

POLICY GROUP II. SHORELINE ACCESS

Introduction - Setting

Shoreline resources in the Venice Coastal Zone are: Venice Beach, the Ballona Lagoon, and the Venice Canals. The Marina del Rey north jetty lies partly in the jurisdiction of the City of Los Angeles.

Public access to the shoreline is provided through a variety of transportation modes as shown on Exhibits 13, 14, and 15. Regional access is provided through a network of three freeways: the Santa Monica Freeway (Interstate 10), the San Diego Freeway (Interstate 405), and the Marina Freeway/Expressway (State Route 90). In addition, Lincoln Boulevard (State Highway No. 1), Venice Boulevard, and Washington Boulevard serve as major routes into and out of the Venice Coastal Zone. Detailed descriptions of the principal highways and streets serving the area, including number of lanes, roadway widths, median types, intersection controls, on-street parking and speed limits, are contained in the Venice Traffic and Parking Study, Existing Traffic Conditions Background Working Paper, dated May 1991. Local shoreline access is provided by local streets, walkstreets, pedestrian walkways and paths, and bikeways. Venice Beach is a publicly owned sandy beach which provides direct access to the entire oceanfront shoreline. (Refer also to Policy II. C, Pedestrian and Bicycle Access Section of this LUP.)

The Venice Coastal Zone is serviced by the regional transit lines. In addition, the area is serviced by a local shuttle service "LADOT" in summer time. The regional service is provided by four bus operators and consists of the following:

- Los Angeles County Metropolitan Transportation Authority (MTA).
- Santa Monica Municipal Bus Lines (SMMBL), also known as the "Big Blue Bus".
- Culver City Municipal Bus lines (CCMB), also known as the "Culver City Bus".
- Los Angeles Department of Transportation (LADOT).

As shown on Exhibit 14, these operators collectively provide a total of ten regional lines serving the Venice Coastal Zone, with the majority of these primarily operating along Pacific Avenue, Main Street, Lincoln Boulevard, and Washington Boulevard. (For more information, including hours of operation and ridership data, refer to the Venice Traffic and Parking Study, Final Report, dated April 1995.) Along with the regional transit service, a local shuttle service operated by LADOT serves the area. The LADOT DASH was designed explicitly to provide beach access from a remote parking lot. (Exhibit 14a and b, Existing Public Transit Routes.)

According to the parking study (inventory in Summer 1991), a total of approximately 18,153 parking spaces were found to exist within the Venice Coastal Zone. Of these, about 11,486 were on-street and 6,667 were off-street. Of the 11,486 on-street parking spaces, 10,253 were unmetered and

unrestricted, 543 were unmetered but had limitations on length of stay, and 690 were metered with limitations on length of stay. Of the 6,667 off-street spaces, 2,555 were available for public use (consisting of 1,393 spaces in publicly-owned lots and 1,162 spaces in privately-owned lots open to the public) while 4,112 were for customer parking only. The publicly-owned lots include the Los Angeles County lots located on the beach at the ends of Rose Avenue (289 spaces), Venice Boulevard (321), Washington Boulevard (302), and parking along the Marina and Pacific Avenues (60 spaces); and lots owned by the City of Los Angeles between North and South Venice Boulevards and at Pacific Avenue and Windward Avenue. Additional data regarding the locations, restrictions, and types of on-street and off-street parking spaces is contained in the Venice Traffic and Parking Study, Existing Parking Conditions Background Working Paper, dated March 1992.

As a result, the Venice Coastal Zone is one of the most heavily utilized beach recreation areas in Southern California. The County Department of Beaches and Harbors estimates that Venice beach is visited by 250,000 people on a typical summer weekend.

The intent of the Shoreline Access Section of the LUP is to insure and improve this continued accessibility while minimizing negative impacts on the residential and business community. The shoreline access issues in the Venice Coastal Zone include off-street parking near or on the beach frontage for visitors and residents, conflicts between residential and beach visitor parking, signage of available parking on weekends, intrusion of non-resident vehicles on residential and business streets, alternative transportation modes, walkway and street access points to beach areas, and use of publicly - owned parcels as beach access points.

This section presents policies and implementation strategies to maintain and enhance public shoreline access, including portions devoted to parking improvements, public transportation, traffic management solutions, non-vehicular coastal access, pedestrian access, and bicycle ways and skate ways.

The land use and development standard policies in Section I of the LUP also relate directly to shoreline access issues, since they involve controls on development density. Required parking provisions for private development are addressed in this Section (Policies II.A.3 and 4).

The Venice Parking and Traffic Study was prepared to determine the extent of existing traffic capacity, the degree of congestion on local streets, the adequacy of off-street parking, the effectiveness of the public transportation system, and to define a range of possible mitigation measures. The study defines and analyses traffic and parking conditions in the Beach Impact Zone and Expanded Beach Impact Zone (See Exhibit 13). The Beach Impact Zone (BIZ) is defined as the area west of Main Street from Marine Street to Abbot Kinney Boulevard, southeast on Abbot Kinney Boulevard to Venice Boulevard, west along South Venice Boulevard to Eternal Canal, south to the Sherman Canal, west to the Grand Canal, and south along the Esplanade to the Marina del Rey Channel entrance. The Expanded Beach Impact Zone includes the Beach Impact Zone plus the area

bounded by North and South Venice Boulevards from Abbot Kinney Boulevard east to Lincoln Boulevard. The implementation strategies outlined in this section of the LUP are partially based on the recommendations of the study.

Coastal Act Policies

Section 30210. In carrying out the requirement of Section 4 of Article 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resources areas from overuse.

(Amended by Ch. 1075, Stats. 1978)

Section 30212. Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:

- (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,*
- (2) adequate access exists nearby, or*
- (3) agriculture would be adversely affected. Dedicated access way shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the access way.*

Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by section 66478.1 to 66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.

(Amended by Ch. 1075, Stats, 1978.)

(Amended by Ch. 919, Stats, 1979.)

(Amended by Ch. 744, Stats, 1983.)

Section 30214.

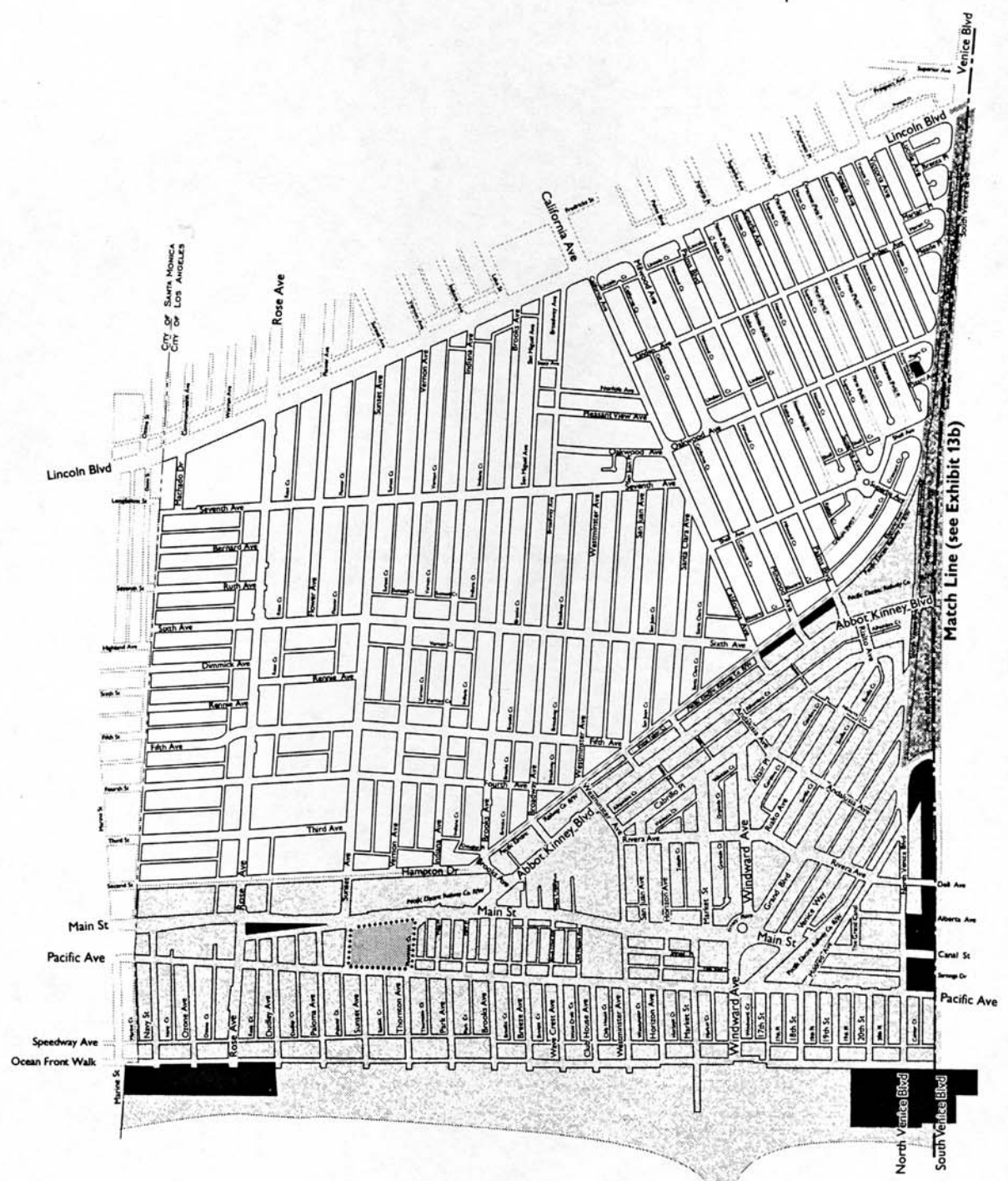
- (a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstance in each case including, but not limited to, the following:*
 - (1) Topographic and geologic site characteristics.*

- (2) *The capacity of the site to sustain use and at what level of intensity.*
 - (3) *The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity for the collection of litter.*
- (b) *It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.*
- (c) *In carrying out the public access of this article, the commission, regional commissions, and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize costs and encourage the use of volunteer programs.*

(Amended by Ch, 919, Stats., 1979.)

