every neighborhood must do its part to alleviate the problem. (See Appendix A for definitions of affordable\* housing).

An increase of affordable\* and senior housing will be encouraged along the boulevard. Please refer to Appendix A for the two definitions of affordable\* housing discussed by this group.

1. Affordable\* housing is encouraged to be built on top of commercial areas.
2. Permit the following bonuses:
  - a. A density bonus within the envelope - that is, additional units allowed, but no increase in the building's cubic volume. Units of 400 square feet are also encouraged for seniors.
  - b. A height bonus is allowed for a total height not to exceed 30 feet for the inclusion of low and very low income housing for a minimum of 25% of the project to be 12.5% very low and 12.5% low income housing.
  - c. Reduction of the parking requirement may be available on a case by case basis for the inclusion of senior, low and very low income housing. In making the decisions the following factors should be considered: whether there have been previous parking variances or bonuses at the site; the amount of parking currently available; whether the business is day or night-time; whether the proposed housing will serve exclusively elderly residents. For example parking could be shared with existing commercial or there could be a reduction in required parking for units intended exclusively for seniors.
  - d. In the case of buildings providing for projects that dedicate a minimum of 25% of total square footage to very low and low income housing, a parking bonus may be granted. Of the project 12.5% must be very low and 12.5% must be low income housing.
3. Permit lot consolidations only as described above for Venice Boulevard lot consolidation.

## Parking -- Venice Boulevard

1. All parking will be provided as per the ICO except for very low, low income, and senior housing.
2. Applicability - every use or change of use resulting in a higher parking requirement and every building or structure erected or substantially remodeled shall provide permanently maintained off-street parking areas on site.
3. When increasing the density or intensity of an existing building or structure such that the new use will require parking spaces, the number specified in the ICO shall be required for the entire parcel.
4. For purposes of calculating off-street parking for dwelling units or CA uses, the same requirements for dwelling units in residential zones shall apply (i.e., two parking spaces per unit plus one guest space). In the case of buildings providing for projects that dedicate a minimum of 25% of total square footage for low and very low-income housing, a parking bonus may be given. Of the project, 12.5% must be very low and 12.5% must be low income housing.
5. In no case shall the parking requirement be reduced below one per unit.
6. Curb cuts are prohibited unless there is no rear access.
7. No in-lieu payments will be allowed for business parking.
8. Natural barriers shall be erected so that parking areas do not become secondary roads. These parking areas shall be on the sides of Venice Boulevard with traffic flowing down the center of the street.

## 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 insitituted, 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 mimimum of one tree for every two parking spaces.

## **Streetscape -- Venice Boulevard -- Continued**

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.

## **Neighborhood Compatibility -- Venice Boulevard**

**OBJECTIVE:** Existing community-oriented businesses should be encouraged to continue in the strip between West Washington Blvd. and Oakwood Blvd. In addition, there should be a CA overlay on this area.

- GUIDELINES:**
1. All present commercial uses should remain commercial. Residential uses above the first floor are to be encouraged.
  2. The manufacturing area shall not be changed to commercial.

## **Parcels Designated for Public Use -- Venice Boulevard**

**OBJECTIVE:** Publically zoned land on North Venice Blvd. is limited to the old City Hall and Venice Jail complex, and the County Health facility. These public facilities should be maintained as public facilities and not developed as market commercial.

- GUIDELINES:**
1. The presence of the Fire Department is much appreciated and the addition of a police sub-station is requested in the same complex.
  2. The vacant lots near the Old Jail are to be developed as parking with one story of affordable\* housing on top, generously landscaped. If parking is below ground, two stories of housing are acceptable. All volume, height, setback and other guidelines cited in the residential section are to apply. At no time will city parking lots be counted towards any intensification of commercial uses on Venice Blvd.
  3. Existing parking on city-owned lots adjacent to the Jail and City Hall will be maintained. Subterranean parking will be encouraged. No changes or use or changes in the intensification of use will be permitted at the expense of the existing public parking facilities.
  4. Affordable\* housing above parking is permitted, but the density of the project will not exceed that permitted in the adjacent RD2 zone.

