

EXHIBIT C

PROPOSED

VENICE
LOCAL COASTAL PROGRAM

CITY OF LOS ANGELES
Department of City Planning
221 S. Figueroa Street, Room 310
Los Angeles, CA 90012

July 1998

PROPOSED

VENICE LOCAL COASTAL PROGRAM

JULY 1998

CITY OF LOS ANGELES PLANNING DEPARTMENT

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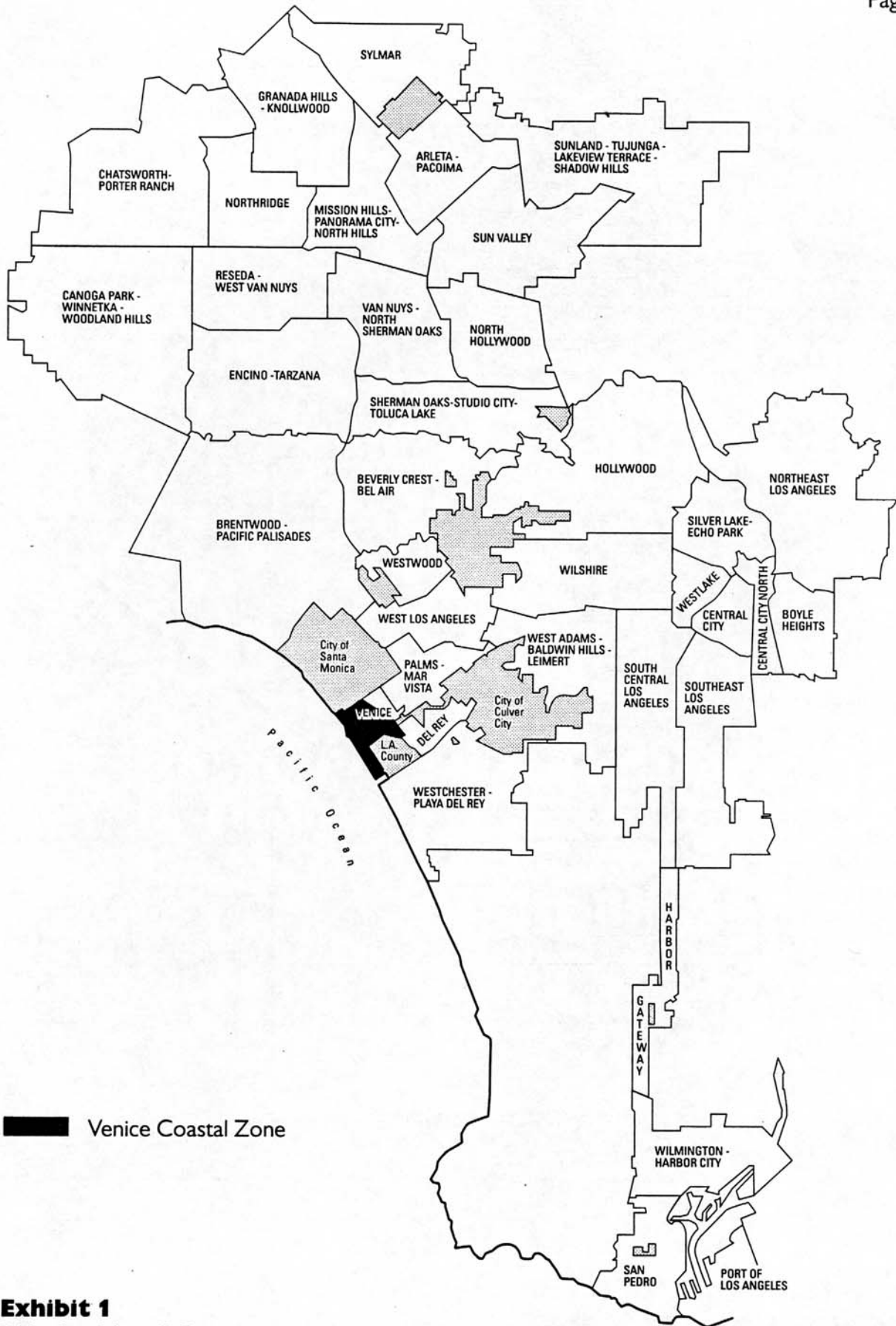
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Proposed Venice Coastal **Land Use Plan**

City of Los Angeles
Department of City Planning
July 1998



■ Venice Coastal Zone

Exhibit 1 Vicinity Map



Oakwood • Milwood • Southeast Venice

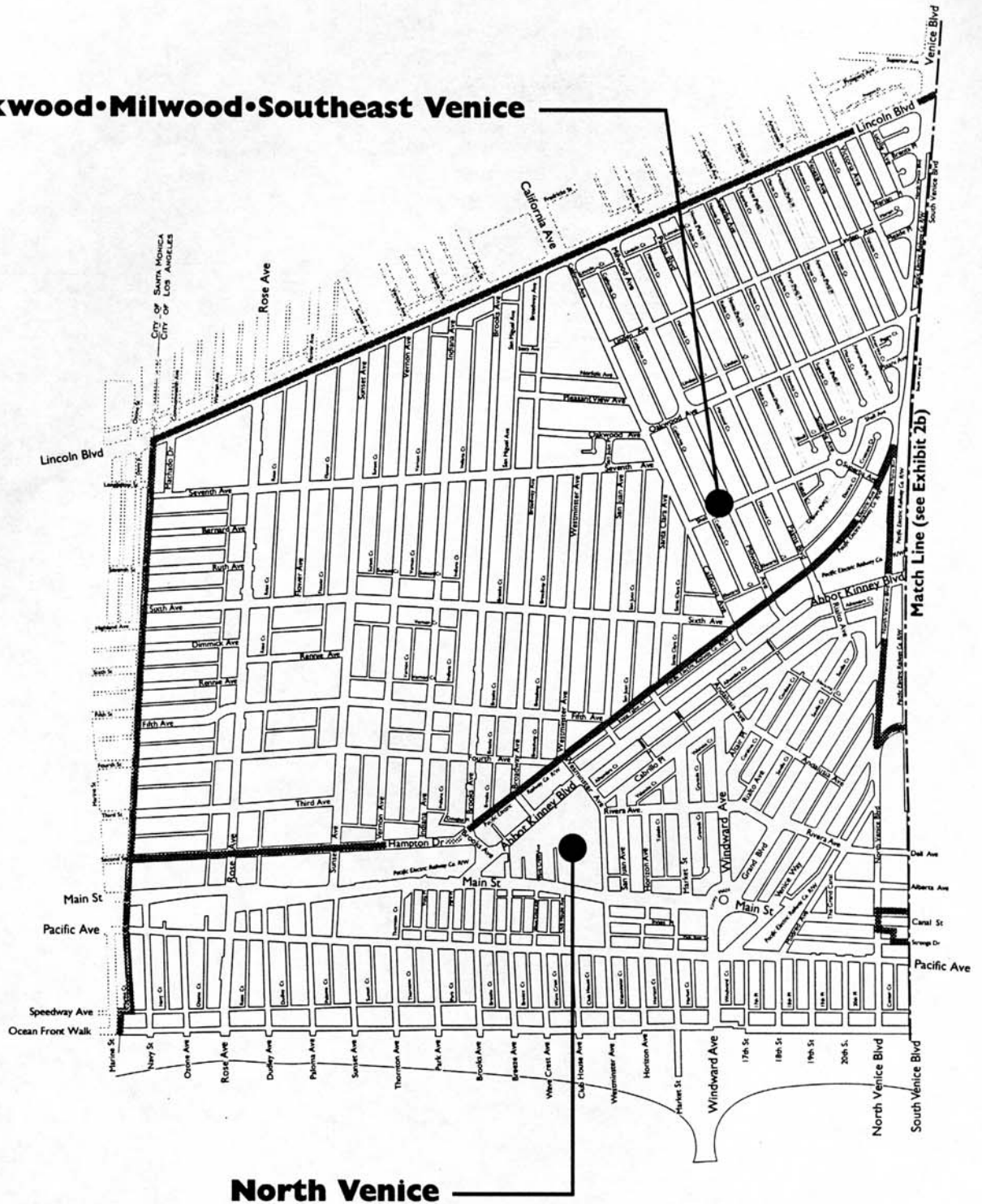


Exhibit 2a
Venice Coastal Zone

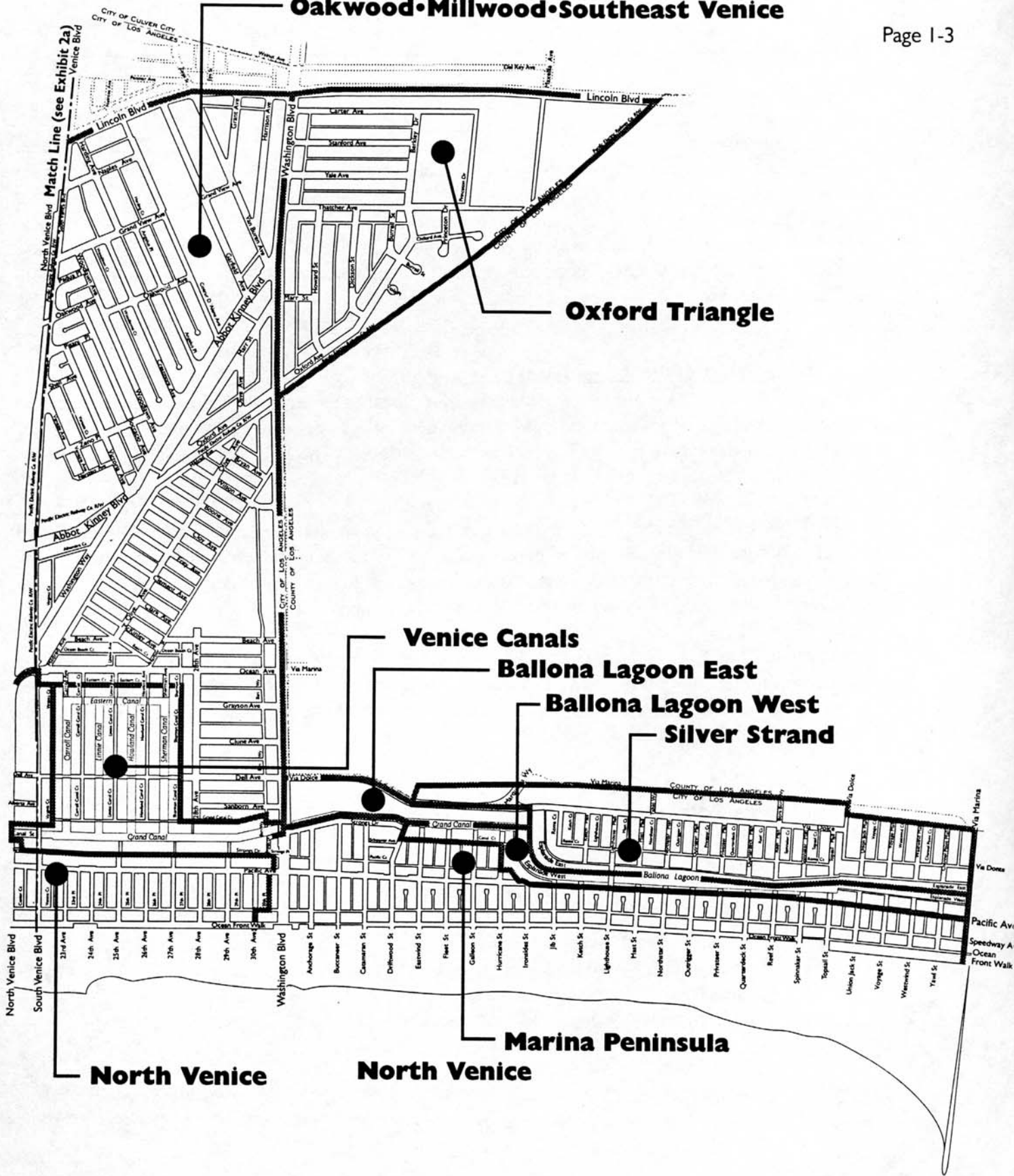


Exhibit 2b
Venice Coastal Zone

CHAPTER 1. INTRODUCTION**A. The Coastal Act**

This plan has been prepared to comply with the California Coastal Act of 1976. The Coastal Act directs each local government lying wholly or partly within the coastal zone to prepare a Local Coastal Program (LCP) for those areas in the state's designated coastal zone. The Venice Coastal Zone is the area generally bounded by Marine Street on the north, the City-County boundary, Washington Street and Via Marina on the south, Lincoln Boulevard and Via Dolce on the east, and the Pacific Ocean on the west (see Exhibit 1, Vicinity Map and Exhibit 2, Venice Coastal Zone Map).

B. Organization of the Venice Local Coastal Program

The Local Coastal Program (LCP) consists of a local government's land use plans, zoning ordinances, zoning district maps, and other implementing actions which implement the provisions and policies of the California Coastal Act at the local level. The LCP contains a Land Use Plan (LUP) and a Local Implementation Plan (LIP).

The LUP consists of Chapter 2 and the maps entitled "Venice Coastal Land Use Plan," (Exhibits 9 through 12) with the emphasis placed upon establishing plan goals and defining policy. It indicates the "kinds, location, and intensity of land uses, the applicable resource protection and development policies and, where necessary, a listing of implementing actions."

The LIP will consist of Chapter 3 and will contain the regulatory controls and incentives for the systematic implementation of the LUP. The LIP will be comprised of a specific plan and related implementing ordinances and zoning map. The LIP establishes zoning and development standards for all uses within the Venice coastal zone.

C. Summary of Coastal Issues

Chapter 3 of the California Coastal Act outlines the following 14 policy groups which must be addressed, if applicable, in the LCP.

- 1) Shoreline Access
- 2) Recreation and Visitor-Serving Facilities
- 3) Housing
- 4) Water and Marine Resources
- 5) Dredging, Filling and Shoreline Structures
- 6) Commercial Fishing and Recreational Boating
- 7) Environmentally Sensitive Habitat Areas
- 8) Agriculture
- 9) Hazards
- 10) Forestry and Soils Resources
- 11) Locating and Planning New Development
- 12) Coastal Visual Resources and Special Communities
- 13) Public Works
- 14) Industrial and Energy Development

The City and California Coastal Commission seek the widest possible public input to identify local coastal issues. To this end, the Department of City Planning has had an ongoing program of citizen involvement. Starting in 1978 seven public meetings were held in both coastal and inland communities. The 14 policy groups were distributed at the meetings to inform the public of the general scope of the coastal issues. In addition, federal, state and local agencies were contacted for their input. City staff and Coastal Commission staff held several subsequent meetings to determine which of the 14 California Coastal Act policies applied in Venice, to identify the extent to which existing plans met coastal act requirements, and to delineate any potential conflicts between existing plans, development proposals and the policies of the coastal act. The resulting local issues were translated into a Work Program, which was approved in 1979 by the City and the California Coastal Commission. The Work Program issues are outlined in Exhibit 3. Coastal policy groups which were considered inapplicable to the Venice coastal zone are Commercial Fishing, Agriculture, Forestry and Soils, and Energy Development.