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 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.*

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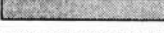

-  Beach Impact Zone
-  Expanded Beach Impact Zone
-  Existing Public Parking
-  Potential New or Expanded Surface Parking Site
-  Potential Public Parking Structure Site

Exhibit 13a
Coastal Access Map
Parking and Beach Impact Zone

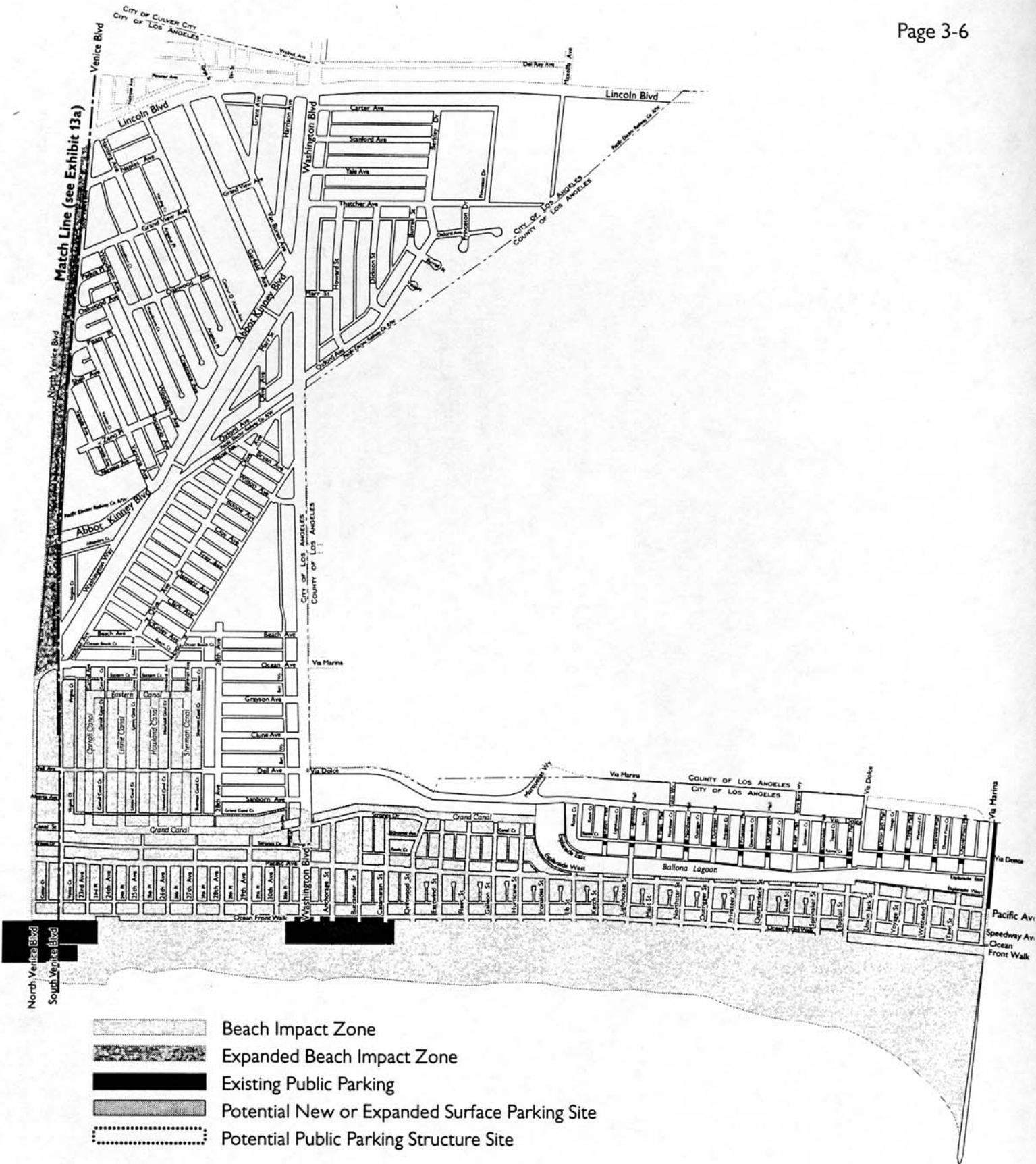
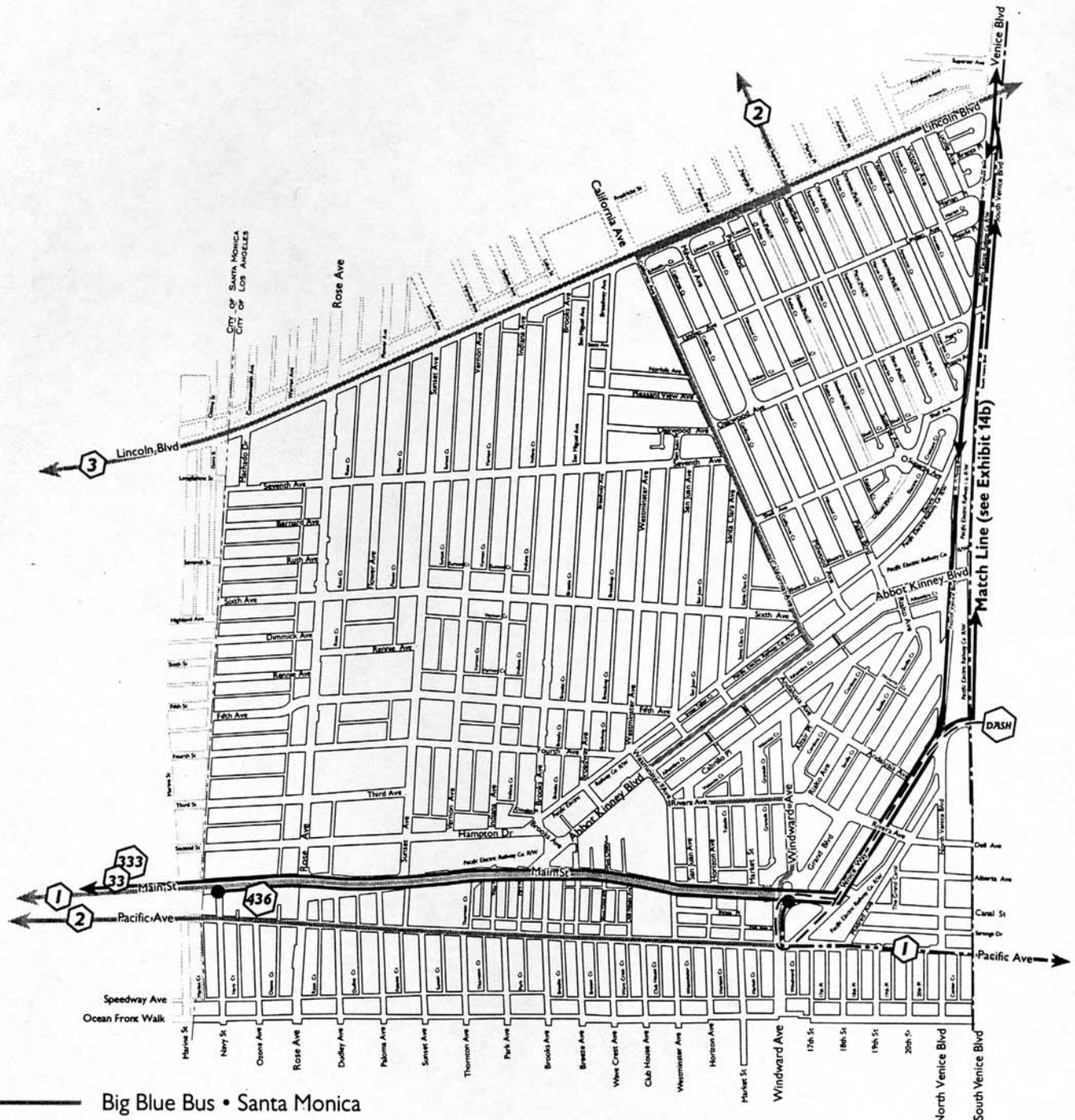