## Parcels Designated for Public Use -- Venice Boulevard -- Continued

5. If a not-for-profit housing corporation is willing to develop affordable\* housing, the city owned property should be sold at cost or less by the city to the not-for-profit housing corporation.

### MINORITY OPINION:

A minority believes that the vacant city lots should be developed by a not-for-profit housing corporation which should be at least partially funded by the City.

## Corner of West Washington Boulevard and Venice Boulevard to Electric Boulevard

1. M-1 zoned land on Venice Boulevard between West Washington Boulevard and the right of way shall be treated the same as adjacent commercial property on West Washington (see West Washington Blvd., below).
2. M-1 zoned land on Venice Boulevard between the right of way and Electric Avenue shall not be developed commercially.

### INDUSTRIALLY ZONED LAND

(between Venice Boulevard and Palms Boulevard along Venice Boulevard and Electric Avenue)

- OBJECTIVES:
- To discourage commercial uses in a parking-deficient zone.
  - To encourage people to live and work in their community.
  - To provide for employment and services.
  - To provide space for coastal dependent industry such as shipbuilding and repair.
  - To prohibit the development of a hotel on this land.

### GUIDELINES:

#### Lot consolidations -- Industrially Zoned Land

Lot consolidations are to be prohibited except for the provision of below grade parking or for the development of affordable\* housing. Lot consolidation guidelines for and affordable\* housing ratios shall be determined during the Venice Community Plan process.

#### Height -- Industrially Zoned Land

25 feet maximum, same as the adjoining RD residential areas, except that 30 feet shall be allowed for affordable\* housing.

#### Building Volume -- Industrially Zoned Land



Same as for residential. Because these lots are all very large, structures will be set back 10% from the lot line on each sideyard. Residential frontyard setbacks on Electric Ave. will be observed. Ten foot breaks should occur between buildings every 45 feet.

### **Affordable\* Housing -- Industrially Zoned Land**

An increase of affordable\* and senior housing will be encouraged.

1. Encourage mixed-use projects that include affordable\* housing. See Appendix A for the definitions of affordable\* housing.
2. Permit the following bonuses:
  - a. A density bonus within the envelope - that is, additional units allowed, but overall increases in cubic volume of the building is prohibited.
  - b. A height bonus to allow for a total height not to exceed 30 feet for the inclusion of affordable\* housing.
  - c. Reduction of the parking requirement may be available on a case by case basis for the inclusion of low and very low income housing. In making the decisions the following factors should be considered: whether there have been previous parking variances or bonuses at the site; the amount of parking currently available; whether the business is day or night-time; whether the proposed housing will serve exclusively elderly residents. For example parking could be shared with existing commercial or there could be a reduction in required parking for units intended exclusively for seniors.
  - d. In the case of buildings providing for projects that dedicate a minimum of 25% of total square footage to very low and low income housing a parking bonus may be granted.
3. Permit lot consolidations only as discribed above for Industrially Zoned Land.

### **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.

### **CA Désignation -- Industrially Zoned Land**

Allow arts crafts overlay to allow artists and artisans to live in their studios and next to their workshops, as is presently the case.

### **Parking -- Industrially Zoned Land**

CA uses must provide parking at one space per each 225 sq. feet of retail area, 250 sq. feet of office area, 300 sq. feet of shop area, plus two parking spaces for each resident.

## **WEST WASHINGTON BOULEVARD**

**OBJECTIVE:** To provide adequate parking for the commercial, residential and beach access requirements along this historic boulevard.

To maintain the period character of the boulevard.

To discourage the destruction of residential uses.

To encourage mixed commercial/residential projects on the street, especially those which add to the affordable\* housing stock.

**COMMENTARY:** West Washington Boulevard between Venice Boulevard and Brooks Avenue is a special, historic commercial/residential district adjoining residential neighborhoods. It has historically accommodated a variety of uses, including commercial/residential, which have provided daily necessities, places of employment, leisure time opportunities, and arts and crafts activities, for those living in the surrounding community and the greater Venice area, as well as for the area's large number of tourists.

It is in direct proximity to adjoining low-rise residential neighborhoods of low and low-medium density, and is a coastal commercial area which serves a substantial tourist trade.