EXHIBIT 3

Summary of Venice Coastal Issues**Locating and Planning New Development**Residential Land Use and Development

- Preservation of existing housing stock, and discouragement of conversion of residential uses to commercial use where appropriate.
- Provision of very low, low, and moderate income housing for a cross-section of the population, including persons with special needs.
- Illegal conversion of residential uses to commercial uses and illegal provision of residential uses.
- Enforcement and regulation of encroachments into public rights-of-way.

Commercial Land Use and Development

- Encouragement of coastal-development, recreation, neighborhood- and visitor-serving facilities.
- Regulation of development which is out-of-scale with existing community character.
- Regulation of open-air vendors along Ocean Front Walk.
- Over-development of the coastal zone resulting in traffic congestion.
- Over-intensification of commercial uses.

Industrial and Railroad Rights of Way Land Use and Development

- Preservation of the existing industrial land use base and employment opportunities.
- Regulation of the location and types of non-coastal - dependent industrial uses.
- Appropriate use of railroad rights-of-way.

Development within Natural and Recreational Resource Areas/Protection of Views

- Protection of existing natural and recreational resources, including the Venice Canals, Ballona Lagoon, Grand Canal south of Washington Boulevard, and Venice Beach.

Pedestrian and Bicycle Access

- Inadequate access to walkways due to lack of adequate parking facilities.
- Walkstreets are often illegally used as private driveways and parking.
- Open areas in activity nodes and special districts are often completely surfaced with asphalt and concrete without provisions for pedestrian relief from the sun's heat and reflected glare. Resting places or other people-oriented accommodation are seldom provided.
- The eastern sidewalk of Pacific Avenue from Via Marina to Jib Street and the western sidewalk of Pacific Avenue from Driftwood Avenue to Mildred Street is unimproved and cannot be used for public pedestrian uses due to encroachments on public right-of-way and requirements for buffers for habitat protection.
- Lack of pedestrian walkways along the banks of the Venice Canals where the deteriorated sidewalks have been withdrawn from public use,* and along the banks of the Ballona Lagoon.
- Lack of bicycle routes to complement existing and future transportation modes.
- Inadequate maintenance of walkways and bikeways.
- Lack of convenient and secure bicycle (parking/storage) facilities provided at public buildings, retail uses, parks and multiple family housing developments.
- Inadequate handicap access (e.g. vertical ramps) to the beach.

Recreation and Visitor-Serving Facilities

- Inadequate public support facilities, such as bike racks and storage lockers, public restrooms, out door eating areas, trash cans, recycling bins, etc.
- Inadequate visitor facilities on or near the Peninsula south of Washington Street.
- Utilization of vacant, publicly owned lots on the Peninsula for recreational purposes.
- Identification, preservation and enhancement of existing recreational and visitor serving facilities, both private and public (including water faucets and restrooms).
- Inadequate recreational opportunities and pedestrian amenities, such as walkways, bikeways, walk street improvements, open space and viewing areas.
- Inadequate maintenance of public recreational facilities.

Water and Marine Resources, Environmentally Sensitive Habitat Areas

- Enhancement and maintenance of habitat value, including foraging habitat for the Least Tern, an endangered species.
- Invasion of non-native plant species along the banks of the Venice Canals, Ballona Lagoon and in the intertidal habitat zone.
- Regulation of surface runoff into the canals and the provision of adequate drainage.*
- Regulation of tidal exchange between Ballona Lagoon and the sea.
- Poor circulation and water stagnation in Ballona Lagoon.
- Contamination of Ballona Lagoon from accidental raw sewage discharge from the Venice Pumping Plant.*
- Erosion of the banks along Ballona Lagoon.

Diking, Dredging, Filling, Shoreline Structures

- Provision of adequate regulation of diking, dredging and placement of fill in coastal waterways.
- Regulations regarding placement of shoreline structures.
- Prevention of hazards, such as liquefaction and flooding.

Environmentally Sensitive Habitat Areas

- Identification of existing clam beds and domestic duck feeding and nesting areas, if any, in the Ballona Lagoon and adjoining canals, and protection and preservation of same.

Public Works

- Adequacy of public facilities in terms of stormwater drainage, water supply, sewer capacity, and roadway capacity and maintenance.
- Lack of adequate and regular maintenance program for the Venice Canals* and Ballona Lagoon. Effluvium (odors) resulting from poor circulation, lack of

maintenance, and occasional accidental sewage discharges in the Venice Canals* and Ballona Lagoon.

- Deteriorated canal sidewalks, currently withdrawn from public use, require restoration.
- Development and implementation of a comprehensive streetscape plan.

* This issue has been resolved as indicated in the LUP text, but it is indicated for historical reference.

D. Venice Coastal Zone Setting

To facilitate discussion of issues, policies and development standards, the Venice coastal zone has been divided into eight (8) subareas, as follows:

- **Ballona Lagoon West Bank Subarea**, generally bounded by Driftwood Street on the north, Via Marina on the south, Ballona Lagoon on the east, and Strongs Drive, Canal Court and Pacific Avenue on the west, as shown on Exhibit 4.
- **Ballona Lagoon East Bank Subarea**, generally bounded by Washington Street on the north, the northern terminus of the Ballona Lagoon on the south, Via Dolce on the east, and Grand Canal on the west, as shown on Exhibit 4.
- **Silver Strand Subarea**, generally bounded by the eastern extension of Driftwood Street on the north, Via Marina on the south, the Los Angeles County line on the east, and Ballona Lagoon on the west, as shown on Exhibit 4.
- **Marina Peninsula Subarea**, generally bounded by Thirtieth Place and the Washington Street Pier on the north, Via Marina on the south, Strongs Drive, Canal Court and Pacific Avenue on the east, and the Pacific Ocean on the west, as shown on Exhibit 4.
- **Venice Canals Subarea**, adjacent to Grand, Sherman, Howland, Linnie, Carroll and Eterna (Eastern) Canals, located south of Virginia, north of Washington Boulevard and Sherman Canal Court, east of Strongs Drive and west of Patricia Court and Grand Canal Court as shown on Exhibit 5b.
- **North Venice Subarea**, generally bounded by the City of Los Angeles boundary line on the north, Thirtieth Place, Virginia Court and North Venice Boulevard on the south, Hampton Drive, Electric Avenue, Ocean Avenue, Patricia Court, and Strongs Drive on the east and Ocean Front Walk on the west, as shown on Exhibit 5.
- **Oakwood-Milwood-Southeast Venice Subarea**, generally bounded by the City of Los Angeles boundary line on the north, Washington Street on the south, Lincoln Boulevard on the east, and Hampton Drive, Electric Avenue, Patricia Court, and Strongs Drive on the west, as shown on Exhibit 6.

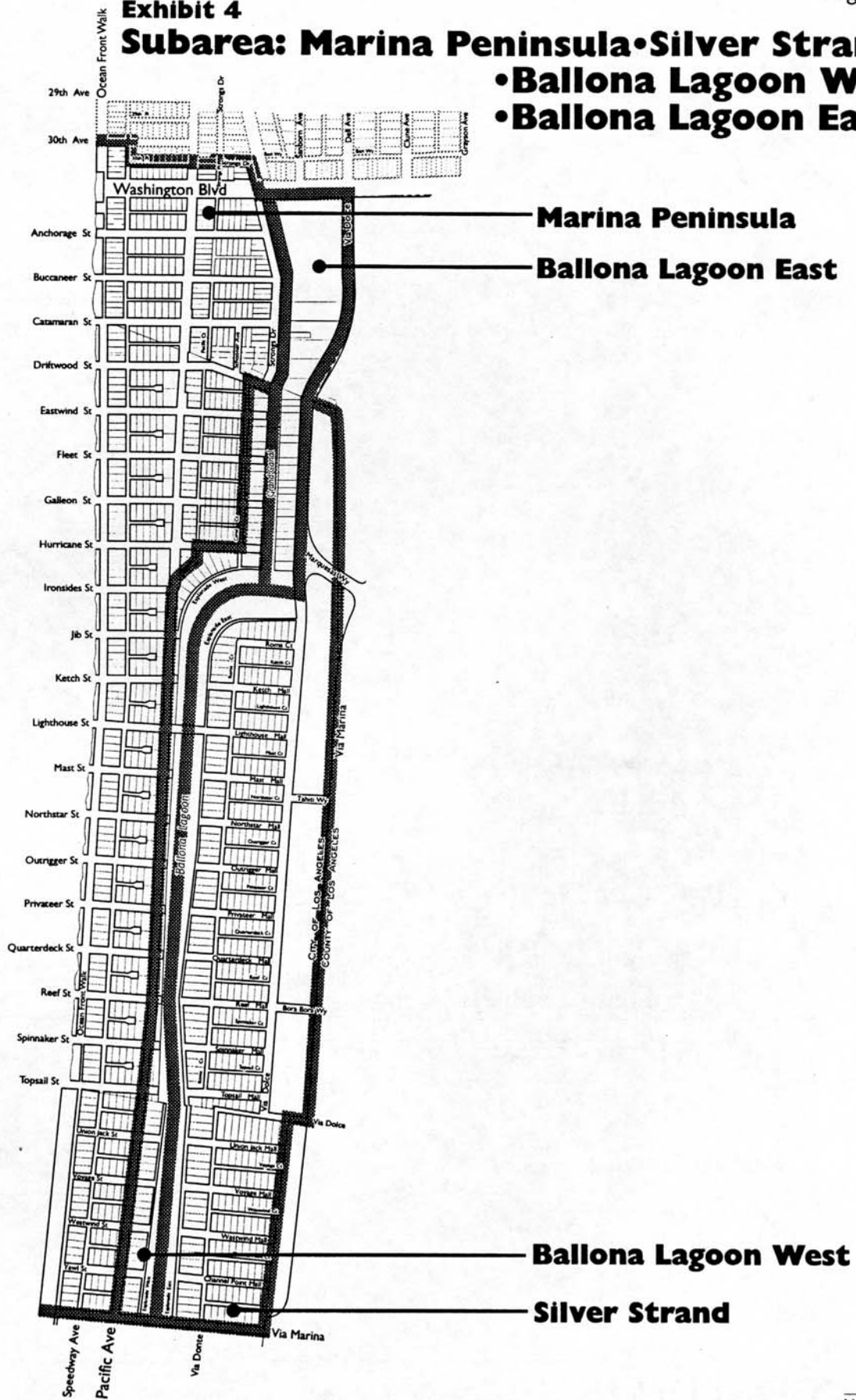
- **Oxford Triangle Subarea**, generally bounded by Washington Street on the north, the Los Angeles City boundary on the southwest, and Lincoln Boulevard on the east, as shown on Exhibit 7.

The LIP will consist of a specific plan which addresses each of the eight subareas which reflect the geographic clusters of issues identified in the work program. These eight specific plan subareas roughly follow the boundaries of the older neighborhoods previously used by the City Council and neighborhood groups for public participation in neighborhood issues.