Exhibit 13b
Coastal Access Map
Parking and Beach Impact Zone




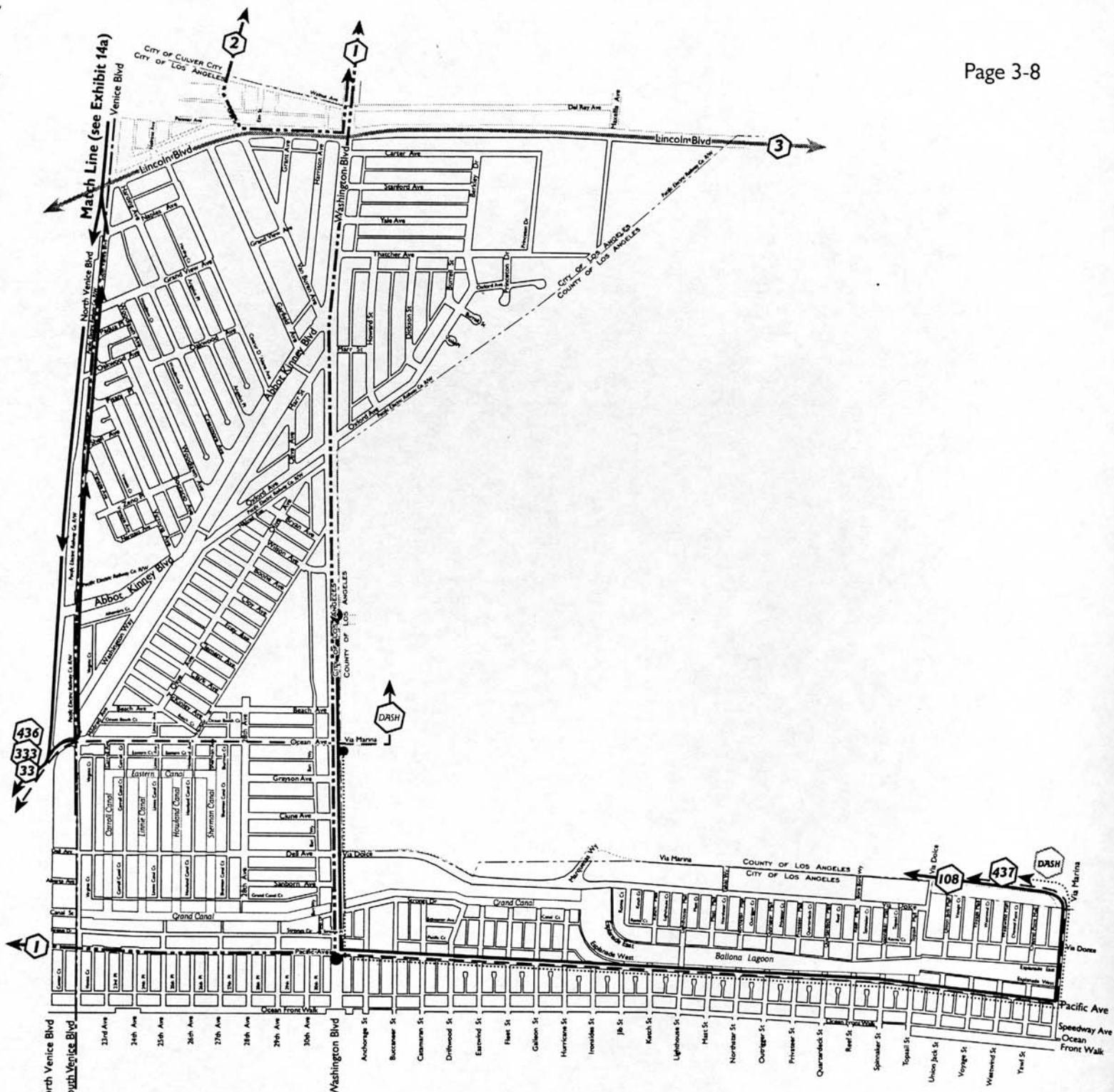
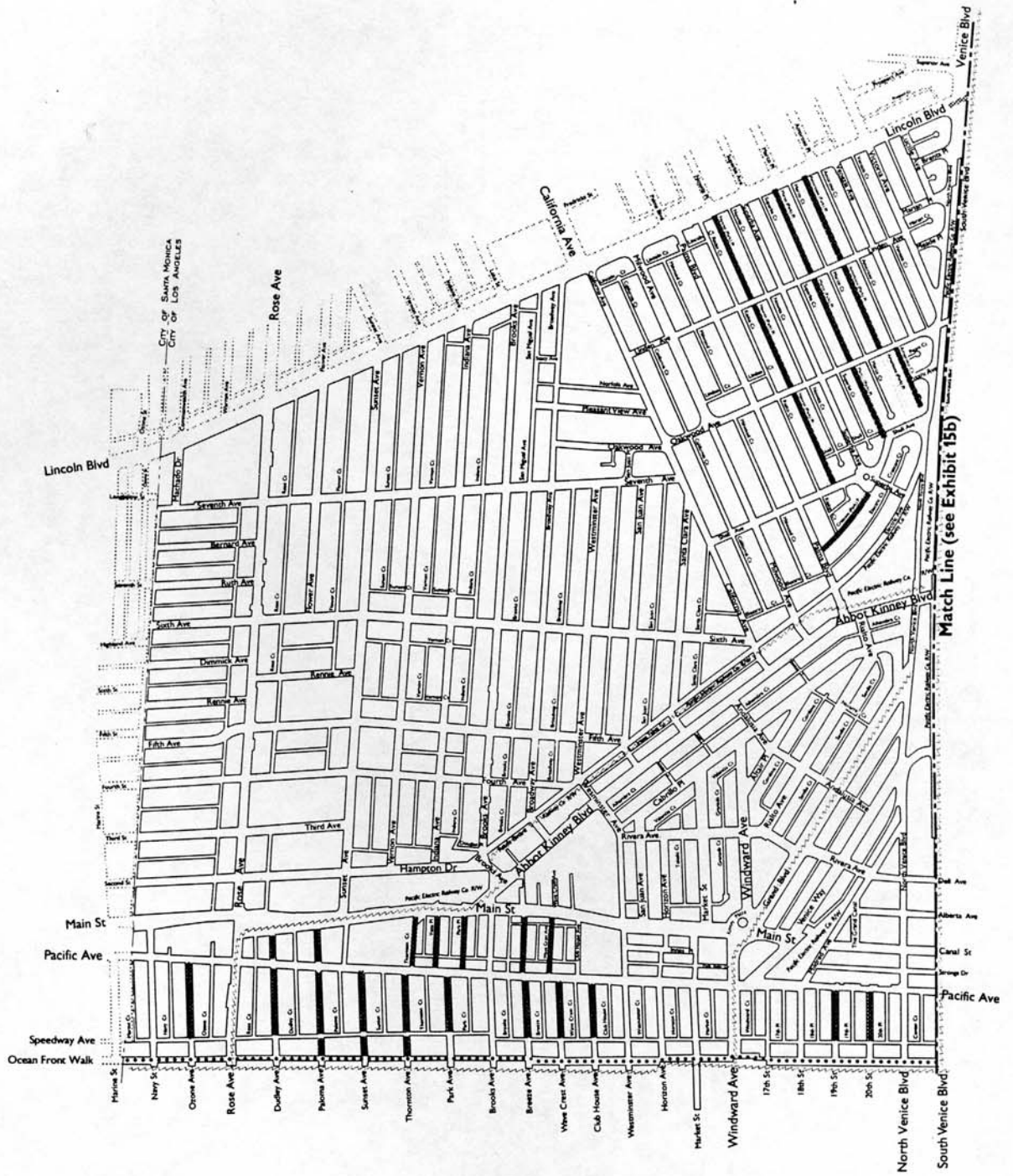
- Big Blue Bus • Santa Monica
- - - - - Culver City Bus
- Metropolitan Transit Authority (MTA)
- - - - - Los Angeles Department of Transportation (LADOT)
Including Existing DASH Routes
- Proposed LADOT DASH route
(The  is a Summer only transit service)

Exhibit 14a
Existing Public Transit Routes



- Big Blue Bus • Santa Monica
- - - - - Culver City Bus
- Metropolitan Transit Authority (MTA)
- - - - - Los Angeles Department of Transportation (LADOT)
- - - - - Including Existing DASH Routes
- Proposed LADOT DASH route
- (The **DASH** is a Summer only transit service)

Exhibit 14b
Existing Public Transit Routes



- Coastal Accessways
- Walkstreets
- ~~~~~ Existing Bikeways
- ~~~~~ Proposed Bikeway