It is proposed that upgrading of this commercial strip be encouraged but only if the proposed developments are compatible with the present use and scale of existing commercial and adjacent residential areas.

There is presently a huge shortfall in the parking available for this area. There is virtually no parking for the commercial uses on either side of the boulevard. The problem is exacerbated because the public also uses street parking for beach access. In the last few years, the search for coastal access parking has spilled over into the Milwood area.

### **GUIDELINES:**

#### **Lot Consolidation -- West Washington Boulevard**

1. Lot consolidations shall be permitted up to 90 feet of frontage on West Washington Boulevard, but only if 25% of the project is designated very low and low income housing. Of the project, 12.5% must be very low and 12.5% must be low income housing.
2. Building over the entire consolidated lot shall be allowed only below grade.
3. A 10 ft. break between buildings every 45 ft. shall be required above grade.

## **Lot Consolidation -- West Washington Boulevard -- Continued**

4. When a lot consolidation bonus is granted, no height bonus may be granted. Conversely, when a height bonus is granted a lot consolidation bonus may not be granted.

### **MINORITY OPINION:**

Lot consolidation shall be permitted up to the above limits, but only for development by a not-for-profit housing corporation or if all the units are affordable\*. Project must provide 40% very low, 40% low and 20% moderate.

## **Height -- West Washington Boulevard**

Maximum building height is two stories, not to exceed 25 feet.

## **Setbacks -- West Washington Boulevard**

1. Sideyards - There will be sideyard setbacks of five feet or 10% of lot width, whichever is less, where the interior side parcel line abuts a residential area.
2. Frontyards - as per the ICO.
3. Rearyards - Where rear parcel lines abut a residential use, setback will be the same as for residential lots.

## **Affordable\* Housing -- West Washington Boulevard**

An increase in affordable\* and senior housing will be encouraged along the boulevard. Please see Appendix A for definitions of affordable\* housing.

1. Affordable\* housing is encouraged to be built above commercial uses.
2. Permit the following bonuses:
  - a. A density bonus within the envelope - that is, additional units allowed, but not overall increase in cubic volume of the building.
  - b. Parking bonuses for senior housing projects may be available on a case-by-case basis.
  - c. Reduction of the parking requirement may be available on a case by case basis for the inclusion of affordable\* housing. In making the decisions the following factors should be considered: whether there have been previous parking variances or bonuses at the site; the amount of parking currently available; whether the business is day or night-time; whether the proposed housing will serve exclusively elderly residents. For example parking could be shared with existing commercial or there could be a reduction in required parking for units intended exclusively for seniors.

## Affordable\* Housing -- West Washington Boulevard -- Continued

- d. In the case of buildings providing for projects that dedicate a minimum of 25% of the total square footage to very low and low income housing a parking bonus may be granted. Of the project, 12.5% must be very low and 12.5% must be low income housing.
3. Permit lot consolidations only as discribed above for West Washington Boulevard.

## Parking -- West Washington Boulevard

1. All parking will be regulated as per the ICO except as allowed under affordable\* and senior housing.
2. Applicability - every use or change of use resulting in a higher parking requirement and every building or structure erected or substantially remodeled will provide permanently maintained off-street parking areas on site.
3. When increasing the density or intensity of an existing building or structure such that the new use will require parking spaces, the number specified in the ICO shall be required for the entire parcel involved in the project.
4. For purposes of calculating off-street parking for dwelling units or CA uses, the same requirements for dwelling units in residential zones shall apply (i.e., two parking spaces per unit plus one guest space). In the case of buildings providing for projects that dedicate a minimum of 25% of total square footage for low and very low-income housing, a parking bonus may be given. Of the project, 12.5% must be very low and 12.5% must be low income housing. At lease one space shall be required for each affordable\* housing unit.
5. The zoning administrator may approve a reduced parking permit for the reduction in the number of parking spaces required for senior citizen, very low and low income housing, based upon findings that the proposed development is located in direct proximity to commercial activities and services and is adequately served by public transportation systems.
6. Curb cuts are to be discouraged unless these is no rear access.
7. No in-lieu payments will be allowed for parking.
8. At no time will city parking lots be counted towards any intensification of commercial uses on West Washington Blvd.
9. All Beach Impact Zone (BIZ) parking regulations will apply.
10. Commercial parking will be set at the rate established by the ICO.
11. No new restaurants or clubs will be permitted unless full on-site parking requirements are met.
12. No valet parking to service commercial areas will be permitted on West Washington Boulevard, Electric Avenue or residential streets.