Exhibit 4

Subarea: Marina Peninsula•Silver Strand

- **Ballona Lagoon West**
- **Ballona Lagoon East**



Marina Peninsula

Ballona Lagoon East

Ballona Lagoon West

Silver Strand

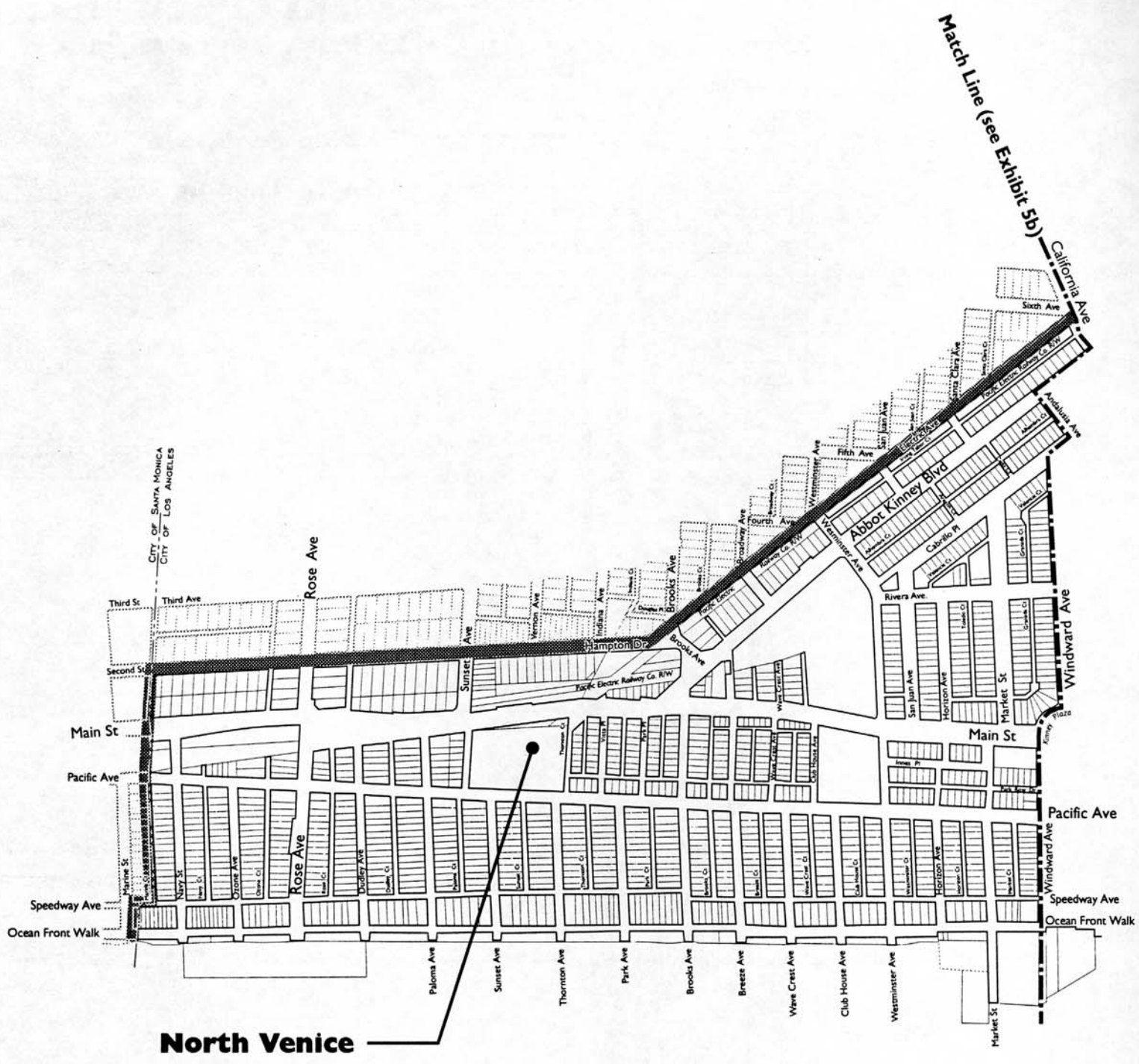


Exhibit 5a
Subarea: North Venice • Venice Canals



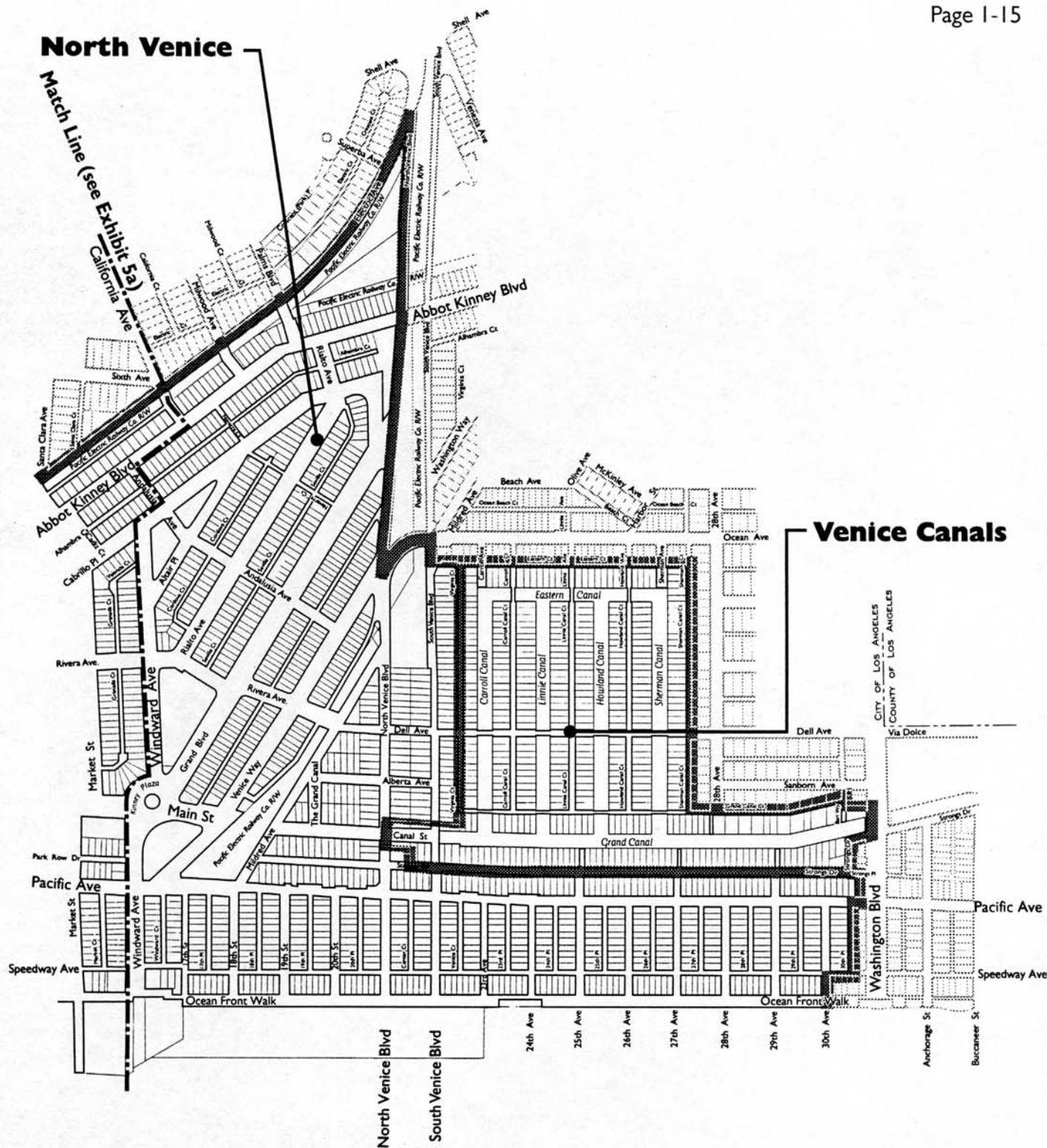


Exhibit 5b
Subarea: North Venice • Venice Canals

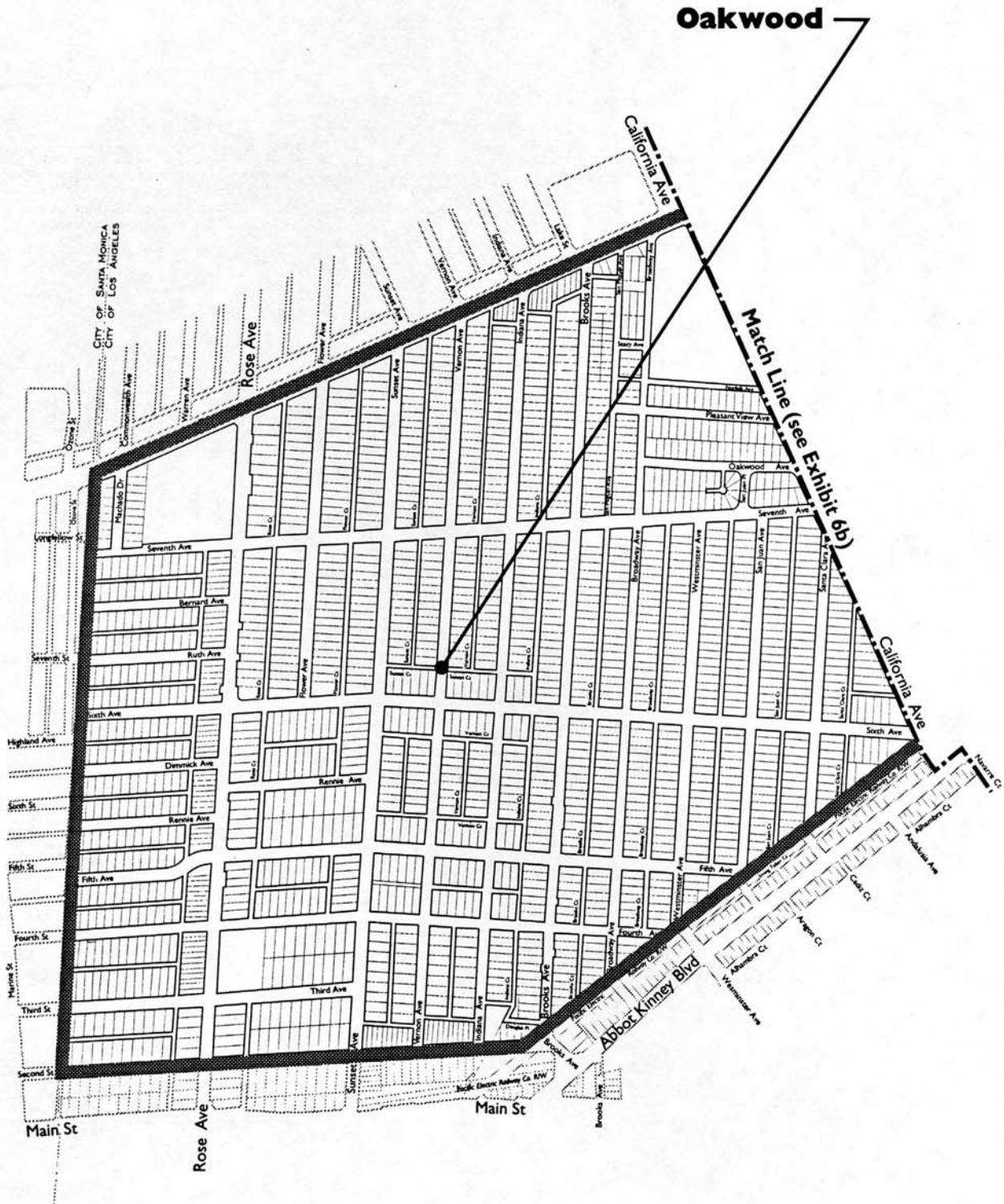
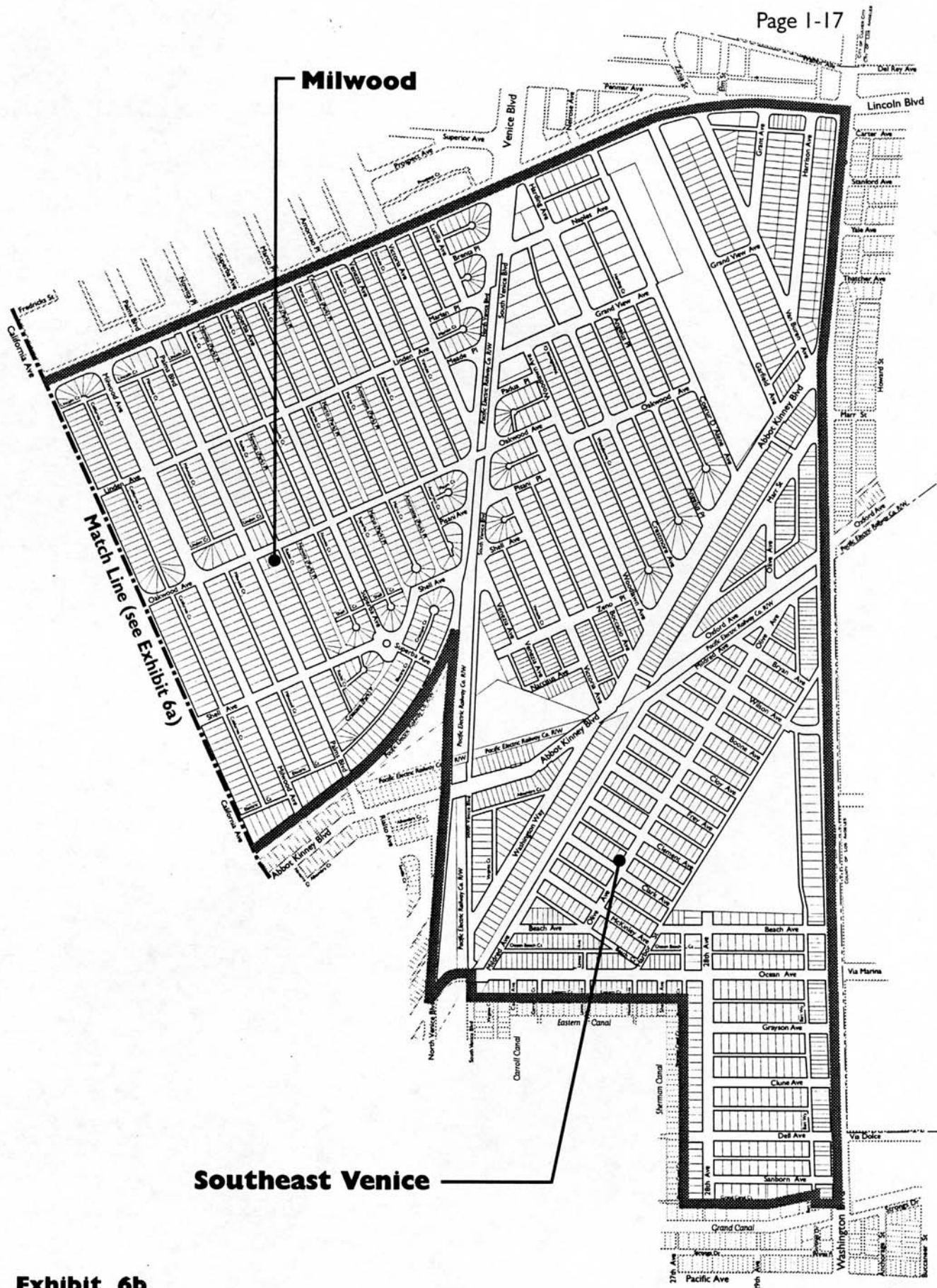


Exhibit 6a
Subarea: Oakwood • Millwood • Southeast Venice





Milwood

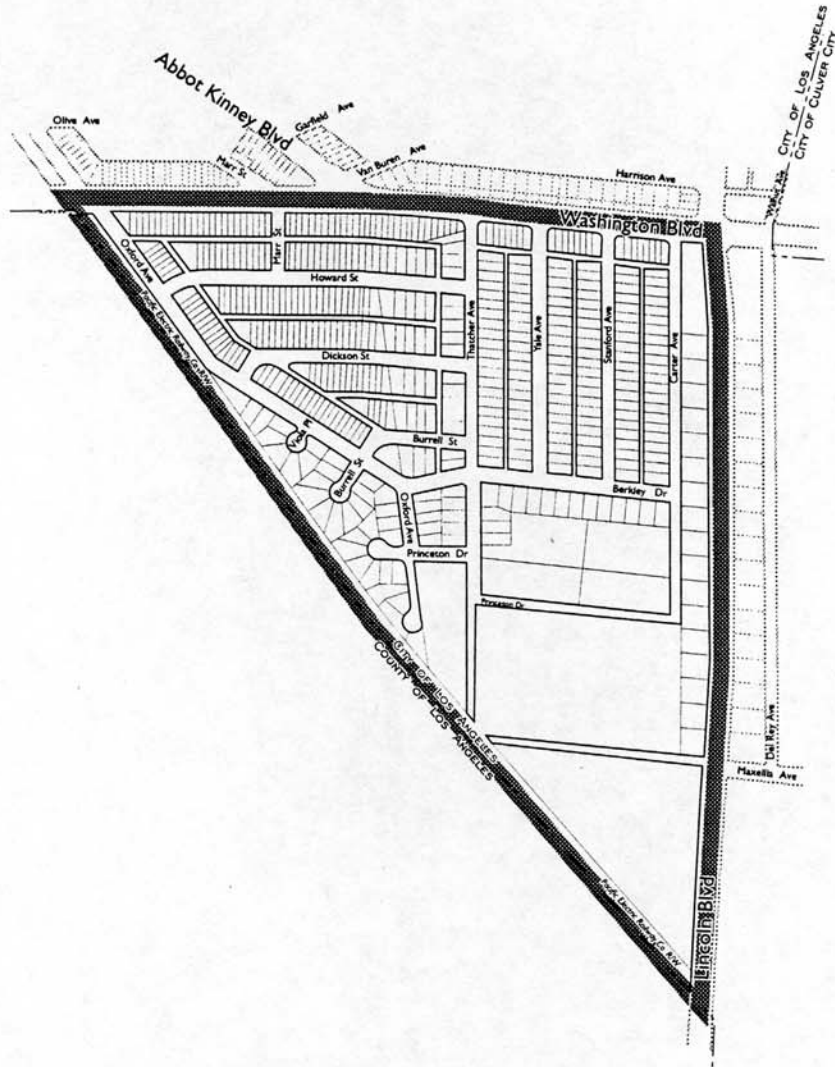
Southeast Venice

Exhibit 6b
Subarea: Oakwood • Milwood • Southeast Venice



Exhibit 7

Subarea: Oxford Triangle



E. **Relationship to Other City Plans and Procedures**

The most effective means of addressing the largest number of issues identified in the work program is the LCP which contains plan amendments and a specific plan process. Detailed and specific coastal issues can be addressed in the LUP through general plan amendments including policy statements and specific programs. The LIP contains a specific plan process to address development standards and other implementation tools to implement the LUP proposals.

The Land Use Plan is adopted by means of a plan amendment to the Venice Community Plan. The specific plan ordinance adopts zoning and development standards which carry the full weight of zoning law. All new development within the boundaries of the specific plan must comply with the ordinance. The specific plan ordinance is an integral part of the Los Angeles Municipal Planning and Zoning Code, and is enforced accordingly.

Wherever the specific plan contains provisions which differ from provisions contained in Chapter I of the Los Angeles Municipal Code, the specific plan shall prevail and supersede the applicable provisions of the Code.