Exhibit 15a
Coastal Access Map
Pedestrian Access and Bikeways



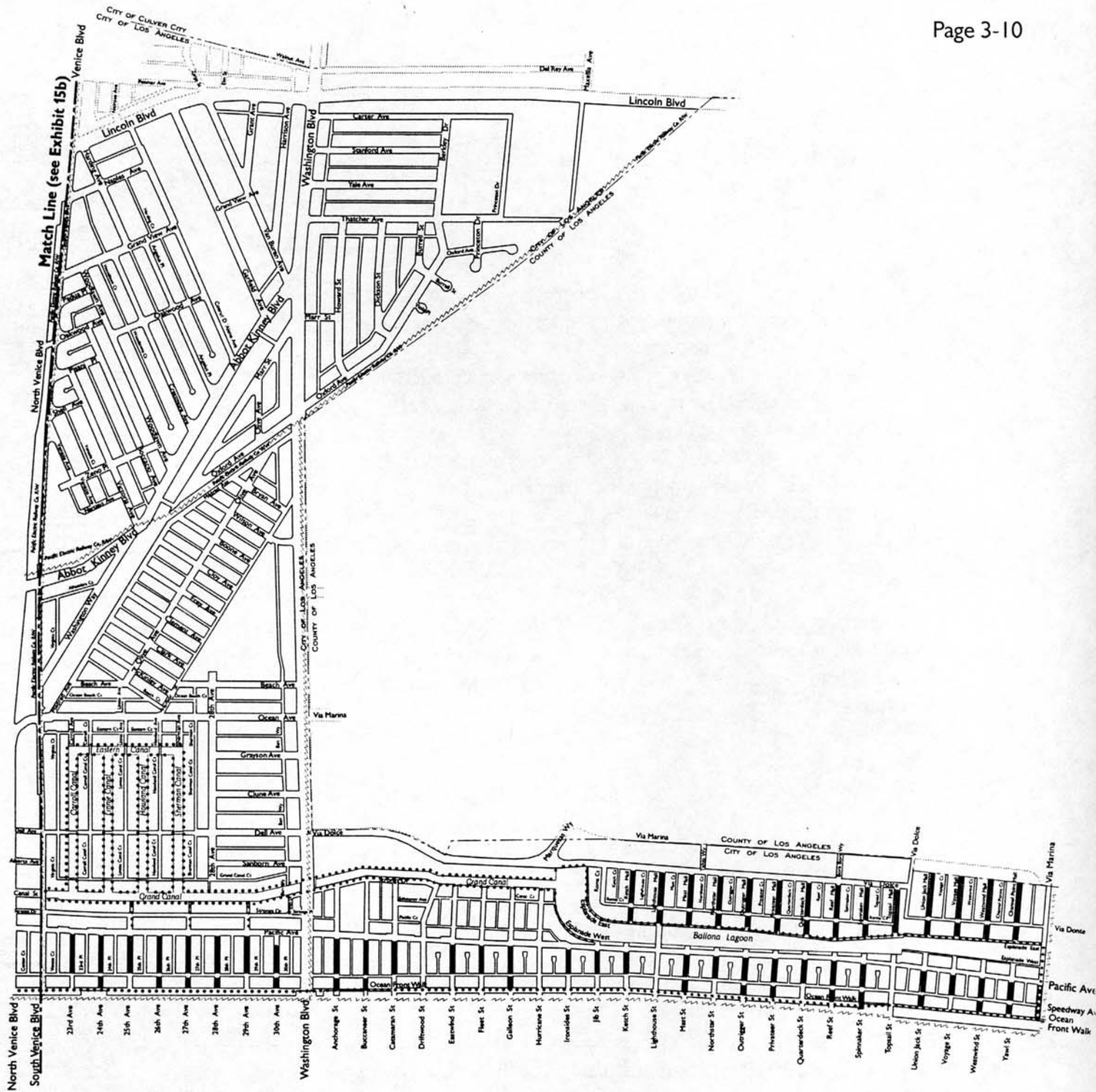


Exhibit 15b
Coastal Access Map
Pedestrian Access and Bikeways



Policies and Implementation Strategies

A. Parking.

- **Policy II. A. 1. General.** It is the intent that the LUP provide plans for increased parking opportunities for both visitors and residents of Venice, and to improve summer weekend conditions with respect to Venice beach parking and traffic control.

A comprehensive package of parking measures and strategies that addresses the needs and balances the competing demands of residents and beach visitors is proposed. Parking facilities shall be increased, subject to the availability of funding, to meet existing unmet needs for residents and beach visitors in order to reduce conflicts between residential and beach visitor parking. Parking facilities for beach overload parking shall be located outside of the Beach Impact Zone. To facilitate ingress and egress to the beach area, a shuttle system that serves outlying parking areas, lots or structures should be developed and maintained. The development of parking facilities shall be consistent with Coastal Act policies.

A summer weekend parking and traffic control plan for Venice should address both the provision of sufficient parking for beach goers outside of local streets, and encourage the use of this parking by discouraging the use of on-street parking (simply restricting use of on-street parking without providing an alternative would diminish public access to the beach). An integrated plan should contain the following types of measures:

- Provision of new parking supply for beach goers;
 - Measures to encourage beach goers to use the new supply and to refrain from parking on residential or commercial streets;
 - Measures to reduce parking demand; and
 - Management and coordination of the parking and traffic system.
- **Policy II. A. 2. Expansion of Public Beach Parking Supply.**

The construction of new public parking facilities should be implemented, as well as maximizing the use of existing ones by restriping existing parking lots or converting them to multi-level structures where consistent with other Coastal Act policies. The parking lots located west of the Ocean Front Walk shall remain surface parking lots. In no case shall such structures obstruct ocean views or be inconsistent with other Coastal Policies.

Implementation Strategies

Public use of private parking facilities currently underutilized on weekends (i.e. serving office buildings) within the Beach Impact Zone shall be negotiated and included in the signing and advertising program (See Policy II. A. 4). An example would be the existing 414-space subterranean parking garage serving the 330 Washington Street office building (on the southwest corner of Washington Street and Via Dolce). Public use of existing private parking facilities has the advantage of requiring little or no capital cost.

The site of the Los Angeles County Metropolitan Authority (MTA) bus maintenance yard located between Main Street and Pacific Avenue south of Sunset Avenue is a potential site for public parking. It is estimated that about 350 spaces could be provided on the approximately 3-acre site. This site affords good walking access to the beach, and good vehicular access via Main street and Pacific Avenue.

School parking lots and playgrounds shall be considered for use as parking areas during periods of high beach use providing vehicular access to such lots is sufficient. In the off-season, the existing parking areas shall be encouraged for use for resident-serving needs, such as basketball courts and farmers' markets.

The established Venice Coastal Parking Impact Trust Fund, into which in-lieu parking fees shall be paid will continue to be utilized for expenditure on improvement and development of public parking facilities in the Venice Coastal Zone as specified in the LIP.

● **Policy II. A. 3. Parking Requirements.** The parking requirements outlined in the following table shall apply to all new development, any addition and/or change of use. Extensive remodeling of an existing use or change of use which does not conform to the parking requirements listed in the table shall be required to provide missing numbers of parking spaces or provide an in-lieu fee payment for the existing deficiency.

PARKING REQUIREMENT TABLE

STRUCTURES

OFF-STREET PARKING REQUIRED

RESIDENTIAL USES:
Single family dwelling

2 spaces; except Projects in the Silver Strand Residential Subarea, where three spaces are required

Single family dwelling on lots of 40 feet or more in width, or 35 feet or more in width if adjacent to an alley	3 spaces
Multiple dwelling/artist in residence	2 spaces for each dwelling unit.
Multiple dwelling and duplex on lots of 40 feet or more in width, or 35 feet or more in width if adjacent to an alley	2 spaces for each dwelling unit; plus a minimum of 1 (one) guest parking space for each 4 (four) units (or fraction thereof); except that for Projects where all required parking spaces are fully enclosed, any required guest spaces may be paid for at the same in lieu fee rate defined for BIZ parking.
Mobile Home Park	2 spaces for each mobile home space.
Hotel	2 spaces; plus 2 spaces for each dwelling unit; plus 1 space for each guest room or each suite of rooms for the first 30; plus 1 space for each two guest rooms or suites of rooms in excess of 30 but not exceeding 60; plus 1 space for each three guest rooms or suites of rooms in excess of 60; plus 1 space for each 100 square feet of floor area used for consumption of food or beverages, or public recreation areas; plus 1 space for each five fixed seats and for every 35 square feet of seating area where there are no fixed seats in meeting rooms or other places of assembly.
Motel or Motor Hotel	1 space for each guest room; plus 2 spaces for each dwelling unit
Boarding and Lodging House	2 spaces for each three guest rooms.
<u>HEALTH USES:</u>	
Veterinary Hospital	1 space for each 150 square feet of floor area.

Medical or Dental or Clinic

See office uses.

Health Studio or Club

1 space for each 150 square feet of floor area.
(For purposes of these provisions, swimming pool area shall be counted as floor area).

EDUCATIONAL AND CULTURAL USES:

Child Care Center, Day Nursery, Preschool or Nursery School

1 space for each 500 square feet of floor area.

Business, Professional or Trade School

1 space for each 25 square feet of floor area.

RECREATIONAL USES:

Theater, Auditorium

1 space for each two fixed seats and for every 21 square feet of seating area where there are no fixed seats.

Dance Hall, Pool or Billiard Parlor, Roller or Ice Skating Rink, Exhibition Hall and Assembly Hall without fixed seats, including Community Center, Private Club, Lodge Hall and Union Headquarters

1 space for each 75 square feet of floor area.

OFFICE USES:

Commercial Bank, Savings and Loan Office, other Financial Institutions, Public or Private Utility Office, Ticket Agency, other similar Window Service Offices

1 space for each 225 square feet of floor area of the main floor.

Professional Offices of Doctors, Dentists or similar professions

1 space for each 150 square feet of floor area.

General Office and other Business, Technical Service, Administrative or Professional Offices

1 space for each 250 square feet of floor area.

BUSINESS AND COMMERCIAL USES:

Personal Service Establishment, Including Cleaning or Laundry Agency or similar use	1 space for each 250 square feet of floor area.
General Retail Store, except as otherwise provided	1 space for each 225 square feet of floor area.
Shopping Center	1 space for each 200 square feet of floor area within the center, or as otherwise required for each individual use within the center, whichever is greater.
Food Store, Grocery Store, Supermarket, or similar use	1 space for each 225 square feet of floor area.
Open Air Vending, Swap Meet	1.25 spaces per vending stall or sales space.
Restaurant, Night Club, Bar, and similar establishments and for the sale or consumption of food and beverages on the premises.	1 space for each 50 square feet of service floor area.
Drive-in and Window Service Restaurant providing Outdoor Eating Area or Walk-up or Drive-up Window Service.	1 space for each 50 square feet of floor area, but not fewer than 10 spaces. The above may be modified for walk-up facilities with no seating area and beachfront walk-up with seating depending on the particulars of the individual case.
Laundromat and Coin-operated Cleaners	1 space for each 150 square feet of floor area

MANUFACTURING & RELATED USES:

Manufacturing and Industrial Establishment, including Offices and other than incidental operations.	3 spaces; plus 1 space for each 350 square feet of floor area.
Laboratory and Research Establishment	3 spaces; plus 1 space for each 300 square feet of floor area.

Warehouse Storage Building

3 spaces plus;
1 space for each 1,000 square feet of floor area

Public Utility Facility not having a Business
Office on the premises

2 spaces; plus
1 space for each 500 square feet of floor area.

● **Policy II. A. 4. Parking Requirements in Beach Impact Zone.** Any new and/or any addition to commercial, industrial, and multiple-family residential development projects within the Beach Impact Zone shall provide additional parking spaces for public use or pay in-lieu fees into the Venice Coastal Parking Impact Trust Fund.