## **Parking -- West Washington Boulevard -- Continued**

13. Preferential parking permits should be offered the residents of Milwood if such a program is initiated in the Central area, because without equal treatment the public access traffic problem will just be shifted to our area from the Central area.

## **Circulation -- West Washington Boulevard**

1. Additional well-marked crosswalks and a pedestrian activated traffic light at Palms Boulevard are required. These should be matched to complimentary signals at residential access streets to prohibit or discourage cut through routes through residential neighborhoods adjacent to the commercial area.
2. Public transportation as provided by the Beach Shuttle will be routed to run down Venice Blvd. to the beach, up Pacific to Brooks, Brooks to West Washington Blvd., and south on West Washington back to Venice Blvd.

## **Streetscape -- West Washington Boulevard**

West Washington Blvd. is one of the areas which has distinctive period buildings and the design of new development should be in harmony with and reflect the size, scale and facade treatments of the street.

1. New development should be encouraged which retains the character of the street and maintains the human scale.
2. Commercial and industrial development should be designed to make the pedestrian feel comfortable.
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.
6. Bus benches and other waiting areas should be shaded from the sun.
7. Commercial signs should be designed to reflect the character of the street, and potential locations and treatment should be shown on all landscape plans. No additional billboards should be permitted. Signs should not exceed building height limits.
8. Manmade screens and walls should be used only to protect security and every effort should be made not to detract from the streetscape. Chainlink and barbed wire are strongly discouraged.

## **Alleys -- West Washington Boulevard**

1. Projects are encouraged which improve or enhance the appearance and function of alleys with landscaping, lighting, textured paving, rear façade treatments, parking and loading.
2. Trash containers, dumpsters, and cans must be on-site and incorporated into building design.

## **Neighborhood Compatibility -- West Washington Boulevard**

Development is to be encouraged which takes advantage of and incorporates existing landmarks. Wherever possible, the adaptive reuse of existing structures should be encouraged so as to preserve the harmony and integrity of this historic area. Infill in the older neighborhoods, as indicated in the LUP, is appropriate, especially as it pertains to the development of complimentary buffers and landscaping to soften the effect of any new variable condition. Bicycle access and marked lanes are recommended.

## **ELECTRIC AVENUE RIGHT OF WAY**

- OBJECTIVE:**
- To provide for a multiplicity of uses on this city-owned property.
  - To prioritize these uses as: 1) parking; 2) affordable\* housing; 3) art-craft uses.
  - To discourage market rate commercial or retail use of this site.
  - To develop landscaping which is compatible with West Washington Boulevard.
  - To prevent the development of a hotel on the industrial land.

## **MINORITY OPINION:**

1. A minority felt the priorities should be 1) affordable\* housing, 2) parking, and 3) art-craft uses.
2. A minority believes that the vacant city lots should be developed by a not-for-profit housing corporation which should be at least partially funded by the City.

GUIDELINES:

**Parking -- Electric Avenue Right of Way**

1. Use of this strip for parking should be the principal objective of land use for this site.
2. Electric Avenue right of way to be developed as subterranean, semi-subterranean, or grade parking, metered, with 1/3 each set aside for residents (preferential parking), beach access, and commercial uses. In no case should this parking be counted towards any intensification of current commercial uses on West Washington Boulevard. Affordable\* housing at the ratio of 40% very low, 40% low and 20% moderate to be built on top of the parking. Buildings are not to exceed 22 feet fronting Electric Avenue and not to exceed 28 feet at the center line of the right of way.
3. Production of new parking in addition to that which is presently possible at grade should be encouraged. Two thirds of any new parking produced (spaces beyond that which could be produced at grade) may be counted towards intensifications of current commercial uses on West Washington.
4. Parking structures are to be allowed, but must not exceed 12 feet above Center Line Frontage Road.
5. Valet parking on public streets is prohibited.
6. Particular care will be given to buffering noise and light so as to protect adjoining residential uses.