After certification of the LCP, permit processing procedures for coastal permits in the Venice coastal zone are controlled by the Coastal Act and the California Code of Regulations. These must be certified as part of the Local Implementation Plan (LIP). After certification of the Local Coastal Program by the Coastal Commission, the authority of the Coastal Commission to review and approve or deny coastal development permits is removed. Section 30519(a) of the Coastal Act provides that, except for appeals to the Commission (as provided in Section 30603) after a LCP, or any portion thereof, has been certified and all implementing actions have become effective, the development review authority provided for in Chapter 7 (commencing with Section 30600) of the Coastal Act shall no longer be exercised by the Coastal Commission and shall at that time be delegated to the local government that is implementing the LCP.

All development, land use and coastal-related activities (including but not limited to maintenance and recreational activities) in the Venice coastal zone will be required to be consistent with the LCP.

The Oxford Triangle Specific Plan (OTSP) (Ordinance 162,509) was adopted by the City Council on June 30, 1987 and includes the area bounded by Lincoln Boulevard, Washington Boulevard and the City-County of Los Angeles boundary. The OTSP established the C4(OX)-2-D zone. The primary purpose of the OTSP as it relates to the C4(OX)-2-D zone is to encourage mixed use developments on properties designated for Community Commerce to create a lively urban environment. Upon certification by the City Council and Coastal Commission, the Venice Local Coastal Program will incorporate the OTSP.

The Los Angeles Coastal Transportation Corridor Specific Plan (CTCSP) (Ordinance 168,999) was adopted by the City Council on August 4, 1993 and includes the area of the Westchester-Playa Del Rey District Plan, the Palms-Mar Vista-Del Rey District Plan, the Venice Community Plan and the

Los Angeles International Airport Interim Plan. The Venice Local Coastal Program will be consistent with the CTCSP.

F. Citizen Participation/Adoption Process: LCP

The Department of City Planning has had an ongoing program of citizen involvement. (For more information refer to Chapter 1.C, Summary of Coastal Issues.) In 1988, a total of 27 public meetings and workshops were held to solicit information from the community and to present the Venice Coastal Draft Land Use Plan (LUP) which was released to the public in April 1988. Numerous public comments were received on the Draft LUP between April and August 1988. The comments were summarized and organized by coastal policy group in the document, "Summary of Community Comments Received on the Draft Venice Coastal Land Use Plan," dated January 1989.

A Preliminary LUP was prepared and released to the public in March 1990. The Preliminary LUP incorporated information contained in the April 1988 Draft LUP and the summary of comments, in addition to the following reports and documents identified in Exhibit 8.

A public workshop on the Preliminary LUP was held on March 19, 1990. The workshop was attended by approximately 100 persons. A public hearing on the Preliminary LUP was held by a Hearing Officer on March 28, 1990, during which 65 of the approximately 150 persons who attended, testified.

Ninety-six written communications were received at the public hearing and during the Preliminary LUP public review period held between March 5, 1990 and April 12, 1990. A summary of the comments raised during the public hearing and in the written communications, along with the Department of City Planning's response to those comments, are provided in the Preliminary LUP "Response Document," dated October 1990.

The Preliminary LUP was transmitted to the City Planning Commission on January 3, 1991.

In the Spring of the 1992, staff held several workshops with members of the community to discuss and clarify development standards for each of the eight subareas.

The Department of City Planning received the California Coastal Commission's comments on June 22, 1994.

EXHIBIT 8

Relevant Documents

1. Venice Coastal Interim Control Ordinance (Ord. No. 170,556).
2. Coastal Conservancy Urban Waterfront Restoration Plan Policies.
3. North Venice B and C Areas Planning Committee report, Oct. 30, 1988.
4. Milwood Planning Committee report, Nov. 2, 1988.
5. Development Standards and the Local Coastal Program, Venice Neighborhood Study, Central Area, Nov. 5, 1988.
6. Planning Workshop Summary for Oakwood, Nov. 5, 1988.
7. Report of South-East Venice Specific Plan Study Group, Nov. 1988.
8. Oxford Triangle Neighborhood Study Presentation - Development Standards and the Local Coastal Program, Nov. 5, 1988.
9. Venice Neighborhood Design Workshop Standards and Recommendations for the Local Coastal Plan - North Beach Area "A", Nov. 2, 1988.
10. Preserving the Future, North Venice Beach Area 'A' Design Study Group Development Standards and the Local Coastal Program, Oct. 1988.
11. Development Standards and the Local Coastal Program, Venice Canals Neighborhood Study Group, Nov. 1988.
12. Marina Peninsula Development Outline, Nov. 1988.
13. Addendum from the Silver Side of Upper East Peninsula - Development Standards, Dec. 1988.
14. West Washington Boulevard Ad Hoc Sub-Committee - Venice Neighborhood Study - Local Coastal Program, Nov. 1988.
15. Preliminary Background Report, Venice Local Coastal Program, May 1988.
16. Venice Parking - Venice Area Parking Task Force Report, March 1987.
17. Draft Waterfront Restoration Plan, May 1990.
18. Venice Canals Rehabilitation Plan, 1991.
19. Community Working Papers, 1992.
20. Ballona Lagoon Enhancement Plan, 1992.
21. Walk Streets Preservation Committee Report, 1993
22. Venice Beach Ocean Front Walk Refurbishment Plan, November 1995.
23. Venice Traffic and Parking Study: Prepared for City of Los Angeles, Department of City Planning. The study consists of the following working papers:

Venice Traffic and Parking Study, Existing Traffic Conditions Background Working Paper, May 1991.

Venice Traffic and Parking Study, Existing Parking Conditions Background Working Paper, March 1992.

Venice Traffic and Parking Study, Future Weekday Traffic Conditions Background Working Paper, June 1992.

Venice Traffic and Parking Study, Transportation Improvement Plan Working Paper, March 1995.

Venice Traffic and Parking Study, Final Report, April 1995.

DEFINITIONS

The following words or phrases, whenever used in this land use plan, shall be construed as defined in this section. Words and phrases not defined herein shall be construed as defined in Section 12.20.2B, 12.03 and 12.40 D of the Los Angeles Planning and Zoning Code. Words and phrases not defined therein shall be construed as defined in Chapter 4 of the Los Angeles Building Code, if defined therein.

Affordable Unit: dwelling units or guest rooms for which rental or mortgage payments do not exceed the limits stated in Section 65915 of the California Government Code. Dwelling Units or guest rooms designated for lower income households, as defined in Section 50079.5 of the California Health and Safety Code, shall have rents not exceeding 30 percent of 60 percent of the area median income as set forth in the rent schedule prepared by the City's Housing Department or its successor agency. In order for a development project to qualify as a project containing affordable housing units, the owner shall record a document with the Los Angeles County Recorder guaranteeing that these affordability criteria will be observed for at least 30 years from the issuance of the Certificate of Occupancy.

Athletic Facility: a facility which offers the use of the premises and equipment to the general public for physical exercise, dance, or sports activities.

Beach Impact Zone: the area which includes all lots located in the Marina Peninsula, Ballona Lagoon West Bank, Venice Canals and North Venice subareas (see Exhibit 13).

Coastal-dependent development or use: any development or use which requires a site on, or adjacent to, the sea to be able to function.

Coastal-related development: any use that is dependent on a coastal-dependent development or use.

Coastal development permit: a permit for any development within the coastal zone that is required pursuant to subdivision (a) of Section 30600 of the California Coastal Act.

Development: as defined in L.A.M.C. Section 12.20.2.B

Environmentally sensitive habitat area: any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

Fill: earth or any other substance or material, including pilings placed for the purposes of erecting structures thereon, placed in a submerged area.

Implementing actions: the ordinances, regulations, or programs which implement either the provisions of the certified local coastal program or the policies of this division and which are submitted pursuant to Section 30502.

Lagoon Lot: a lot within the Silver Strand Residential Subarea which is immediately adjacent to the Ballona Lagoon (as shown on Exhibit 8 of this land use plan).

Permeable: A paving material that permits water penetration to a soil depth of 18 inches or more, including non porous surface collectively comprising less than two-third of the total surface area of the lot and loosely laid materials, such as crushed stone or gravel.

Public Utilities: All production, storage, transmission, and recovery facilities for water, oil, gas, sewage, telephone, and other similar utilities owned or operated by any utility company subject to the jurisdiction of the Public Utilities Commission.

Public works:

- (a) All production, treatment, storage, transmission, conveyance, and recovery facilities for water, sewerage, stormwater, telephone, and other similar utilities owned or operated by a public agency.
- (b) All public transportation facilities, including streets, roads, highways, streetlights, public parking lots and structures, ports, harbors, airports, railroads, and mass transit facilities and stations, bridges, trolley wires, and other related facilities.
- (c) All publicly financed recreational facilities, all projects of the State Coastal Conservancy, and any development by a special district.

Replacement Unit: any affordable housing unit to be provided as replacement for an existing unit on a project site.

Replacement parking space: any parking space to be provided as replacement for an existing parking space on a project site.

Sensitive coastal resource areas: those identifiable land and water areas within the coastal zone of vital interest and sensitivity, including the following:

- (a) Special marine and land habitat areas, wetlands, lagoons, and estuaries as mapped and designated in Part 4 of the coastal plan.
- (b) Areas possessing significant recreational value.
- (c) Highly scenic areas.

- (d) Archaeological sites referenced in the California Coastline and Recreation Plan or as designated by the State Historic Preservation Officer.
- (e) Special communities or neighborhoods which are significant visitor destination areas.
- (f) Areas that provide existing coastal housing or recreational opportunities for low- and moderate-income persons.
- (g) Areas where divisions of land could substantially impair or restrict coastal access.

Seven Foot Contour: mean sea level as defined by the U.S. Geological Survey.

Silver Strand residential buffer strip: the strip of land immediately adjacent to the Ballona Lagoon as approved in Coastal Commission Permit No. A 266-77, Permit Amendment No. A 266-77, and Appeal No. A-266-77.

Special Coastal Community: an area recognized as an important visitor destination center on the coastline, characterized by a particular cultural, historical, or architectural heritage that is distinctive, provides opportunities for pedestrian and bicycle access for visitors to the coast, and adds to the visual attractiveness of the coast.

Subarea: one of the areas in the Venice coastal zone within which a project is located as defined in the "Locating and Planning New Development" Section of the Venice Land Use Plan, as shown in Exhibits 8-15.

Trip: a single or one direction vehicle movement with either origin or destination (exiting or entering) inside the subject site.

Venice Coastal Zone: the area within the Venice community planning area west of Lincoln Boulevard, including those lots fronting on the west side of Lincoln Boulevard (See Exhibit 2 of this land use plan).

Walk Street: a public street in the Coastal Zone and/or beach area that has been improved for public pedestrian use over part of its width and is landscaped (privately or publicly) over the remainder, but which has not been improved for vehicular access.

POLICY GROUP I. LOCATING AND PLANNING NEW DEVELOPMENT, COASTAL VISUAL RESOURCES AND SPECIAL COMMUNITIES**Introduction**

Developed as a beach resort, Venice was known as the Coney Island of the Pacific. Historically it has attracted people from all social and ethnic groups to the coast to live, work and play. While little remains of the "Venice of America" that was built by Abbot Kinney, Venice is still strongly influenced by its past. Each weekend hundreds of thousands of people are still attracted to the shore to enjoy the ambience of this coastal community. Kinney envisioned Venice to be more than a resort and today it is home to 32,270 permanent residents many of whom inhabit the small summer homes built on substandard lots along paved over canals. Others live on substandard lots (many are less than 3000 square feet in area) that have been redeveloped with more substantial single-family homes and multi - unit structures. Yet Venice remains the quintessential coastal village where people of all social and economic levels are able to live in what is still, by Southern California standards, considered to be affordable housing. Diversity of lifestyle, income and culture typifies the Venice community. United by the term Venetians with all its connotative meanings, Venice is really a group of identifiable neighborhoods with unique planning and coastal issues.

As a result of prior development and changes in land use, there has emerged a blend of residential uses of various intensities, commercial uses and some minor industrial uses. Housing is located in single-family homes, multi-family dwellings, and mixed use structures including live/work artist studios. Although many of the commercial uses are oriented to the automobile traffic, there are numerous instances of commercial uses which are more pedestrian oriented, particularly near the beach. While Venice contains traditional light industrial uses it also has a concentration of industrial structures which house artist galleries and live/work studios. Much of this unusual mixture of uses has its origin in the areas initial amusement park activities.

The subdivision patterns in Venice are also unique, the layout of which still reflects the original canal system and rail lines. Lots range in size from less than 3000 square feet near the beach to 5000 square feet closer to Lincoln Boulevard. Few of the original canals remain. Most have been filled in and have become streets for vehicular traffic, while others are now part of the system of walk streets.

The requirements of the California Coastal Act, the historic development of the community, and the traffic study conducted for the LCP in conjunction with numerous planning workshops in the community were among the factors considered in assigning Land Use Categories in the plan.

Residential land use densities in this LCP have been assigned in the Venice coastal area to reflect the year 2010 Venice population as projected by the Southern California Association of Governments (SCAG). Based on circulation and infrastructure limitations, the assigned Land Use Categories result in substantially lower build out densities than current zoning. The development standards also define for each land use designation a density of housing units and lot coverage to maintain the scale and character of existing residential neighborhoods and minimize the impacts of building bulk and mass. New residential development is linked to the availability of public services and infrastructure, and in addition to traffic consideration, environmental and coastal access concerns as required by the Coastal Act.

Based upon the SCAG projections, the coastal zone within the Venice Community Plan area has a projected (year 2010) population of approximately 38,325 persons. This represents an increase of approximately 19 percent (or 6,055 persons) over the existing population of approximately 32,270 persons (as of 1990). This is based upon a constant rate of projected growth to all Los Angeles communities and assumes a projected growth which would occur if current trends remain unchanged.

Coastal Act Policies

The policy groups covered by this part of the LUP address the following Sections of the California Coastal Act:

Section 30244. Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Officer, reasonable mitigation measures shall be required.

Section 30250.