Beach Impact Zone (BIZ) Parking Impact Trust Fund criteria:

- a. Commercial and industrial projects in the BIZ shall provide one additional parking space for each 640 square feet of building footprint. Up to 50% of the total number of these additional parking spaces required in this section may be paid for, at a rate to be established in the LIP, in lieu of providing the spaces.
- b. Multiple family residential projects in the BIZ shall provide one additional parking space for each 1,000 square feet of building footprint. Up to 100% of the total number of these additional parking spaces required in this section may be paid for at the rate established in the LIP, in lieu of providing the spaces. The recommended rates shall be established based upon the development cost study of the area.
- c. All in-lieu fees shall be paid into the Venice Coastal Parking Impact Trust Fund to be administered by the City of Los Angeles Department of Transportation.
- d. In no event shall the number of BIZ parking spaces (over and above those spaces required by the parking requirements set forth in the LIP) required for projects of three or more dwelling units, or commercial or industrial projects, be less than one (1) parking space for residential projects and two (2) parking spaces for commercial and industrial projects.

Implementation Strategies

Parking Trust Fund, in lieu fee and parking requirements shall be set forth in the Specific Plan (LIP).

● **Policy II. A. 5 Intercept Parking Lots.** A limited number of large intercept parking facilities at remote locations shall be provided and connected to the beach with a shuttle bus service operated on summer weekend days and holidays, with a signing and advertising program to direct beach goers to the intercept lots.

Implementation Strategies

This measure should build upon the current system (which, in the summer of 1994, consisted of a Venice DASH shuttle bus service operating at 10-minute headway connecting a single remote lot located at the Marina Business Center on Glencoe Avenue near the Marina

Freeway), by potentially adding more lots and modifying the shuttle routes accordingly. (Refer also to Implementation Strategies for Policy II. B. 3., Shuttle System.)

The intercept parking lots may be public lots or private lots which are underutilized during weekends (i.e. office building parking) and should be located along major access streets, not within residential neighborhoods. Possible locations could include continued use of the Marina Business Center lot on Glencoe Avenue served by the existing Venice DASH shuttle service, future parking to be provided by the Channel Gateway project in accordance with its development agreement or other sites to be determined. (See Policy II. B. 3 for further discussion of shuttle operations.)

The capital cost to implement this measure could be low, if the intercept lots are located at existing parking lots or City-owned parcels, or vacant parcels are leased. However, ongoing operating costs would be higher due to the operating and maintenance costs of the shuttle service. If private lots are to be used, their use would either have to be compelled through development agreements/developer requirements or negotiated with the owner, and the City may have to assume liability risk.

- **Policy II. A. 6. Preferential Parking.** Establishment of residential preferential parking districts shall be contingent upon providing adequate visitor parking or replacing displaced public parking spaces.

Implementation strategies.

To provide adequate visitor parking, the preferential parking district(s) should be operated as follows:

- Parking restriction shall not be less than 4-hour within designated residential district(s); meters, if provided, shall be priced and enforced to encourage use of off-street lots and shall accept payment for time increments up to 4 hours
 - Require that the general public maintain the right to buy a day-permit allowing parking on all streets within the zone.
- **Policy II. A. 7. Metered Parking on Abbot Kinney Boulevard.** The City shall install 4-hour parking meters in the commercial district along Abbott Kinney Boulevard to encourage turnover and discourage long-term beach parking, which in turn should help to increase parking availability for short-term commercial customers.
 - **Policy II. A. 8. Signage and Management of Public Beach Parking.** The availability of

alternative beach parking shall be advertised via ads and/or signs at the Venice beach and boardwalk, flyers distributed at local businesses and on the boardwalk.

To facilitate public parking, adequate signage with directions shall be installed to inform beach goers of the availability of public beach parking facilities and remote lots with shuttle service. A tiered system of lots shall be established, with beach goers directed to each tier in turn until it is full.

The use of traffic controls, special signing, and advance publicity in regional media will be utilized to direct traffic to the standby reservoir of inland parking facilities during peak holidays and to facilitate shuttle service to visitor-serving areas.

Implementation Strategies.

A beach parking signage program will consist of the following:

Fixed guide signs on major arrival routes entering the Venice area (e.g. Lincoln Boulevard from north and south, Marina Freeway from east, Washington Boulevard from east, Venice Boulevard from east and possibly Main Street and Pacific Avenue from north) identifying locations of and routes to alternative beach parking lots.

The tiered system of lots should operate as follows:

- 1st Tier - Public lots located on the beach (i.e. existing City-owned, County-leased beach parking lots located at the ends of Rose Avenue, Venice Boulevard and Washington Street) and the existing City-owned public parking lots between North and South Venice Boulevards east of Pacific Avenue.
- 2nd Tier - Other public lots within the Beach Impact Zone (i.e. proposed new public parking lot on the former MTA bus yard site, private parking facilities with negotiated agreements for public use).
- 3rd Tier - Intercept/remote lots.

As the 1st tier lots fill up, the manually-operated guide signs at the respective lot and on Rose Avenue, Venice Boulevard, and Washington Street (as appropriate) shall be changed to direct beach goers to the 2nd tier lots.

As the 2nd tier lots fill up, signs shall be posted at each lot in turn as it fills up directing beach goers to the 3rd tier lots. Also, the manually-operated guide signs at the tier 1 lots and on Rose Avenue, Venice Boulevard, Washington Street, and the existing City-owned public

parking lots between North and South Venice Boulevard (as appropriate) shall be changed to direct beach goers to 3rd tier lots rather than the 2nd tier lots.

Hands-on operation of the management and signing program shall be required during the critical period between 10 A.M. and 2 P.M., when most people arrive and lots fill up.

Operation of County-owned beach parking lots with existing and/or new City-provided lots shall be coordinated. Parking lot attendants at both County-owned and City-provided lots shall keep track of how full the lots are, and report this information to the senior traffic enforcement officer in charge of the program.

B. Alternative Transit and Traffic Management

- **Policy II. B. 1. Public Transportation.** It is necessary to maintain existing and develop new public transportation facilities to facilitate coastal access in Venice.

The City shall pursue establishment of a subregional transit system. The subregional system shall include Venice as one of the interconnecting destinations. Those portions of the system located within the Venice LCP area should be linked to those portions located within the County's Marina del Rey LCP area, to ensure a single, integrated system.

A public transit service within and to Venice to meet recreational needs is of prime importance and shall be maintained and expanded, subject to available funding. The City Department of Transportation (LADOT) shall work with the regional bus lines, such as the Metropolitan Transportation Authority (MTA), Santa Monica Municipal bus line, and Culver City bus line, inter-operator fare integration task force to provide peak period and event scheduling of bus services for the area and to develop park-and-ride lots.

Implementation Strategies

The funding and resources of various jurisdiction, such as proposition A/B Local Discretionary Funds, shall be coordinated to maximize beach transit service.

- **Policy II. B. 2. Beach Bus Service.** Special beach bus service from targeted areas to Venice beach shall be provided. The objective of the beach bus service would be to provide specialized bus service to the Venice beach area to provide beach goers with an alternative means of accessing the beach.

Implementation Strategies

The beach bus service would be provided during summer weekends and holidays by using school buses or LADOT commuter express buses which are otherwise not utilized on weekends. High schools located in the targeted areas could serve as the pick-up/drop-off points for the beach bus service.

- **Policy II. B. 3. Shuttle System.** The City shall develop a comprehensive shuttle (DASH) system for the Venice Coastal Zone as a transit alternative to the automobile for use by beach visitors. Shuttles should be located along well-utilized routes to the beach to ensure adequate use of the system.

To serve Marina Peninsula, the current Venice DASH shuttle bus route shall be modified to operate along Pacific Avenue, south of Washington Boulevard to the Marina Jetty.

Implementation Strategies

The Venice intercept parking shuttle route(s) shall be designed to interface with regional transit routes. For example, the current Venice DASH shuttle bus route travels along Mindanao Way, Admiralty Way, Ocean Avenue and Venice Way to Pacific Avenue, interfacing with MTA Line 33 via stops along Venice Way and with Culver City Line 1 and Santa Monica Line 2 at Pacific Avenue. Adding stops within Marina del Rey along Admiralty Way and on Mindanao Way near Lincoln Boulevard would also allow transfers to/from MTA Line 108 and Santa Monica Line 3. If the shuttle route is modified or new shuttle routes are provided to serve new intercept parking lots, the new or modified routes should also coordinate with regional transit services. (Exhibit 14 a/b).

The shuttle system should be implemented as follows:

1. Shuttle bus operation on Venice Boulevard between beach and inland parking areas, including: (a) Venice Boulevard Median Lot expansion; (b) new Venice Branch Library lot; and (c) Electric Avenue lots.
2. Shuttle bus operation on Washington Boulevard between a prospective lot at Mildred Avenue, the Venice Pier, and the beach, with potential stops at existing available parking facilities (e.g., the 400-space Washington Square garage at Via Dolce and Washington Street).
3. Other shuttle bus routes to connect inland standby parking facilities (e.g. school sites) during peak days (e.g. summer and holidays). Shuttle buses

would operate on summer weekends and holidays plus other days that might be identified as periods of high public beach demand.

New commercial developments shall be required to contribute to the cost of funding a Venice coastal shuttle system. The City should support, coordination and participation of privately operated shuttle systems.

Subject to availability of funding, the City should establish park-and-ride lots along regional bus line routes that could be served by commuters on weekdays and which could also be utilized by visitors to recreational areas on weekends.

Subject to availability of funding, the City should establish park-and-ride lots parallel to the Santa Monica Freeway route which could be utilized by carpoolers traveling to metropolitan Los Angeles on weekdays, and which could also be linked to the coastal area by a shuttle service on weekends.

The City shall continue coordination efforts with Caltrans to design a park-and-ride lot on the median of the Marina Freeway.