**Affordable\* Housing -- Electric Avenue Right of Way**

1. Height: not to exceed 22 feet fronting Electric Ave. and not to exceed 28 feet at the interior line of the right of way.
2. Density: to be built to the density of the residential zone facing it. The ratios to be 40% very low, 40% low and 20% moderate.
3. Massing: to encourage breaks between buildings on these large single lots, ten foot breaks every 45 feet above 12 feet required.
4. If a not-for-profit housing corporation is willing to develop affordable\* housing, the city owned property should be sold at cost or less by the city to the not-for-profit housing corporation.

## AFFORDABLE\* HOUSING

- OBJECTIVES: To maintain and to increase the economic, racial, clutural and age diversity of the population in our neighborhood.
- To increase the housing stock to accommodate residents who are very low income, low income and moderate income.
- To preserve the existing affordable\* housing stock.
- To create a reasonable definition of affordable\* housing.
- To insure that projects intended to increase the affordable\* housing stock be permanent and non-speculative.

COMMENTARY: Our nation and our local community is in a an extreme housing crisis. Every neighborhood must do its part to alleviate the problem. The extent and seriousness is evident from the following statistics for Los Angeles:

Rents increased 395% from 1970 to 1980.  
Home prices have increased 283% from 1970 to 1987.

Federal rental assistance for new construction: 2,414 housing units in 1980; 40 in 1986.

Contracts for approximately 24,000 federal assisted housing units begin expiring in the next 2 years, including many buildings in Venice; e.g. rent increase \$180 to \$530 for a 1 bedroom.

October 1987 Housing Authority figures show approximately 5,000 people on the conventional housing waiting list and 11,000 on the Section 8 voucher rent subsidy waiting list.

Department of Building and Safety figures show demolitions of housing units are occurring at a rate of approximately 348 units per month or 4,000 affordable\* housing units per year. Most rents below \$300 being replaced by commercial or by new market units at rents of \$905.

50,000 seismically deficient units. Nearly all have affordable\* rents (\$350 average).

The combined loss of 24,000 federal assisted units, 4,000 affordable\* housing units per year and 50,000 seismically deficient units represents a significant amount of the total housing stock in Los Angeles.

Forty thousand families are living in garages throughout the City.

Estimates of the homeless population: Los Angeles City: 40,000; Westside: 4,000-5,000; Venice: 3,000.



## Appendix A continued

Speculation may be contributing to the crisis. Houses go up for sale frequently in our neighborhood. An informal study in April of 1988 revealed an average of 6 for sale signs on each street from West Washington to Lincoln. Although density reduction has slowed speculation, we need additional policies that discourage speculation.

**GUIDELINES:** The Milwood Planning Group acknowledges that our nation is facing an extreme housing crisis and that every community must do its part in addressing and alleviating the problem. The majority of the group felt affordable\* housing should be defined as follows:

**Very low income:** households whose annual incomes are 0-50 % of the Los Angeles median household income.

**Low income:** households whose annual incomes are between 50% and 80% of the Los Angeles median household income.

**Moderate income:** households whose annual incomes are between 80% and 120% of the Los Angeles median household income.

A significant minority felt that the following was a more reasonable definition:

**Very low income:** households whose annual incomes are 0-29 % of the Los Angeles median household income.

**Low income:** households whose annual incomes are between 30% and 49% of the Los Angeles median household income.

**Moderate income:** households whose annual incomes are between 50% and 120% of the Los Angeles median household income.

Where ever the word "affordable" appears in this document it will be followed by an asterick to remind the reader of the definitions set forth above. When the term affordable\* is used it is assumed that the breakdown between the three categories is: 40% very low; 40% low and 20% moderate.

Using either definition, occupants pay a maximum of 30% of household income for housing. The median income for a family of four in the first quarter of 1987 was \$33,200.

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MILLWOOD HOUSE  
PROPOSED VOLUME STANDARD  
PREPARED FOR THE  
MILLWOOD PLANNING COMMITTEE

DATE	11-1-86
PROJECT	MILLWOOD HOUSE
SHEET	1 OF 1
SCALE	AS SHOWN