- (a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.*

- (b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.*

- (c) *Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.*

Section 30251. *The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.*

Section 30252. *The location and amount of new development should maintain and enhance public access to the coast by:*

- (1) *facilitating the provision or extension of transit service,*
- (2) *providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads,*
- (3) *providing non-automobile circulation within the development,*
- (4) *providing adequate parking facilities or providing substitute means of serving the development with public transportation,*
- (5) *assuring the potential for public transit for high intensity uses such as high-rise office buildings and, by*
- (6) *assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.*

Section 30253. *New development shall:*

- (1) *Minimize risks to life and property in areas of high geologic, flood, and fire hazard.*

- (2) *Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding areas or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.*
- (3) *Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.*
- (4) *Minimize energy consumption and vehicle miles traveled.*
- (5) *Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.*

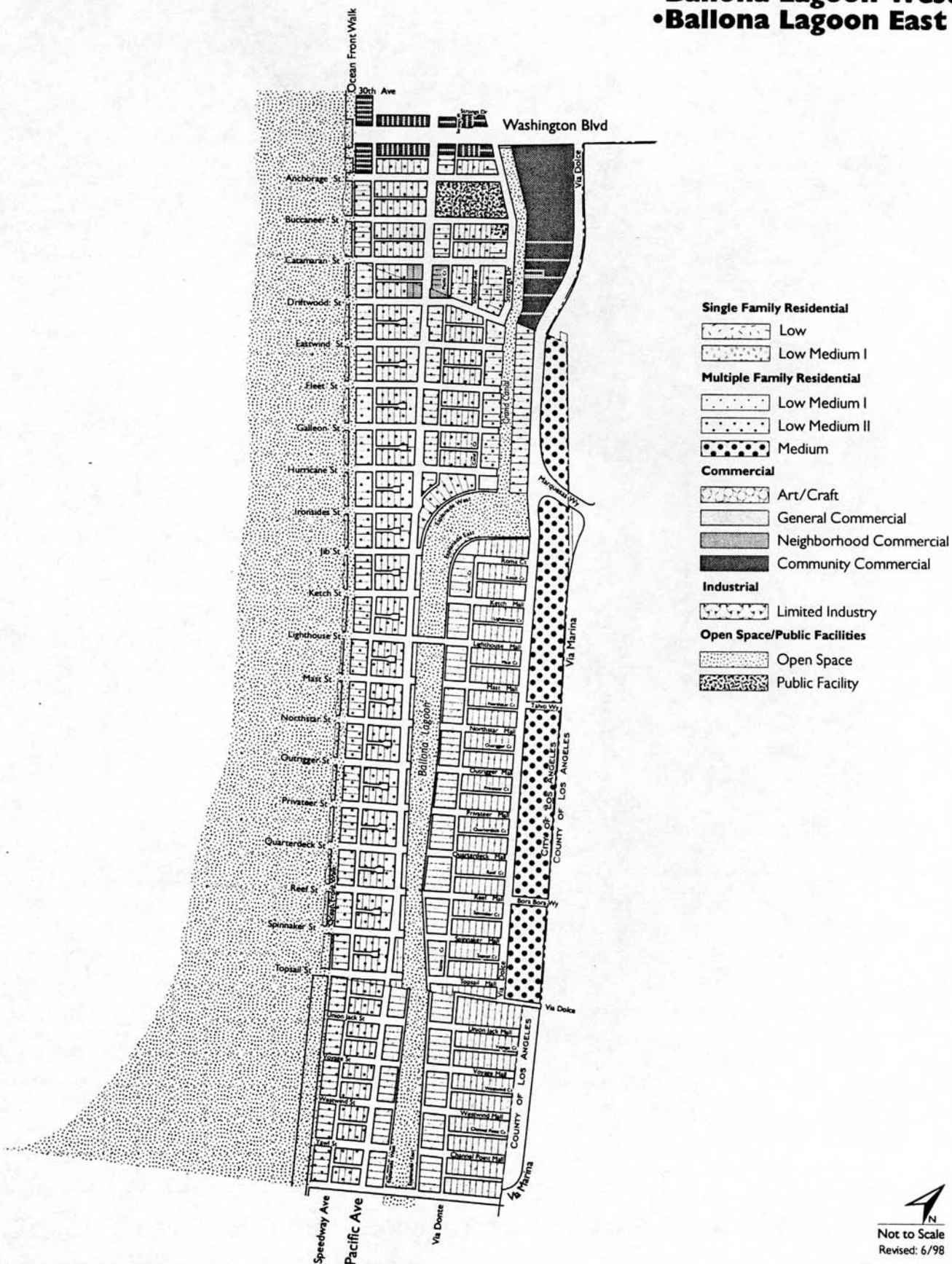
Section 30254. *New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the services would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.*

Section 30255. *Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.*



Section 30260. *Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division. However, where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this division, they may nonetheless be permitted in accordance with this section and Section 30261 and 30262 if:*

- (1) *alternative locations are infeasible or more environmentally damaging;*
- (2) *to do otherwise would adversely affect the public welfare; and*
- (3) *adverse environmental effects are mitigated to the maximum extent feasible.*

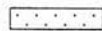

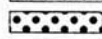
Exhibit 9
Land Use Plan (Map): Marina Peninsula • Silver Strand
• Ballona Lagoon West
• Ballona Lagoon East




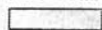


Single Family Residential

-  Low
-  Low Medium I

Multiple Family Residential

-  Low Medium I
-  Low Medium II
-  Medium


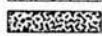
Commercial

-  Art/Craft
-  General Commercial
-  Neighborhood Commercial
-  Community Commercial

Industrial

-  Limited Industry

Open Space/Public Facilities

-  Open Space
-  Public Facility

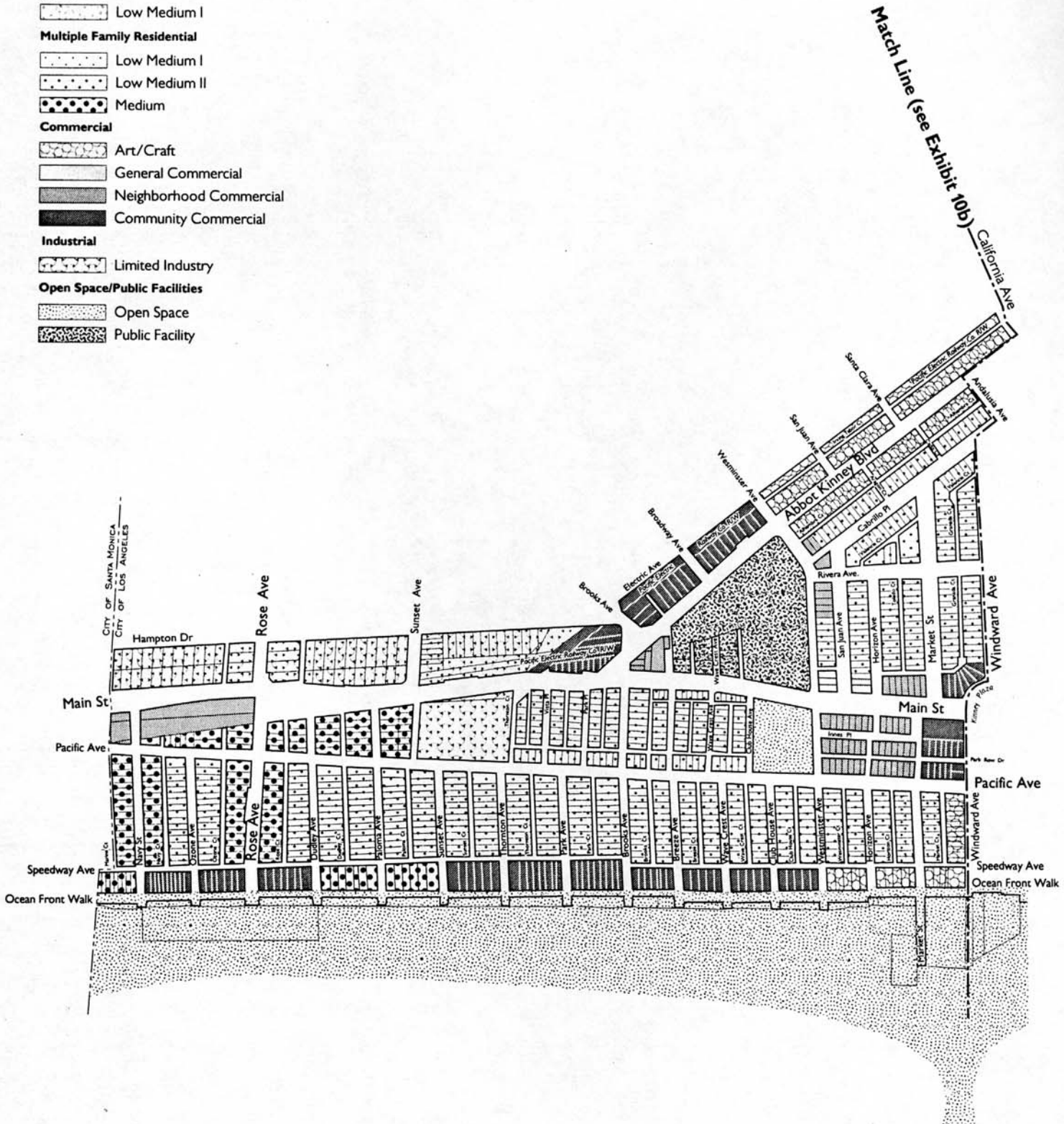


Exhibit 10a
Land Use Plan (Map): North Venice • Venice Canals



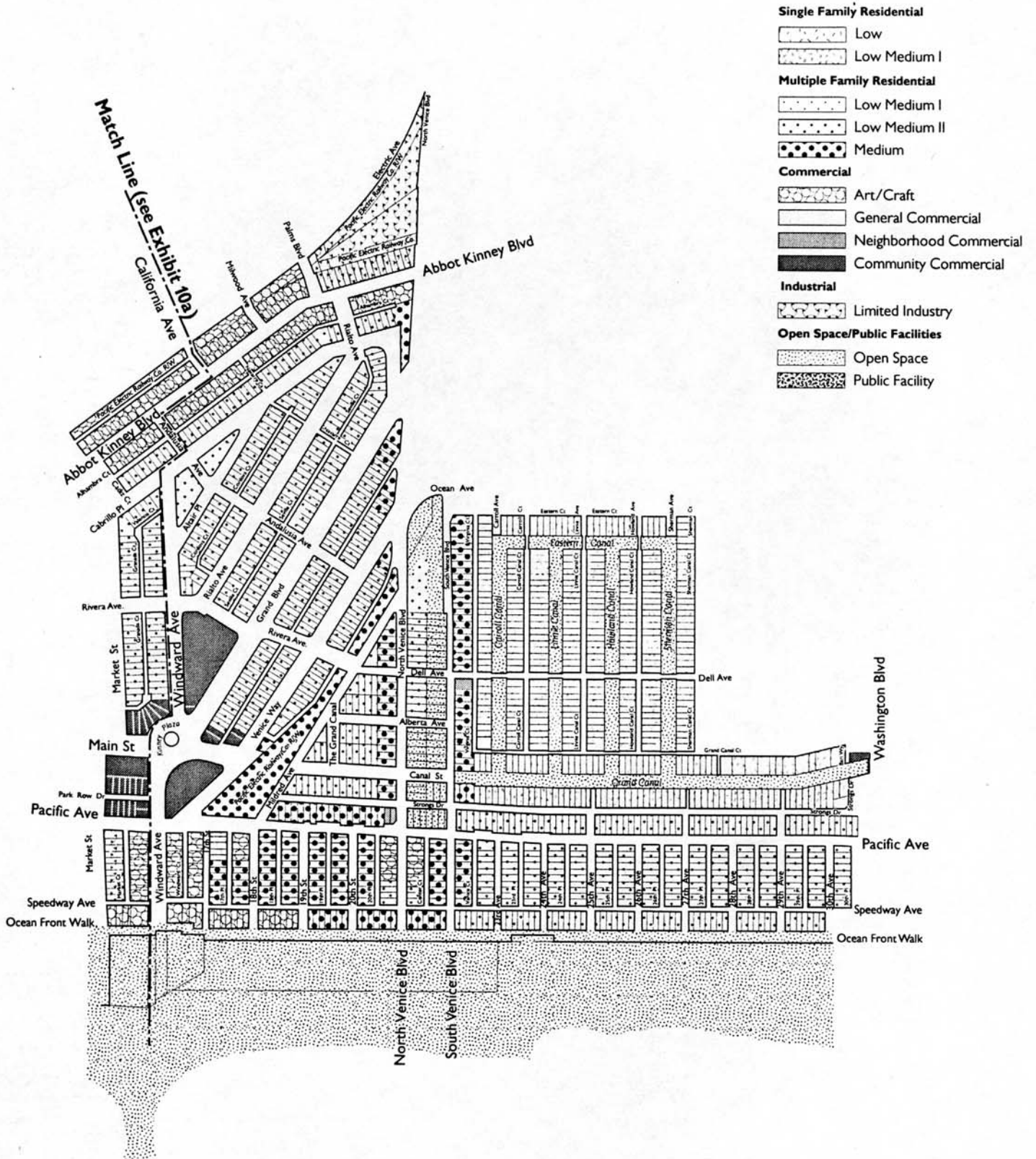


Exhibit 10b
Land Use Plan (Map): North Venice • Venice Canals

- Single Family Residential**
 - Low
 - Low Medium I
- Multiple Family Residential**
 - Low Medium I
 - Low Medium II
 - Medium
- Commercial**
 - Art/Craft
 - General Commercial
 - Neighborhood Commercial
 - Community Commercial
- Industrial**
 - Limited Industry
- Open Space/Public Facilities**
 - Open Space
 - Public Facility