- **Policy II. B. 4. Traffic Management.** The City shall develop and implement traffic management programs to improve and facilitate coastal access in Venice. This includes development of a Transportation Demand Management (TDM) program to more efficiently utilize available parking and street capacities and to encourage beach visitors to alter their mode of travel. It also should include the implementation of improvements to the street system and reduction of automobile congestion, including intersection signalization and improvement of traffic lane efficiency.

Implementation Strategies.

The Coastal Transportation Corridor Specific Plan (CTCSP) (Ord. No. 168,999, which replaced Ord. No. 160,394) adopted by the Los Angeles City Council on August 13, 1993, is, in part, an effort to ensure implementation of transportation improvements with planned commercial and industrial development. The CTCSP is intended to provide for coastal access and to coordinate comprehensive transportation plans and programs with other jurisdictions and public agencies. Developers of commercial and industrial projects are required to contribute traffic impact assessment fees for transportation improvements to offset increased traffic demand. The coastal transportation plan will be periodically updated and revised to reflect current costs of proposed improvements and the feasibility thereof. The Coastal Transportation Corridor Trust Fund fees are levied by the City at the time of issuance of the local building permit and will be used to mitigate traffic impacts of new development to the maximum extent feasible.

Potential Traffic Mitigation Measures: Potential mitigation measures which could be implemented to alleviate project traffic impacts at the analyzed intersections are described below. (For detailed information refer to Draft Final Report, Venice Traffic and Parking Study, April, 1995.)

1) Signalization Improvements: The City is in process of implementing Automated Traffic Surveillance and Control (ATSAC) at the following 20 locations:

- Pacific Avenue & Rose Avenue
- Pacific Avenue & Brooks Avenue
- Pacific Avenue & Westminster Avenue
- Pacific Avenue & Windward Avenue
- Pacific Avenue & North Venice Boulevard
- Pacific Avenue & South Venice Boulevard
- Pacific Avenue & Washington Street
- Main Street & Rose Avenue
- Main Street & Abbot Kinney Boulevard/Brooks Avenue
- Dell Avenue/Via Dolce & Washington Street
- Ocean Avenue/Via Marina & Washington Street
- Palawan Way & Washington Street (includes installation of traffic signal)
- Abbot Kinney Boulevard & Venice Boulevard
- Mildred Avenue & Washington Street
- Abbot Kinney Boulevard & Washington Boulevard
- Lincoln Boulevard & Brooks Avenue/Lake Street
- Lincoln Boulevard & California Avenue
- Lincoln Boulevard & Superba Avenue
- Ocean Avenue/Venice Way & North Venice Boulevard
- Ocean Avenue/Venice Way & South Venice Boulevard

2) Physical Mitigation Measures: The City shall implement restriping and lane improvements within existing pavement widths at the following locations, as recommended in the Venice Traffic and Parking Study.

Pacific Avenue & Rose Avenue - Provide an exclusive left -turn on the westbound Rose Avenue approach.

Pacific Avenue & Westminster Avenue - Restripe the eastbound Westminster Avenue approach to provide an exclusive left-turn lane.

○ Pacific Avenue & North Venice Boulevard - Provide an additional northbound through lane on Pacific Avenue by restriping the northbound left-turn lane as a shared left-turn/through lane.

○ Pacific Avenue & South Venice Boulevard - Provide an additional northbound through lane on Pacific Avenue by restriping the northbound approach for one through lane and a shared through/right- lane.

○ Main Street & Rose Avenue - Restripe the westbound Rose Avenue approach to provide an exclusive left-turn lane.

Potential Revenue Sources: Potential revenue sources to finance Implementation Strategies as recommended in the Venice Traffic and Parking Study may include the following:

1. Developer in-lieu parking fees to help fund new public parking facilities (i.e. fees paid into the Venice Coastal Parking Impact Trust Fund).
2. Charge for parking in new City-provided beach parking lots in the Beach Impact Zone.
3. Charge for parking in intercept lots and/or to ride Venice intercept parking shuttle system (recent experience with the current Venice DASH system, however, indicates that farebox recovery is likely to be low).
4. Revenue from new parking meters installed as part of plan in both residential and commercial districts.
5. City parking meter fund.
6. Preferential parking permit fees (fee level should be set and used to offset administrative costs of issuing permits only).
7. Coastal Transportation Corridor Trust Fund.
8. City general fund.
9. Other cities served by potential sponsored beach bus service.
10. Fares for sponsored beach bus service (fare box recovery likely to be very low, however, if fares are to be set at an affordable level).

11. Benefit assessment district.
12. Los Angeles County (relative to signage improvements at the County-owned beach parking lots).
13. Proposition A and Proposition C local return funds.
14. Revenues available through MTA's biannual Multi-Year Call for Projects, including:
 - Proposition A and Proposition C discretionary funds
 - Flexible Congestion Relief (FCR) and Transportation System Management (TSM) funds (Propositions 108 and 111)
 - Federal intermodal Surface Transportation Efficiency Act (ISTEA) funds

C. Pedestrian and Bicycle Access

Venice Beach is readily accessible to pedestrians and cyclists. Pacific Avenue is the major paralleling street to the area. Direct access from the east is via Rose Avenue, Venice Boulevard, and Washington Boulevard.

The walk streets in North Venice, Marina Peninsula and Milwood neighborhoods are among the most pleasant pedestrian amenities in Los Angeles and provide excellent vertical access to the beach. The Venice Boardwalk extends approximately 1.5 miles along the sand, providing immediate access to beach. (See Exhibit 15).

A segment of the Los Angeles South Bay bicycle trail runs through Venice for 1.5 miles along the beach, from the City boundary in the north to the Washington Boulevard parking lot.

Ballona Lagoon is accessible through a decomposed granite pedestrian path with a double rail wood fence along the entire eastern shoreline of lagoon. The path is accessible at either end from Via Marina or Via Dolce and from numerous walk streets/malls within the existing development to the east of Lagoon.

The walkways along the banks of the Venice Canals have been recently restored and they provide pedestrian access to the canals.

- **Policy II. C. 1. General Non-Vehicular Coastal Access Policy.** Pedestrian and bicycle access ways identified on Exhibit 15, Pedestrian Access and Bicycle Trails, shall be developed, protected, and maintained, and new development adjacent to the coast and coastal waterways shall be required to provide public access in a manner that is consistent with the policies of the Coastal Act.

A network of pedestrian and bicycle routes shall be developed, enhanced and maintained to provide linkages within residential neighborhoods and between visitor-serving commercial areas and coastal recreational access points, transit routes, existing and projected parking facilities, and areas of historical significance to facilitate circulation of visitors within the heavily congested areas in Venice.

Implementation Strategies

Public Works Projects

To enhance pedestrian access, improvements should establish and reinforce pedestrian connections between Ocean Front Walk, existing walk streets, the Venice Canals, Grand Canal and Ballona Lagoon, West Washington Boulevard, and streets that were part of the original Kinney Canals.

Private Developments:

Development standards in this LUP and the LIP for the walkways along the canals, lagoon, and designated walkstreets shall focus on preserving pedestrian orientation by preserving the walkways and limiting height and types of development permitted adjacent to the walkways. (For more detailed information refer to Policy II.C.10 and 11).

- **Policy II. C. 2. Marina Peninsula Pedestrian Access.** . The three existing public rights-of-way from the Grand Canal to Strongs Drive and Pacific Avenue shall also be improved and appropriately signed.

For extension of Ocean Front Walk from Catamaran Street to Via Marina refer to Policy III. C. 2. of this LUP.

- **Policy II. C. 3. Ballona Lagoon Enhancement Plan (Pedestrian Access).** Pedestrian access and interpretative overlooks to the Ballona Lagoon shall be enhanced without invading the privacy of adjoining residents. (Refer also to Policy IV. B. 1).

Implementation strategies:Eastern Shore:

The existing public path along the eastern shore is presently maintained by the homeowners association. (Refer to the Ballona Lagoon Enhancement Plan for specific proposals.)

North Lagoon:

1. A new sidewalk shall be installed along the edge of Via Dolce where it fronts the lagoon. The sidewalk will connect the existing decomposed granite path at the eastern shore to the proposed path at the northeastern edge of the lagoon.
2. At the end of Canal Court a secondary access point shall be provided to the western access paths.
3. A path shall be constructed along the northwest shore of the lagoon from the Canal Court access point to Pacific Avenue where it is intersected by Jib Street and continue south along Pacific Avenue to Lighthouse Street. As elsewhere, regulatory signs and trash receptacles should be placed intermittently along the trail.

Western Shore

Because of the steep embankment and the need to provide some buffering from the automobile traffic on Pacific Avenue, the strategy along the western shore is to limit physical access. A future study shall be done, as part of the Ballona Lagoon Enhancement Plan, before any public access improvement along the western shore.

- **Policy II. C. 4. Venice Canals.** The Venice Canals Walkways have been fully rehabilitated and shall be maintained for public access. The Department of Transportation shall provide signs on Venice Boulevard which direct the public to the Venice Canals Historic District and the existing Venice Canals Walkways.
- **Policy II. C. 5. Ocean Front Walk North Venice.** Ocean Front Walk north of Washington shall be preserved and enhanced for public access including but not limited to improvements, such as repaving and landscaping along Ocean Front Walk, development of a pedestrian plaza along Washington Boulevard (previously Washington Street) and provision of landscaping and decorative treatments at Windward Avenue as outlined in the 1995 Venice Beach Ocean Front Walk Refurbishment Plan. (For Bike path see Policies II.C.16 and III.C.3). (For extension of Ocean Front Walk south of Washington see Policy III.C.2).

Implementation Strategies: Conservancy Waterfront Restoration Plan and 1995 Venice Beach Ocean Front Walk Refurbishment Plan.