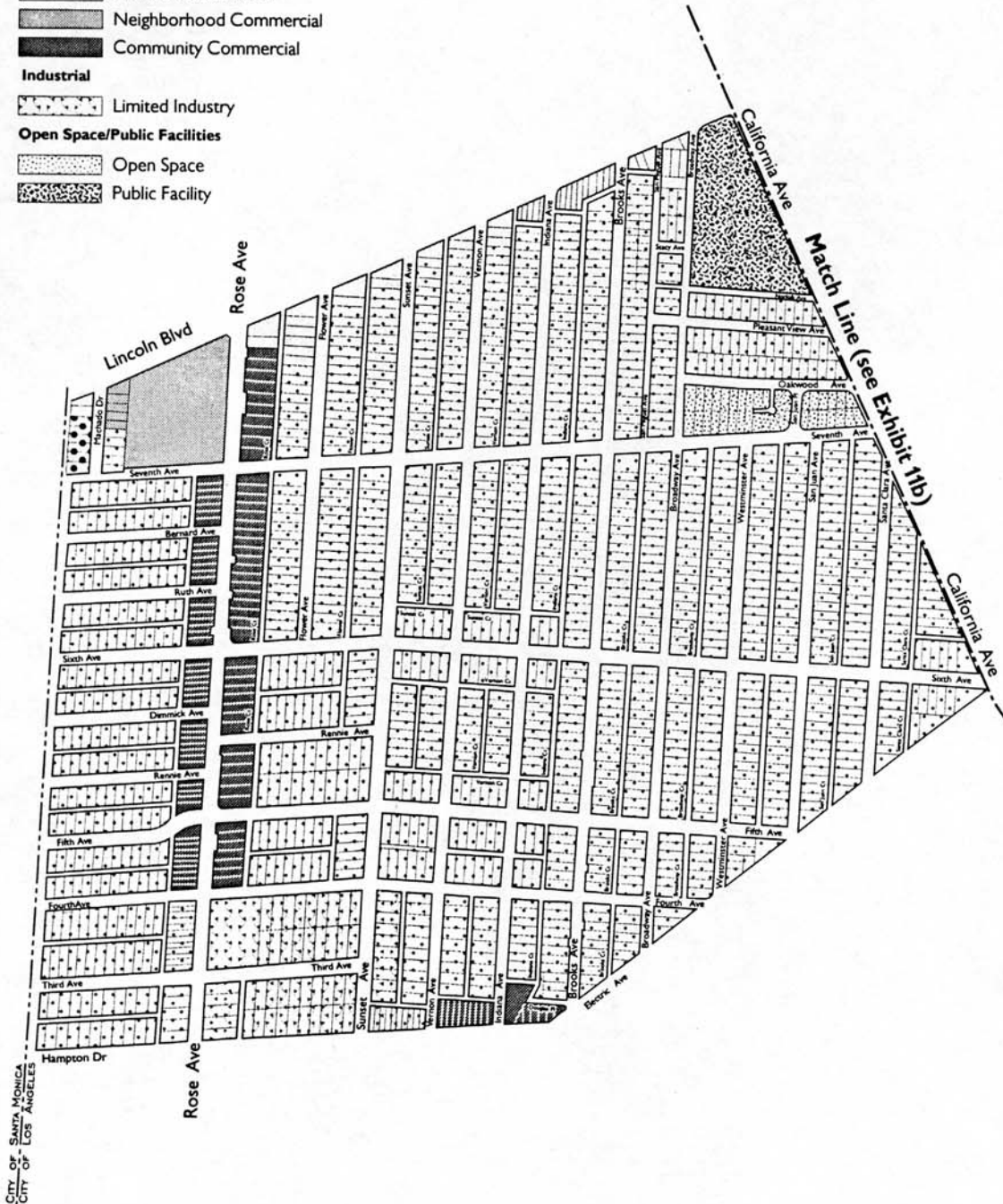
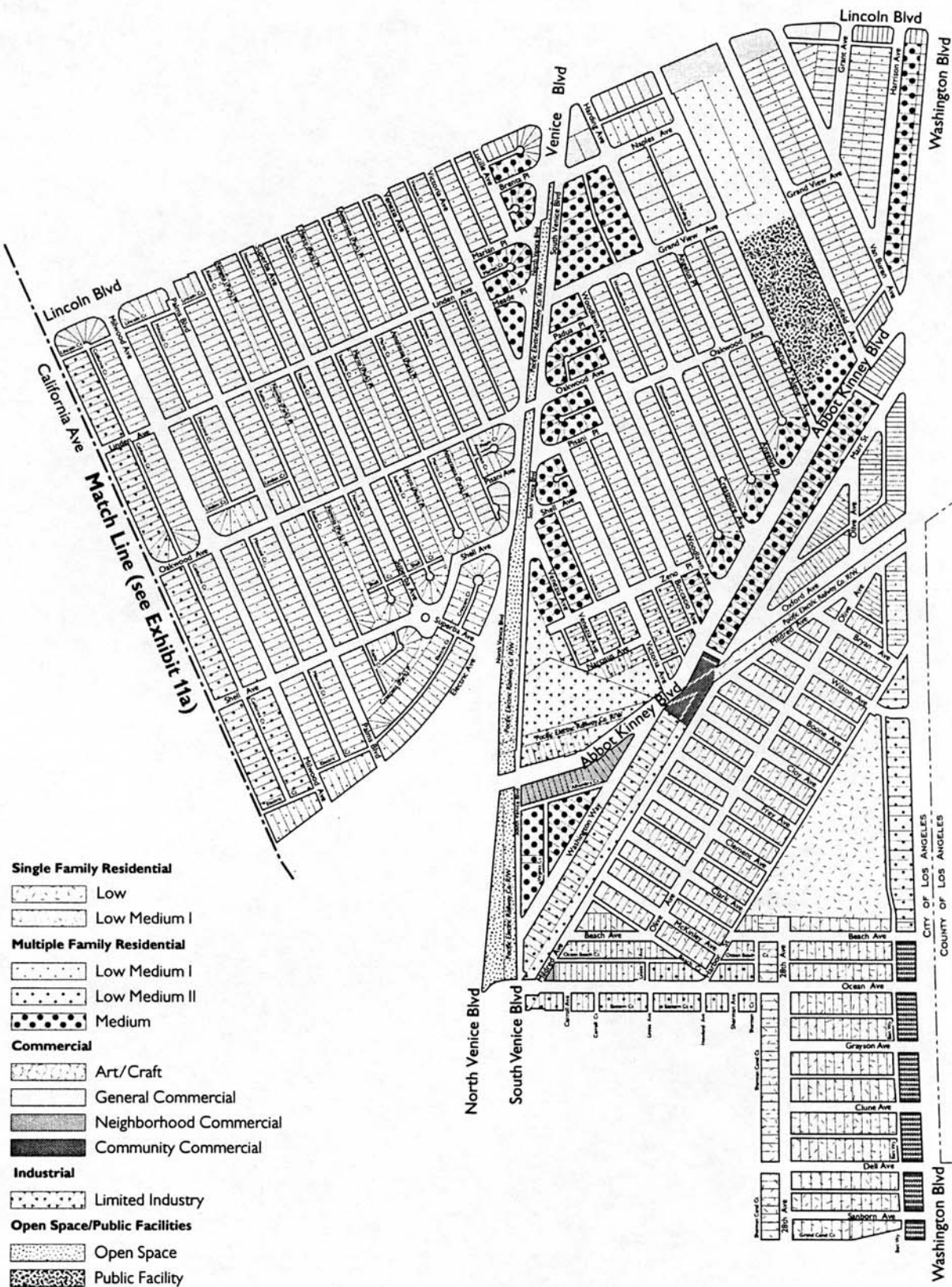


Exhibit 11a
Land Use Plan (Map): oakwood•Millwood•Southeast Venice



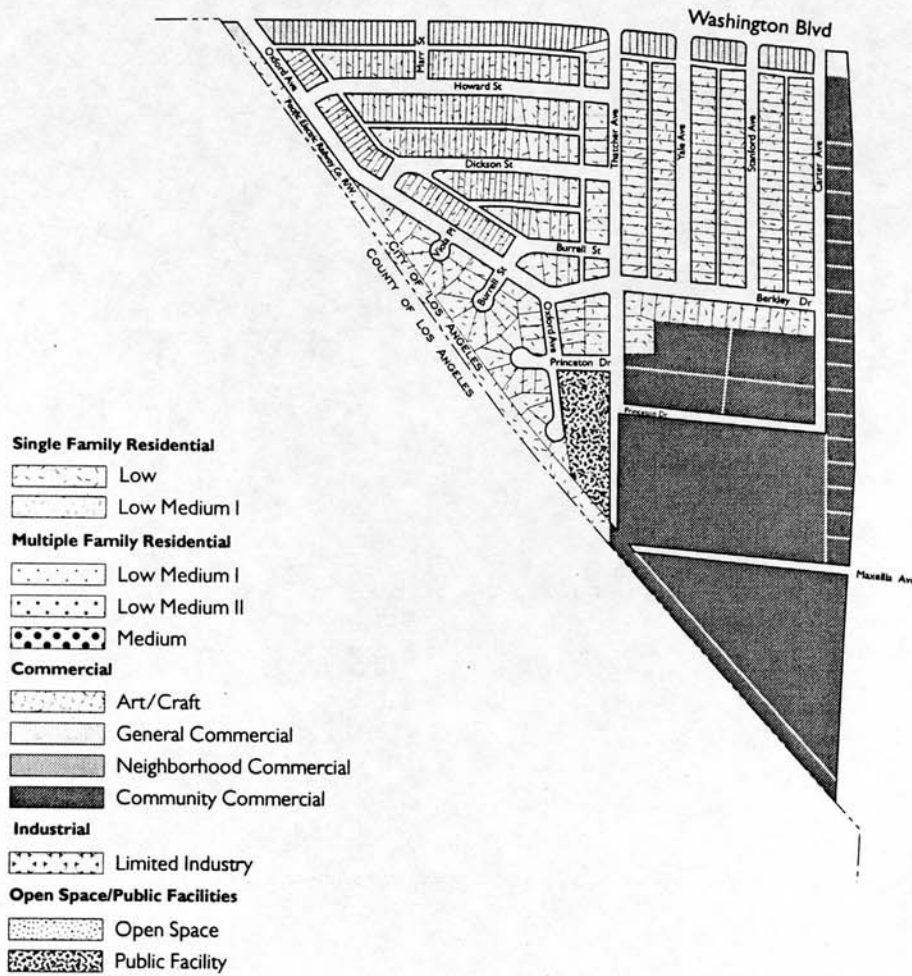


- Single Family Residential**
 - Low
 - Low Medium I
- Multiple Family Residential**
 - Low Medium I
 - Low Medium II
 - Medium
- Commercial**
 - Art/Craft
 - General Commercial
 - Neighborhood Commercial
 - Community Commercial
- Industrial**
 - Limited Industry
- Open Space/Public Facilities**
 - Open Space
 - Public Facility

Exhibit 11b
Land Use Plan (Map): Oakwood•Millwood•Southeast Venice

Not to Scale

Exhibit 12 Land Use Plan (Map): oxford Triangle



Policies and Implementation Strategies**A. Residential Land Use and Development Standards**

● **Policy I. A. 1. Residential Development.** New residential development in the Venice Coastal Zone shall be defined by the Land Use Policy Maps (Exhibits 9, 10, 11, and 12), the corresponding Land Use Categories and the development standards as described in this section and as further defined in the LIP Specific Plan Ordinance. Refer to Policies II. C. 10) for development standards for walk streets and Policies II.A.3 and 4 for parking requirements.

Single-Family Residential

The Venice LUP recognizes the importance of the existing single-family residential neighborhoods and the need to conserve them. As most communities, the greater portion of Venice was originally developed with single-family homes for both permanent residents or as temporary resort housing. Today stable single-family neighborhoods continue to exist in portions of Venice. While the standard low density, one unit per 5000 square foot lot is common in Venice, single-family homes on lots as small as 2500 square feet are just as common and a reminder of the community's origin as a resort town. The maintenance of the character and density of these stable single-family neighborhoods is consistent with the objectives of the State Coastal Act and the City's General Plan.

● **Policy I. A. 2. Preserve stable single-family residential neighborhoods.** Ensure that the character and scale of existing single-family neighborhoods is maintained and allow for infill development provided that it is compatible with and maintains the density, character and scale of the existing development.

● **Policy I. A. 3. Single-family dwelling - Low density.** Accommodate the development of single-family dwelling units in areas designated as "Single-family Residential" and "Low Density" on the Venice Coastal Land Use Plan. (Exhibits 11b and 12). Such development shall comply with the density and development standards set forth in this section and further defined in the LIP.

Southeast Venice and the Oxford Triangle

Use: Single-family dwelling / one unit per lot

Density: One unit per 5000 square feet

Yards: Per Section 12.08 C of the LAMC

Height: Not to exceed 25 feet for projects with flat roofs or 30 feet for projects with varied roof line.

- **Policy I. A. 4. Single-family dwelling - Low Medium I Density.** Accommodate the development of single-family dwelling units in areas designated as "Single-family Residential" and "Low Medium I Density" on the Venice Coastal Land Use Plan (Exhibit 9 and 10b). Such development shall comply with the density and development standards set forth in this section and further defined in the LIP.

a. Venice Canals

Use: Single-family dwelling / one unit per lot

Density: One unit per 2300 square feet. Lots less than 5000 square feet shall not be subdivided.

Buffer/Setback: In order to provide a setback for access, visual quality, and to protect the biological productivity of the canals, an average setback of 15 feet, but not less than 10 feet, shall be maintained in the front yard adjacent to the canal property line.

Yards: an open, permeable yard of at least 450 square feet for a 30-foot wide lot, and at least 600 square feet for a 40-foot wide lot, shall be maintained between the canal property line and the front of any structure. A minimum ten feet front yard setback, with a required fifteen foot setback average, provides the subject site with the required 450 square foot pervious front yard area. No fill nor building extensions, including stairs and balconies, shall be placed in or over the required pervious front yard area with the exception of 42" fences or permeable decks at grade.

Height: Not to exceed 22 feet for any portion within 10 feet from the canal property line. Thereafter, an ascending height equal to one half the horizontal depth from this 10 foot line with a maximum height of 30 feet.

b. Silver Strand

1) Lagoon Fronting Lots/Lots Adjacent to Esplanade East:

Use: Single-family dwelling / one unit per lot

Density: One unit per 4000 square feet

Buffer: No project shall be permitted within a 40 foot strip immediately adjacent to the Ballona Lagoon, as established by Coastal Permit A-266-77. An undeveloped City-owned area (Esplanade) comprises part of the forty foot wide buffer. The remainder is comprised of 24 to 30 foot wide portions of the lagoon fronting lots which have been dedicated as Open Space and public access.

Setback: All portions of a dwelling, except for a deck, shall be set back from the easterly edge of the Buffer Strip for a minimum setback of at least 10 feet or 15% of the depth of the lot excluding the Buffer Strip, whichever is greater, but such setback need not exceed 15 feet.

Height: Not to exceed 30 feet for any portion within 60 horizontal feet of the inland edge of Esplanade East. Beyond 60 horizontal feet, one foot additional height is permitted for each two additional horizontal feet to a maximum of height of 45 feet. Open decks including railings shall not extend more than six feet above natural grade.

2) All other single-family lots:

Use: Single-family dwelling / one unit per lot

Density: One unit per 3000 square feet

Yards: Per Section 12.08 C of the LAMC

Height: Not to exceed 45 feet. Open decks including railings shall not extend more than six feet above natural grade.

c. Ballona Lagoon West Bank properties between Topsail and Via Marina

Use: Single-family dwelling / one unit per lot

Density: One unit per 3000 square feet

Setback: All portions of a dwelling, except for a deck, shall be set back a minimum of 25 feet from the inland edge of Esplanade West, or where no Esplanade exists, from the property line which separates the parcel from the west bank of Ballona Lagoon. Ground level permeable decks, landscaping and railing and fences may encroach ten feet into the setback.

Height: Not to exceed 30 feet within 60 horizontal feet of the mean high tide of the Lagoon. Beyond 60 horizontal feet, one additional foot in height is permitted for each two additional horizontal feet to a maximum of height of 45 feet.

Fill: No fill may be placed in the lagoon.

d. Ballona Lagoon West Bank properties south of Ironsides to Topsail. These properties, commonly known as the Alphabet lots, consist of 16 lots between Ironsides and Topsail Streets. A land swap between these parcels and City-owned parcels is currently under review by the City of Los Angeles, the Real Estate Section of the Bureau of Engineering. Given the location of these parcels adjacent to the environmentally sensitive habitat area, it is recommended that first priority for use of the subject parcels is permanent Open Space. However, if these parcels can not be used for public use they shall be subject to the following restrictions:

Use: Single-family dwelling / one unit per lot. (The existing lots shall not be subdivided.)

Density: One unit per 2300 square feet of buildable lot area

Setback from Lagoon: Not less than 25 feet from the inland edge of Esplanade West, or where no Esplanade West exists, from the property line which separates the parcel from the west bank of the Ballona Lagoon.

Height: Not to exceed 30 feet within 60 horizontal feet of the mean high tide of the Lagoon. Beyond 60 horizontal feet one additional foot in height for each two additional horizontal feet to a maximum height of 45 feet.

Fill: No fill may be placed in the lagoon and buffer.

Duplex/Multi-Family Residential

It is the intent of Venice LUP to maintain existing stable multi-family residential neighborhoods. In those stable neighborhoods characterized by a mix of densities and dwelling types, permitted densities may be reduced to levels consistent with the character of the entire area in order to minimize impacts on infrastructure, services, and maintain or enhance the residents' quality of life. The loss of potential units in these locations can be offset by the provision of new housing opportunities via bonuses for the replacement of affordable housing and in mixed-use development.

● **Policy I. A. 5. Preserve and protect stable Multi-family Neighborhoods.** Preserve and protect stable multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained and improved.