Using the Proposition A money, the City of Los Angeles Recreation and Parks Department will implement the 1995 Venice Beach Ocean Front Walk Refurbishment Plan components designed to enhance pedestrian access.

● **Policy II. C. 6. Disabled/Elderly Access Paths** Access paths should be provided across beach lands to the shoreline for use primarily by the elderly and disabled persons. Such paths should be located in the vicinity of the Venice Pier and be compatible with the Least Tern nesting ground. The path near the jetty may also include a shaded overlook area, providing coastal views are not significantly impaired.

● **Policy II. C. 7. Walk Streets.** Designated walk streets shall be preserved and maintained at their present widths for public pedestrian access to the shoreline and other areas of interest and to preserve views along and from the public right-of-way. Vehicular access on walk streets shall be restricted to emergency vehicles. The minimum width of the pedestrian path shall be 10-12 feet in the North Venice and Peninsula areas and 4½ feet in the Milwood area. The remaining public right-of-way shall be limited to grade level uses including landscaping, patios, gardens and decks.

The following streets are designated as walk streets (as shown on Exhibit 15):

West of Pacific Avenue and east of Ocean Front Walk:

- | | |
|--------------------------|----------------------|
| a. Twenty-fourth Avenue | j. Galleon Street |
| b. Twenty-sixth Avenue | k. Mast Street |
| c. Twenty-seventh Avenue | l. Outrigger Street |
| d. Twenty-eighth Avenue | m. Privateer Street |
| e. Thirtieth Avenue | n. Reef Street |
| f. Anchorage Avenue | o. Spinnaker Street |
| g. Buccaneer Street | p. Union Jack Street |
| h. Catamaran Street | q. Westwind Street |
| I. Sunset Avenue | r. Yawl Street |
| | s. Via Marina |

Between Lincoln Boulevard and Shell Avenue:

- | | |
|-----------------|------------------|
| a. Nowita Place | c. Amoroso Place |
| b. Marco Place | |

West of Main Street and east of Speedway:

- a. Dudley Avenue
- b. Breeze Avenue
- c. Wave Crest Avenue

West of Main Street and east of Ocean Front Walk:

- a. Paloma Avenue
- b. Thornton Avenue

West of Main Street and east of Pacific Avenue:

- a. Park Place
- b. Vista Place

West of Pacific Avenue and east of Speedway:

- a. Nineteenth Avenue
- b. Twentieth Avenue
- c. Twenty-third Avenue
- d. Eastwind Street
- e. Twenty-fifth Avenue
- f. Jib Street
- g. Twenty-ninth Avenue
- h. Northstar Street
- I. Catamaran Street
- j. Voyager Street
- k. Fleet Street
- l. Ironsides Street
- m. Quarterdeck Street
- n. Ketch Street
- o. Park Avenue
- p. Club House Avenue
- q. Ozone Avenue

West of Via Dolce and east of Esplanade East:

- a. Ironside Mall
- b. Ketch Mall
- c. Light House Mall
- d. Mast Mall
- e. Spinnaker Mall
- f. Outrigger Mall
- g. Northstar Mall
- h. Privateer Mall
- i. Quarterdeck Mall
- j. Reef Mall
- k. Topsail Mall

West of Via Dolce and east of Via Donte:

- a. Union Jack Mall
- b. Voyager Mall
- c. Westwind Mall
- d. Channel Point Mall

And:

a. Crescent Place between Palms Boulevard and Shell Avenue.

- **Policy II. C. 8. Emergency Vehicle Access.** Adequate access for emergency vehicles shall be provided and maintained at all times to residences on walk streets while preserving the integrity and character of the walk streets to the extent feasible.
- **Policy II. C. 9. Alley Access and Improvements.** Alleyways shall remain clear of all vehicles, structures, storage and debris at all times so that fire apparatus may service all residences on walk streets. The alleyways may be used solely for ingress and egress to garages and private parking areas. New development shall incorporate any improvements necessary to upgrade or retain alleys to current standards and to enhance public safety.
- **Policy II. C. 10. Walk Streets -- Residential Development Standards.** New residential development along walk streets shall enhance both public access and neighborhood character.

Building materials, colors, massing and scale of new structures shall complement those of existing structures in the neighborhood. Building facades shall be varied and articulated to provide visual interest to pedestrians. Primary ground floor residential building entrances and frequent windows shall face the walk streets. Front porches, bays, and balconies shall be encouraged. In case of duplexes and low density multiple-family buildings, entries shall be located in the exterior building facade for each residential unit, and shall face walk streets, and be well-defined and separate.

- **Policy II. C. 11 Encroachments into Walk Street Right of Way.** Encroachments into city right-of-way shall be limited to grade level uses including gardens, patios, landscaping, ground level decks, and fences.

The gardens/patios in the right-of-way, between the fences and the buildings, shall be permitted to provide a transitional zone between the public path ways and private dwellings.

To create a defensible space, the planting along the walk streets shall not impede the view of walkways by the residents and the view of the gardens by the pedestrian.

Creative use and arrangement of permeable paving materials shall be encouraged.

Any fence, wall or hedge erected in the public right-of-way shall not exceed 42 inches in height as measured from the existing grade of the public right-of-way. The use of decorative fence patterns such as split rail, picket and rustic is encouraged. New fences shall be located in line with existing fences on the same side of street.

Implementation Strategies:

An ordinance should be adopted amending Bureau's Standard Plan D-22459 and creating a standard street category for walkstreets. The Street Standards Committee should adopt improvement standard for walkstreets.

The following criteria are recommended for walk streets:

- a. The City of Los Angeles Department of Public Works, Fire Department, Department of City Planning, Department of Recreation and Parks, and Department of Cultural Affairs shall work cooperatively to maintain and enhance these walk streets as pedestrian rights-of-way.
- b. No financing is currently allocated to improve the walk streets. Any improvements are likely to be the result of assessment financing or development conditions.
- c. The city shall seek funding for regular maintenance (including tree trimming) and cleaning of walkstreets shall be regulated.

Permanent encroachments within the existing public right-of-way of a designated walkstreet shall be permitted only by obtaining a revocable encroachment permit from the City Department of Public Works.

The city shall investigate the feasibility of purchasing special fire fighting vehicles and equipment which would permit the Fire Department to access structures along walkstreets with narrower than 28-foot-wide right-of-ways.

The City Department of Transportation shall investigate and install as appropriate 'No Parking' signs in public alleyways adjacent to walk streets to keep alleyways clear for emergency vehicles.

For eventual undergrounding of all wires in alleyways, the Department of Building and Safety shall require that for a permit for new construction and/or major remodeling a conduit be undergrounded in anticipation of later hook-up connection.

- **Policy II. C. 12. Ocean Front Walk Pedestrian Amenities.** In order to support pedestrian activities along Ocean Front Walk, commercial development should include design elements aimed at providing for pedestrian safety and convenience, such as shade, seating, directional sign, courtyards and walkways.

Implementation Strategy

Implementation strategies will be set forth in the LIP to encourage pedestrian activity. These implementation strategies include, but are not limited to, the following:

- Require that new commercial developments be consistent with the Development Standards for Ground-Level Development (See Policy I.B.7.)
- Support a Business Improvement District (BID) comprised of visitor-serving commercial properties. Funds obtained from this assessment district would be designated specifically for the Ocean Front Walk area and used for maintenance, improvement and development of public pedestrian amenities.

- **Policy II. C. 13. Bikeways.** The City shall develop and maintain those bikeways delineated on Exhibit 15, Pedestrian Access and Bikeways and continue to identify future bikeway locations for potential bicycle trip demand.

Implementation Strategies

Bikeways shall be integrated with those in the communities of Westchester, Playa Vista, Palms, Mar Vista, the County, Culver City, the City of Santa Monica and with existing and proposed recreation facilities.

Bikeways shall be selected to complement other present and future transportation modes such as, but not limited to, pedestrians, automobiles, buses, commuter rail and rapid transit.

To the extent feasible, complete separation of motor vehicle traffic from bicycle traffic should be achieved by making use of off-street rights-of-way, such as those associated with electric power transmission, drainage, public land and abandoned railways for class I bikeways (bike paths). Where the bikeway must be in the usable roadway and the pavement is sufficiently wide, a lane for the exclusive use of bicycles class II bikeways (bike lanes) should be designated and identified by striping and signs.

Bikeways and bicycle support facilities are funded primarily through Transportation Development Act (TDA) Article 3 funds; additional potential funding sources include Los Angeles County Proposition A as well as State and Federal programs for recreational bikeway development. (Refer also to the Citywide Bicycle Plan.)

- **Policy II. C. 14. Bikeway Along Ocean Front Walk South of Washington.** The beach bike path along Ocean Front Walk has been designated as part of the Citywide Bikeway System, on the Bicycle Plan Map, a part of the Transportation Element of the General Plan. The extension of this bike path south of Washington is necessary to alleviate overcrowding in the area north of Washington Boulevard and to provide adequate and safe public recreational access for both residents

and visitors alike. Because of the exclusively residential nature of abutting uses along Ocean Front Walk south of Washington Boulevard, continuation of the bike path through this area should be located away from the walk and residences. Design of this bike path should be in keeping with the neighborhood character of the peninsula beach area and shall avoid disturbance of the Least Tern nesting area.

● **Policy II. C. 15. Bicycle Support Facilities.** Convenient and secure bicycle parking and storage facilities shall be provided at transit centers and public buildings, retail developments, theaters, parks and similar trip generators. Bike racks should be provided at the western terminus of streets at Ocean Front Walk and at the Jetty.

Landscaping and Lighting: Class I bikeways (bike paths) shall be landscaped whenever feasible. Landscaping may be used to emphasize the separation from motor traffic or from pedestrian traffic, but shall not impede coastal views. Where bike paths are isolated and as recommended by the Los Angeles Police Department, safety measures such as security lighting shall be included in design.