● **Policy I. A. 6. Duplex & Multi-Family Residential-Low Medium I Density.** Accommodate the development of duplexes and multi-family dwelling units in the areas designated as "Multi-family" and "Low Medium I" on the Venice Coastal Land Use Plan (Exhibits 11a and b). Such development shall comply with the density and development standards set forth in this section and further defined in the LIP.

a. Southeast Venice and Milwood

Use: Two units per lot , duplexes and multi- family structures

Density: One unit per 2500 square feet. Lots less than 5000 square feet are limited to a maximum of two units.

Replacement Units: Lots greater than 5000 square feet can add one unit for each 2000 square feet in excess of 5000 square feet if unit is a replacement affordable unit reserved for low and very low income persons.

Yards: Per Section 12.09C of the LAMC

Height: Not to exceed 25 feet for projects with flat roofs, or 30 feet for projects with varied rooflines.

● **Policy I. A. 7. Multi-family Residential - Low Medium II Density.** Accommodate the development of multi-family dwelling units in the areas designated as "Multi-family" and "Low Medium II Density" on the Venice Coastal Land Use Plan (Exhibits 9, 10, and 11). Such development shall comply with the density and development standards set forth in this section and further defined in the LIP.

a. Ballona Lagoon East Bank

Use: Two units per lot including duplexes.

Density: One unit per 1500 square feet

Setback/Yards: Minimum side yard of 3 ½ feet, furthermore adjacent to the Grand Canal all portions of a dwelling, except for a deck, shall be set back a minimum of 20 feet from the property line which separates the parcel from the east bank of the Grand Canal. Ground level permeable decks, landscaping and railing and fences may encroach five feet into the setback.

Height: Not to exceed 38 feet.

b. Ballona Lagoon West Bank Property North of Ironside

Use: Two units per lot including duplexes.

Density: One unit per 1500 square feet

Setback/Yards: Minimum side yard equals 3 ½ feet except the yard next to the Esplanade West or Grand Canal. All portions of a dwelling, except for a deck, shall be set back a minimum of 20 feet from the easterly edge of Esplanade West, or where no Esplanade exists, from the property line which separates the parcel from the Grand Canal. Ground level permeable decks, landscaping and railing and fences may encroach five feet into the setback.

Height: Not to exceed 38 feet

Fill: No fill shall be permitted in the lagoon and buffer.

c. Marina Peninsula

Use: Two units per lot, duplexes and multi-family structures.

Density: One unit per 1200 square feet. Lots less than 4000 square feet are limited to a maximum of two units.

Yards: Per LAMC.

Height: Not to exceed 35 feet. Structures located along walk streets are limited to a maximum of 28 feet.

d. Oakwood, Milwood, Southeast, and North Venice

Use: Duplexes and multi - family structures.

Density: One unit per 1500-2000 square feet. Lots less than 4000 square feet are limited to a maximum of two units.

Replacement units: Lots greater than 4000 square feet can add one unit for each 1500 square feet on RD1.5 zone or each 2000 square feet on RD2 zone in excess of 4000 square feet if unit is a replacement affordable unit reserved for low and very low income persons.

Yards: Per LAMC.

Height:

Oakwood, Milwood, and Southeast Venice: Not to exceed 25 feet for projects with flat roofs; or 30 feet for projects utilizing step back provisions. The portion that exceeds 25 feet shall be setback from the required front yard one foot for every foot in height above 25 feet. Structures located along walk streets are limited to a maximum of 28 feet.

North Venice: Not to exceed 30 feet for projects with flat roofs; or 35 feet for projects utilizing step back provisions. The portion that exceeds 30 feet shall be setback from the required front yard one foot for every foot in height above 30 feet. Structures located along walk streets are limited to a maximum of 28 feet.

● **Policy I. A. 8. Multi-family-Residential-Medium Density.** Accommodate the development of multi-family dwelling units in the areas designated as "Multi-family" and "Medium Density" on the Venice Coastal Land Use Plan (Exhibits 9, 10, and 11). Such development shall comply with the density and development standards set forth in this section and further defined in the LIP.

a. Southeast Venice

1. For all multi-family residential lots designated Medium Density Residential except the ones defined below in Policy I. A. 8. a. 2.

Use: Two units per lot , duplexes and multi-family structures

Density: 1200 square feet per unit. Lots less than 4000 square feet are limited to a maximum of two units.

Replacement units: Lots greater than 4000 square feet can add one unit for each 1200 square feet in excess of 4000 square feet if unit is a replacement affordable unit reserved for low and very low income persons.

Yards: Per Section 12.10C of LAMC

Height: Not to exceed 25 feet for projects with flat roofs, or 30 feet for projects with varied rooflines or step back provisions. Step back provisions meaning the portion that exceeds 25 feet shall be setback from the required front yard one foot for every foot in height above 25 feet.

2. The lots designated Medium Density Residential north of North Venice Boulevard and south of Victoria Avenue; lots south of South Venice Boulevard and north of Harding and Woodlawn Avenues, east of Zeno Place only; and the lots north of Washington Boulevard, and south of Van Buren and Harrison Avenues.

Uses: Multi-family structures

Density: 800-1200 square feet per unit as permitted by the R3-zone.

Height: Not to exceed 25 feet for projects with flat roofs, or 35 feet for projects with varied rooflines.

b. Silver Strand

Use: Multi-Family structures

Density: 800-1200 square feet per unit as permitted by the R3-zone.

Height: Not to exceed 45 feet.

c. North Venice

Use: Two units per lot, duplexes and multi-family structures

Density: 1200 square feet per unit. Lots less than 4000 square feet are limited to a maximum of two units.

Replacement units: Lots greater than 4000 square feet can add one additional unit for each 1200 square feet in excess of 4000 square feet if unit is a replacement affordable unit reserved for low and very low income persons.

Height: Not to exceed 30 feet for projects with flat roofs or 35 feet utilizing step back provisions. The portion of the structure that exceeds 30 feet shall be set back one foot for every foot in height above 30 feet.

Implementation Strategies

Specific regulations for the implementation of the development standards for new residential development shall be contained in the LIP and set forth in a specific plan as provided for in Section 11.5.7 of the LAMC.

Replacement of Affordable Housing

- **Policy I. A. 9. Replacement of Affordable Housing.** Per the provisions of Section 65590.C of the State Government Code, referred to as the "Mello Act", the conversion or demolition of existing residential units occupied by persons and families of very low or low income shall not be permitted unless provisions have been made for replacement of those dwelling units which result in no net loss of affordable housing in the Venice Community.
- **Policy I. A. 10. Location of Replacement Housing.** The replacement units shall be located in one or more of the following areas, listed in order of priority: 1) on the site of the converted or demolished structure; 2) within the site's Venice coastal subarea; 3) within the Venice coastal zone; 4) within the Venice Community Plan area east of Lincoln Boulevard; and, 5) within a three mile radius of the affected site.
- **Policy I. A. 11. Replacement Ratios for Replacement Units.** Replacement ratios shall be at a minimum of 1:1 (one unit replaced for each unit removed). Replacement ratios shall increase according to how far from the affected site replacement units are located as defined in the Mello Act.
- **Policy I. A. 12. Displaced Residents Priority.** Displaced residents shall be given right of first refusal on the new replacement units.
- **Policy I. A. 13. Density Bonus Applications.** Required replacement dwelling units shall be counted as reserved units in any related state-mandated density bonus application for the same project.

- **Policy I. A. 14. Parking Requirements for Affordable Housing.** Reduced parking is permitted only for low and low-moderate income units. However, if a unit changes its status from low or low-moderate income to market rate unit, parking should be provided for market rate units according to the parking standards set in the LIP.
- **Policy I. A. 15. In-Lieu Credits for Replacement Housing.** In-lieu of construction of the required affordable replacement units as set forth above, residential projects shall be permitted to pay a fee, equivalent to the cost to subsidize each required dwelling unit. The in-lieu fee shall be set forth in the Citywide guidelines for the implementation of the Mello Act.
- **Policy I. A. 16. Exceptions.** No exceptions, including duration of vacancy, of any affordable housing units as provided for in the Mello Act to the replacement housing policies of this LUP shall be permitted within the Venice coastal zone.
- **Policy I. A. 17. Youth Hostels and Hotels.** Development of temporary housing opportunities, such as hotels and youth hostels, shall be permitted through the conditional use permit process in the Medium Density Residential and Community Commercial categories. The capacity of the proposed youth hostel shall be a factor of consideration for residential zones.

Implementation Strategies

Specific conditions in lieu fees, and findings for the replacement of affordable housing have been proposed by the City Planning Department, Citywide Division, to implement the requirements of the Mello Act. As permitted by the Mello Act and where appropriate, the City may set forth more restrictive replacement housing criteria and enforcement procedures in the LIP in order to ensure the continued availability of affordable housing in the Venice Coastal zone.

The criteria contained in the Citywide guideline shall set forth a maximum time period during which the replacement dwelling units shall be provided and available for use following the date work commenced on the conversion or demolition of the residential dwelling unit, and shall set forth minimum time periods which the affordable units are to remain reserved. The Mello Act and any additional affordable housing policies shall be enforced by the City Departments of Building and Safety and Planning.

To preserve existing rental housing stock and prevent excessive conversion of permanent rental housing to youth hostels, the LIP may set forth a maximum number of youth hostel

units (based on a percentage of total number of existing rental units) permissible in the Venice coastal zone.

B. Commercial Land Use and Development Standards

● **Policy I. B. 1. Commercial Intensity.** New Commercial development in the Venice Coastal Zone shall be located as defined by the Land Use Policy maps (Exhibits 9, 10, 11 and 12). The LUP designates approximately 160 acres of commercial and related parking uses in the following commercial land use categories: Commercial Artcraft, General Commercial, Neighborhood Commercial and Community Commercial. The land uses permitted within these categories are set forth in this section within each category. Development standards and intensities are set forth in Policy I. B. 7 and further defined in the LIP.

Mixed-Use Development.

Mixed-use development provides an on-site mix of housing, retail, jobs and recreational opportunities consistent with the character of the Venice commercial areas, the City's General Plan Framework and Coastal Act Policy Section 30252. The Venice Community has many structures both older and newer containing various forms of mixed use development. This is particularly true in the Commercial Artcraft districts where artisans live and work in their studios.

● **Policy I. B. 2. Mixed-Use Development.** Mixed-use residential-commercial development shall be encouraged in all areas designated on the Land Use Policy Map for Commercial use. The design of mixed-use development is intended to help mitigate the impact of the traffic generated by the development on coastal access roads and reduce parking demand by reducing the need for automobile use by residents and encouraging pedestrian activity. Such development shall comply with the density and development standards set forth in this section and further defined in the LIP.

Implementation Strategy

The LIP (Specific Plan) sets forth a land use designation and standards which provide for mixed-use development in commercial areas.

Mixed-Use - Commercial Artcraft Designation

● **Policy I. B. 3. Commercial Artcraft Land Use Designation.** The purpose of this land use designation is to create enclaves in which the artisan segments of the population may live, create, and market their work, to maintain the variety and distinctiveness of Venice's lifestyles.

Land designated for Commercial Artcraft in the Venice Coastal Zone shall include the following areas:

a. North Venice - Properties located along Abbot Kinney Boulevard from North Venice Boulevard to Westminster, along Windward Avenue from Ocean Front Walk to Pacific Avenue, and along Ocean Front Walk in that vicinity, including a small site at North Venice Boulevard and Pacific Avenue.

Uses: Artcraft activities including mixed-use, combining residential and commercial uses which emphasize artist-in-residence uses, small businesses, light industrial and artisan activities are permitted in these areas.

General Commercial Areas

● **Policy I. B. 4 General Commercial Land Use.** This land use designation is intended to maintain the uses, density, and character of existing low intensity commercial areas.

Neighborhood commercial facilities shall also be encouraged within designated General Commercial corridors which are adjacent to residential neighborhoods. This designation primarily occurs at the intersections of major and secondary streets, or as low rise, low density linear "strip" development along major and secondary streets, and includes areas identified as "Mixed-Use Boulevards". Land designated for General Commercial in the Venice Coastal Zone is shown on Exhibits 9, 10, 11, and 12.

Oxford Triangle - Properties along Washington Boulevard.

Prohibited Uses: Consistent with the provisions of the Oxford Triangle Specific Plan the following uses shall be prohibited - Adult entertainment, automobile repair and testing, fraternity/sorority houses, rescue missions, car wash, drive-thru restaurants, dance hall, motel or hotel, nightclub or bar, convenience store, gas stations, recyclable materials collection, freestanding commercial sales or dispensing of alcoholic beverages for consumption off site, grocery store, and video arcades.

Neighborhood Commercial Areas

● **Policy I. B. 5. Neighborhood Commercial Land Use.** The Neighborhood Commercial designation is intended to accommodate local neighborhood commercial facilities and services which provide daily convenience goods and services to persons living in nearby residential areas. Small scale neighborhood stores and community services shall be preserved and encouraged. Neighborhood retail goods and services include, but are not limited to, the following: art gallery;

barber shop or beauty parlor; dry cleaners; laundry services; shoe repair; tailors; florist; hardware store; drug store; food/grocery store; newsstands; medical; and job service centers. Drive-thru facilities shall be discouraged in those areas designated as neighborhood commercial. Community services include day-care, community-meeting rooms, recreation, religious facilities, cultural facilities, and similar uses. The clustering of uses minimizes multiple vehicle trips and encourages walking to and from adjacent residential neighborhoods. Areas designated for Neighborhood Commercial Land Use are as shown in Exhibits 9, 10, 11, and 12.

Physically, Neighborhood Commercial areas are generally characterized by one and two story low-rise structures. Pedestrian activities shall be encouraged by the emphasis on local serving uses, design of buildings, and the incorporation of streetscape amenities.

Community Commercial Areas

- **Policy I. B. 6. Community Commercial Land Use.** Accommodate the development of community-serving commercial uses and services, residential dwelling units and where specified visitor-serving uses in the areas designated as "Community Commercial" on the Land Use Policy Map (Exhibits 9, 10, 11, and 12).

The Community Commercial designation is intended to provide focal points for local shopping, civic and social activities and for visitor serving commercial uses. They differ from Neighborhood Commercial areas in their size and intensity of business and social activities. The existing community centers in Venice are most consistent with, and should be developed as, mixed-use centers that encourage the development of housing in concert with multi-use commercial uses. The integration and mixing of uses will increase opportunities for employees to live near jobs and residents to live near shopping.

a. Marina Peninsula/Ballona Lagoon/Southeast Venice [Washington Blvd.] The commercial frontage on Washington Boulevard from Ocean Front Walk to Beach Avenue is a mix of retail, restaurants, and small offices with an eight story office structure.

Use/Density: Commercial uses shall accommodate neighborhood and visitor-serving commercial and personal service uses, emphasizing retail and restaurants; and mixed residential/commercial use with retail on the ground floor and personal service and residential on upper floors. On a commercial lot, residential uses shall not exceed R3 density.

b. Oxford Triangle Community Commercial. The intent of the Oxford Triangle Community Commercial designation is to protect the existing single-family residential neighborhood located in the Oxford Triangle subarea from adjacent incompatible and more intense scale and uses.

c. North Venice Community Commercial

Properties located along Ocean Front Walk from 17th Avenue to the Santa Monica City Line.

Uses: Visitor serving and personal services emphasizing retail and restaurants. Mixed use with retail and/ or personal services in ground floor with either residential or personal services on upper floors.

d. Oakwood Community Commercial

Properties located along Rose Avenue between Forth and Seventh Avenues.

Uses: Residential use, neighborhood retail and services, personal services, and small scale business oriented to the local community.

Policy I. B. 7. Commercial Development Standards. The following standards shall apply in all commercial land use designations, unless specified elsewhere.

Density/Intensity: Floor Area Ratio (FAR)= 1.5 to 1

- .5 to 1 for retail only
- 1.0 to 1 for retail / office
- 1.5 to 1 for retail and/or office and residential

Lot Consolidation. Two commercial lots may be consolidated, or three with subterranean parking with the following restrictions:

1. Utilize methods for insuring that the structure does not look consolidated (breaks in front wall of ten feet minimum).
2. Subterranean parking shall be fully depressed with roof at natural grade.

Except, Lot consolidation of more than two lots shall be permitted for mixed-use projects which meet the requirements set forth in the LIP, in order to provide for adequate on-site parking.

Building Separation: A minimum of five feet between commercial and residential buildings (except for mixed use projects).

Yards: Per Section 12.14 of LAMC (C-2 Zone), and also as required under Ground Level Development Policy.

Ground Level Development: Every commercial structure shall include a Street Wall, which shall extend for at least 65% of the length of the street frontage, and shall be located at the property line or within five feet of the property line, except on Ocean Front Walk, which all commercial buildings shall have the Street Wall set zero (0) feet from the building line. The required Street Wall at sidewalk level shall be a minimum of 13 feet high. (A Street Wall is the exterior wall of a building that faces a street.)

Street Walls adjacent to a sidewalk cafe, public plaza, retail courtyard, arcade, or landscaped area may be setback a maximum of 15 feet along the project which consists of the sidewalk cafe, public plaza, retail courtyard, arcade, or landscaped area. Such areas shall not be considered in calculating the buildable area of the project but, with the exception of areas used only for landscaping, shall be considered in calculations for required parking.

At least 50% of the area of the ground floor Street Wall shall be devoted to pedestrian entrances, display windows, and/or windows affording views into retail, office, gallery, or lobby space.

Blank walls shall be limited to segments of 15 feet in length, except walls which contain a vehicle entry shall be limited to the width of the door plus five feet.

All projects shall provide at least one pedestrian entrance into each business or use for each street frontage.

Landscaping:

Where possible, parkways shall be created as buffer zones between commercial and residential properties.

Any portion of the lot not used for parking buildings, driveways or other features shall be landscaped.

A landscape development plan prepared by a State licensed landscape architect, architect or landscape contractor shall be submitted to the Department for review and approval.

Access: Driveways and vehicular access to projects shall be provided from alleys unless the Department of Transportation determines that it is not possible.

Driveways and vehicular access to projects adjacent to Ocean Front Walk shall be provided from Speedway, unless the Department of Transportation determines that it is not possible.

Driveways and vehicular access to projects adjacent to Pacific shall be provided from streets other than Pacific, unless the Department of Transportation determines that it is not possible.

Trash: Projects shall have trash enclosures for regular and recyclable trash.

Light: Lighting from Commercial projects shall be directed away from residential properties.

All lighting equipment installed in the public right-of-way shall be designed to minimize glare and light trespass. Equipments will be approved by the Bureau of street Lightning.

Signage: No roof top or billboard signs.

All sign lighting shall be designed to minimize glare and prevent light pollution.

Implementation Strategies

Specific regulations for the implementation of development standards for new commercial development shall be contained in the LIP and set forth in a Specific Plan in accordance with Section 11.5.7. of the Los Angeles Municipal Code.

● **Policy I. B. 8. Weekend Arts and Crafts Fair.** To reinforce the intent of the artcraft district and to provide a visitor-serving attraction, the possibility of establishing a weekend arts and crafts fair on city-owned property in vicinity of Abbot Kinney Boulevard, and east of Ocean Front Walk shall be investigated.

● **Policy I. B. 9. Artcraft Overlay District Uses.** Uses currently permitted by code in citywide designated artcraft overlay districts shall be evaluated for their appropriateness in the Venice coastal zone. In order to protect residentially-zoned areas from adverse effects of potentially detrimental uses, such as those which require use of toxic substances or which create excessive noise, certain uses currently permitted by code shall either be eliminated or restricted to non-residentially-zoned areas in the Venice coastal zone. The existing designated commercial artcraft areas may be expanded as set forth in the LIP.

● **Policy I. B. 10. Open Air Sale Ocean Front Walk.** Ocean Front Walk is a significant tourist attraction where the operation of vendors shall be permitted at certain times of the year, with appropriate temporary use and parking requirements for vendors and their employees to ensure they are compatible with neighboring uses. Open air sales on private property shall be permitted through the city's conditional use procedure. Open air vending on the seaward side of Ocean Front Walk shall be administered by the Department of Recreation and Parks. The Department of Recreation and Parks and the City Attorney are currently reviewing policies to regulate open air vendors along the seaward side of Ocean Front Walk. No existing building may be removed to establish additional land for open air sales.

C. Industrial and Railroad Rights-of-Way Land Use and Development Standards

● **Policy I. C. 1. Industrial Land Use.** The Land Use Plan designates approximately 53 acres of land for industrial uses. To preserve this valuable land resource from the intrusion of other uses, and to ensure its development with high quality industrial uses, the plan classifies some industrial land in restricted zoning categories, such as the MR zones wherever possible. Commercial use of industrially designated land shall be restricted within MR zones.

● **Policy I. C. 2. Coastal Industry.** Boat building, servicing, supply, and marine support industry, as they are considered a coastal-related use and are particularly suitable for the industrially designated lands in the Venice coastal zone, shall be encouraged.

● **Policy I. C. 3. Coastal-dependent industrial facilities, multi-company use of existing industrial facilities, hazardous industrial development and the expansion and location of non-coastal-dependent industrial development shall be placed in appropriate land use categories and maintained or eliminated when appropriate.**

● **Policy I. C. 4. Accessory Retail Use.** On-site retail sale of goods produced in industrially designated lands and in areas recommended for artcraft shall be encouraged.

● **Policy I. C. 5. Oil Wells.** The idle, non-operational oil wells which currently remain on the Peninsula and adjacent to the Pavilion shall be removed.

● **Policy I. C. 6. Hazardous Uses.** Hazardous industrial uses shall not be located adjacent to residential uses.

● **Policy I. C. 7. Bus Yard Redevelopment.** Should the site become available, priority uses for the future redevelopment of the former MTA (formerly Southern California Rapid Transit District (RTD)) bus service maintenance and storage facility, located on Main Street, between Sunset

Avenue and Thornton Place, include affordable housing, which may be a mixed-use residential-commercial project, and public parking structure as a measure to improve public access.

- **Policy I. C. 8. Railroad Rights of Way.** Existing railroad rights-of-way in the Venice coastal zone should be developed with public transit including bikeways, residential uses, parking and/or open space uses, subject to a discretionary review by means of a Coastal Development Permit. Compatibility with adjacent land uses and potential as a coastal resource shall be factors considered in evaluating use permits for railroad rights-of-way.

D. Development Within Natural and Recreational Resource Areas/Protection of Views

- **Policy I. D. 1. Canals and Ballona Lagoon Waterways.** The Venice estuaries and wetlands including the Ballona Lagoon, Venice Canals, and Grand Canal south of Washington Boulevard, are designated in the Land Use Plan as natural and coastal recreational resources, and shall be rezoned to the “Open Space” designation.

Adjacent Use/Development: The only permitted development adjacent to the canals and lagoon shall be single-family dwellings, public parks, subterranean or surface public parking lots, maintenance activities and emergency repairs. Surface public parking lots shall be permitted only where sufficient access and roadway capacity exists to accommodate such parking. New construction along the Canals, and Ballona Lagoon shall comply with standards for setbacks, noise barriers, landscape plan, pervious surfacing with drainage control measures to direct storm run-off away from environmentally sensitive habitat areas, buffer areas in permanent open space, land dedication for erosion control, and wetland restoration including off-site drainage improvements. For more details refer to the provisions contained in Policy Group I. A., Residential Land Use and Development Standards, and Policy IV. C. 1, Stormwater Runoff and Circulation.

- **Policy I. D. 2. Venice Beach.** Venice Beach stretches along the coast from Navy Street on the north to the entrance channel of Marina Del Rey.

Use/Density: The beach shall be zoned Open Space and used for public recreation. There should be no further construction on the beach other than police substation, City’s and County’s operational and management offices, recreational and accessory facilities such as playground equipment, athletic facilities, restrooms, lifeguard stations, bikeways, related short-term bicycle parking, walkways, lighting facilities where appropriate, and necessary expansion of existing or installation of new infrastructure. Reconstruction and rehabilitation of existing facilities shall be encouraged.

- **Policy I. D. 3. Views of Natural and Coastal Recreation Resources.** The scale of development shall comply with height limits, setbacks and standards for building massing specified in Policy Group I. A and B, Residential and Commercial Land Use and Development Standards of this LUP

and the LIP, in order to protect public views of highly scenic coastal areas and vista points, including, but not limited to, the canals, lagoon, jetty, pier, and pedestrian oriented special communities.

- **Policy I. D. 4. Signs.** New signage and billboards shall comply with the height limits and development standards specified in the LIP to ensure they do not adversely affect viewsheds and view corridors.

E. Preservation of Venice as a Special Coastal Community

- **Policy I. E. 1. General.** Venice's unique social and architectural diversity should be protected as a Special Coastal Community pursuant to Chapter 3 of the California Coastal Act of 1976.
- **Policy I. E. 2. Scale.** New development within the Venice coastal zone shall respect the scale and character of community development. Buildings which are of a scale compatible with the community (with respect to bulk, height, buffer and setback) shall be encouraged. All new development and renovations should respect the scale, massing, and landscape of existing residential neighborhoods.

Implementation Strategies.

The LIP includes development regulations and procedures (with respect to bulk, scale, height, setbacks, density, landscaping and types of use) to implement these policies.

- **Policy I. E. 3. Architecture.** Varied styles of architecture are encouraged with building facades which incorporate varied planes and textures while maintaining the neighborhood scale and massing.
- **Policy I. E. 4. Redevelopment.** Projects involving large-scale land acquisition and clearance shall be discouraged in favor of rehabilitation, restoration and conservation projects, especially those involving single-family dwellings.

F. Preservation of Cultural Resources

- **Policy I. F. 1. Historic and Cultural Resources.** The historical, architectural and cultural character of structures and landmarks in Venice should be identified, protected and restored where appropriate, in accordance with historical preservation guidelines.

The following buildings, streets, and trees have been identified through the coordinated efforts of surveys performed by the Venice Historical Society, Venice Community, State Coastal Conservancy and City of Los Angeles as significant architectural, historical and cultural landmarks in the Venice Coastal Zone.

Venice City Hall
Lighthouse Street Bridge
Eastwind Community Gardens
Crown Arms (Catamaran St.)
Bay Cities Laundry
Sidewalk Cafe (1915)
Waldorf Hotel (1913)
St. Charles Hotel (1905) - (St. Marks Annex).
Abbot Kinney Boulevard between Venice Boulevard and
Brooks Avenue
Old Venice Jail
Breakwater (1905)
Brick Street - 18th Street
64-72 Market Street (1913-14)
Canals Bridges
Old Venice Library
The Windward area, including the Windward Colonnades, Windward Apartments (1906), 52 Windward Avenue and 80 Windward Avenue (constructed in 1905 and housed the Venice First National Bank).
Walk streets (as shown in the LUP on Exhibit 15, Pedestrian Access and Bicycle Trails).

● **Policy I. F. 2. Reuse and Renovation of Historic Structures.** Wherever possible, the adaptive reuse and renovation of existing historic structures shall be encouraged so as to preserve the harmony and integrity of historic buildings identified in this LUP. This means:

- a. Renovating building facades to reflect their historic character as closely as possible, and discouraging alterations to create an appearance inconsistent with the actual character of the buildings.
- b. Protecting rather than demolishing historic or culturally significant properties by finding compatible uses which may be housed in them that require a minimum alteration to the historic character of the structure and its environment.

- c. Rehabilitation shall not destroy the distinguishing feature or character of the property and its environment and removal or alteration of historical architectural features shall be minimized.
- d. The existing character of building/house spaces and setbacks shall be maintained.
- e. The existing height, bulk and massing which serves as an important characteristic of the resource shall be retained.

Implementation Strategies

Where appropriate, historic preservation overlay zones, historic districts or historic-cultural monuments shall be designated within the Venice coastal zone, which will be afforded special regulations governing demolition or alteration. Nominated significant historic sites for official designation as City Historic-Cultural Monuments shall be processed through the City's Cultural Heritage Commission.

Properties not eligible for monument status, as well as monuments, will be flagged for review by the Department of Building and Safety and the Cultural Heritage Commission for all building and demolition permits.

Guidelines providing for the protection and restoration of these resources shall be developed to protect architecture and historic character of buildings. These guidelines shall include provisions for rehabilitation and new construction, demolition controls and use regulation.

- **Policy I. F. 3. Venice Canals.** The historic integrity of the Venice Canals shall be preserved. The canals are deemed to be significant as an early example of community recreational planning in a coastal marshlands area. Included in the historic district are the six canals, their associated sidewalks and a number of pedestrian and vehicular bridges. The Venice Canals are listed on the National Register of Historic Places as an historic district (August 30, 1982.) Additionally, the City of Los Angeles Cultural Heritage Commission declared the Venice Canal System a Los Angeles City Historic-Cultural Monument (HCM No. 270, August 2, 1983).
- **Policy I. F. 4. Windward Historic Arcade.** The Windward Historic Arcade District boundaries are the south side of Market Street between Pacific Avenue and Ocean Front Walk on the north, the east side of Ocean Front Walk between Horizon Avenue and the 17th Avenue on the West, both sides of Windward Avenue between Pacific Avenue and Ocean Front Walk on the south, and the east side of Pacific Avenue between Market Street and Windward Avenue on the east. Guidelines shall be adopted as part of the LIP to maintain and preserve the historical arcade area of Venice and to

require new developments to restore or replicate the arcade if they fall within the historic arcade locations.

Implementation Strategy.

Guidelines for arcade location and design, street widths and designation and development standards for the building in the Windward Historic Arcade District shall be developed in the LIP.

- **Policy I. F. 5. Historic Street Lighting.** Consideration shall be given as to whether ornamental street lighting shall be refurbished and/or reinstalled to preserve the character of the community, in addition to providing adequate lighting for motorists and pedestrians.
- **Policy I. F. 6. Archaeological and Resources.** Significant archaeological resources shall be protected from permanent loss. A preliminary cultural resources record search to determine the existence of significant archeological sites shall be required for developments which require more than minimal grading. Mitigation plans for the protection of such resources shall be required.

Implementation Strategy.

Prior to the issuance of grading or building permits, applicants of all projects located in the Venice coastal zone which propose to grade more than a specified quantity of material or size of area (as set forth in the LIP) shall submit a preliminary cultural resources record search from the South Central Coast Archeological Information Center located at the University of California, Los Angeles. If this search reveals that cultural resources may be located on the site, the applicant shall file an Environmental Assessment Form (EAF) with the Planning Department and be subject to the applicable provisions of the California Environmental Quality Act.