Implementation Strategies

The Specific plan will include standards for requiring new non residential development to provide additional bicycle access and support facilities, including bikeways, bike racks, public restrooms, bike lockers, drinking fountains, trash cans, recycling bins, seats, etc.

The City shall investigate the feasibility of providing a "park-and-bike" lot on the abandoned Pacific Electric right-of-way along Mildred Avenue west of Washington Boulevard, as this lot could be linked with the beach bike path and Venice Pier via the bike lane along Washington Boulevard.

● **Policy II. C. 16.** The City shall work with the Metropolitan Transportation Authority (MTA) and other public transit agencies to provide the capability to transport bicycles to and in the area aboard public transit.

POLICY GROUP III. RECREATION AND VISITOR-SERVING FACILITIESIntroduction

Recreation and visitor serving facilities in the Venice Coastal zone include the opportunities offered by Venice Beach, Ocean Front Walk, and the bike path; the restaurants and shops along Ocean Front Walk and Main Street; and the walkways and waterways of the Venice Canals and Ballona Lagoon which offer sightseeing, birdwatching and boating. Existing recreation and visitor serving facilities are shown in Exhibits 16 and 17.

Venice Beach is acknowledged as one of the most popular attractions in Southern California. It extends along the coast from Navy Street to the Marina del Rey jetty and entrance channel, providing 2.9 miles of ocean frontage and 238 acres of sandy beach. The beach area, bike path and Ocean Front Walk are used by locals, county-wide residents, and visitors from around the world. Summertime attendance is estimated to average 100,000 on Saturday and 150,000 on Sunday (County of Los Angeles, Department of Beaches and Harbors). According to the same source, annual attendance has been estimated to be around 5.5 million (1993). The beach is owned by the City of Los Angeles and operated by the county of Los Angeles.

The beach area is a vast, integrated recreation facility, providing free or low cost opportunities for those who bike, skate, jog, walk, fly kites, picnic, swim, fish and sunbathe along the Pacific shore. For participants and spectators, there are public courts for basketball, volleyball, handball and paddle tennis; weight lifting equipment, and children's play areas. Ocean Front Walk is a paved walkway located at the inland edge of the beach, used by pedestrians, roller skaters and skateboarders. Recreational and visitor support facilities along the beach and Ocean Front Walk include five restroom buildings, twenty lifeguard towers, concession stands, bicycle and roller skate rentals, drinking fountains, and refuse containers. (See Exhibit 17.)

Private businesses such as retail shops, restaurants and vendors along Ocean Front Walk and Mai Street are also an attraction and service for residents and visitors alike. Hotels, motels and hostels are located in the walking distance from the beach and are also considered visitor-serving uses.

The Los Angeles County South Bay bicycle trail runs from Santa Monica to Torrance. Through Venice, a bike path runs 1.5 miles along the beach from the City boundary on the north, stopping at the Washington Blvd parking lot. In order to continue across the Marina channel, cyclists continue inland to Lincoln Boulevard via bike lanes on Venice Boulevard or Washington Boulevard. (Refer to Policy II. C. 15).

The Venice Pier, located at the terminus of Washington Street, was constructed in 1964 and was used for concession, fishing, bait, and fishing equipment. The pier has been closed since 1989 due to structural deficiencies, and was slated for demolition by the City. However, in response to strong

community sentiment to save the pier, the City Department of Recreation and Parks has prepared a restoration proposal based on funding from Proposition A.

In general, public use of the beach in the Marina Peninsula south of Washington Boulevard is less intensive than the North Venice Beach portion. Uses are primarily sunbathing, swimming, picnicking, active recreational uses on the sand, and fishing from the Marina Channel jetty. More intensive use is limited due to restricted access, parking, and lack of recreation facilities. The area provides a respite from the activity of the northern portion and a more serene coastal experience.

In 1988, the State Coastal Conservancy initiated a collaborative planning and design project with the City of Los Angeles and the Venice community focused on improving public facilities and enhancing significant community spaces and recreational facilities. In May 1990, the State Coastal Conservancy released a draft Waterfront Restoration Plan. The draft plan presents conceptual design alternatives for improvements to the Venice Pier, the Venice Pavilion, Ocean Front Walk and related beach facilities, Windward Avenue Circle, Washington Boulevard, and Venice Boulevard median.

In March of 1995, the City of Los Angeles Recreation and Parks Department retained a team of private consultants to prepare a plan for the refurbishment of approximately 1.7 miles of Ocean Front Walk. (Refer to Venice Beach Ocean Front Walk Refurbishment Plan, November 3, 1995.) The improvements recommended in this plan are in keeping with the overall vision, goals and recommendation of Coastal Conservancy Waterfront Plan. The Refurbishment Plan was approved by the City of Los Angeles Recreation and Parks Commission, subject to a final action pending an expanded initial study under CEQA, on November 15, 1995.

In addition to the beach area, the walkways and waterways along the Venice Canals and Ballona Lagoon provide opportunities for more passive recreational and educational uses such as birdwatching, nature study, strolling, and sightseeing. Non-motorized boating is permitted in the Venice Canals. The waterways are a sensitive environmental habitat, and the Land Use Plan balances recreation uses with the need for habitat protection (See Sections I and IV for additional policies related to the Canals and Lagoon.)

Parking and access issues, including bikeways, are further discussed in Section II.

Coastal Act Policies

Section 30212.5. *Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, or overcrowding or overuse by the public of any single area.*

Section 30213. *Lower cost visitor and recreational facilities shall be protected, encouraged and where feasible, provided. Development providing public recreational opportunities are preferred.*

Neither the commission nor any regional commission shall either: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low- or moderate-income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

Section 30220. *Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.*

Section 30221. *Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.*

Section 30222. *The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreational shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.*

Section 30223. *Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.*

Section 30224. *Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.*

Section 30250. *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.*

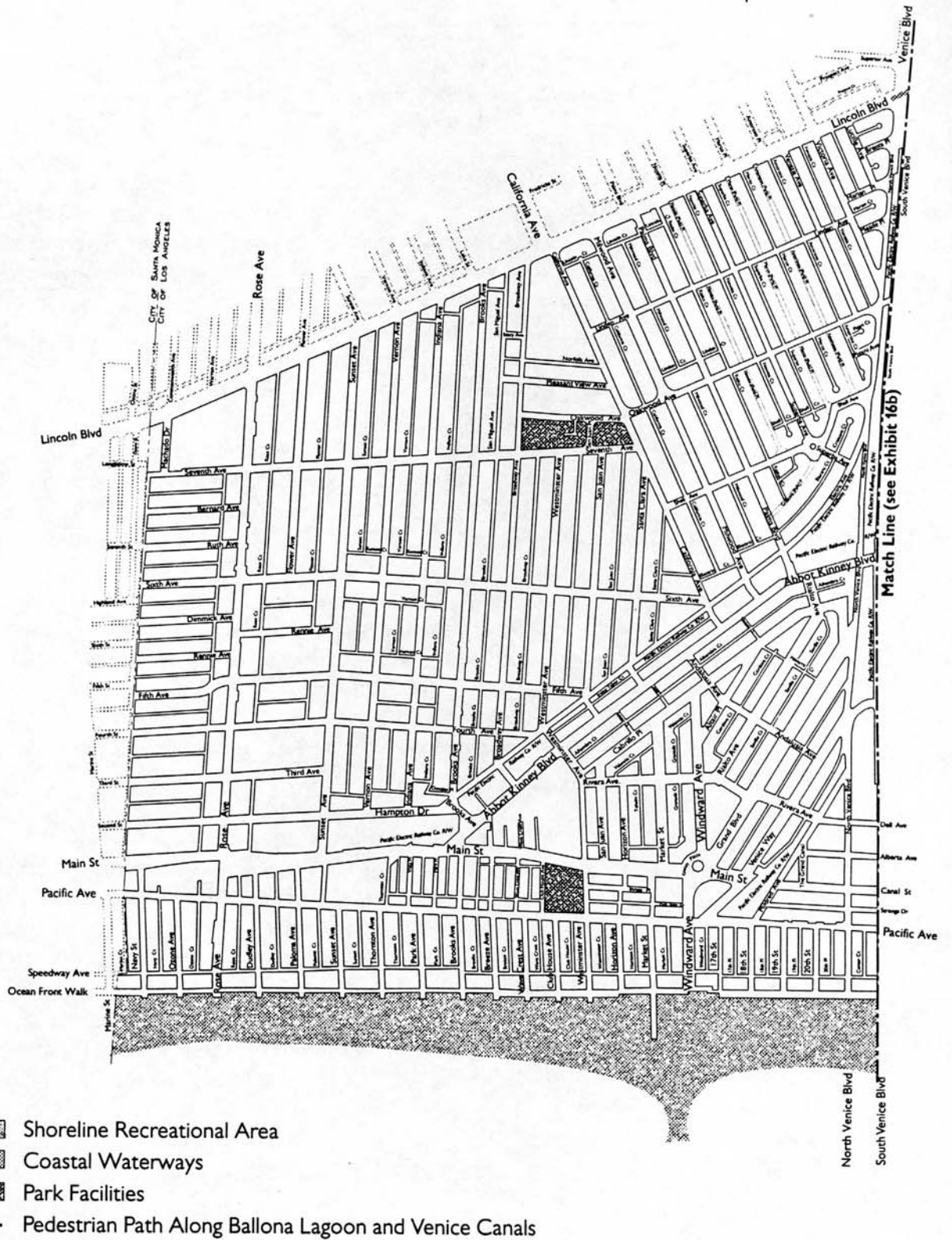


Exhibit 16a
Recreation and Visitor Serving Facilities



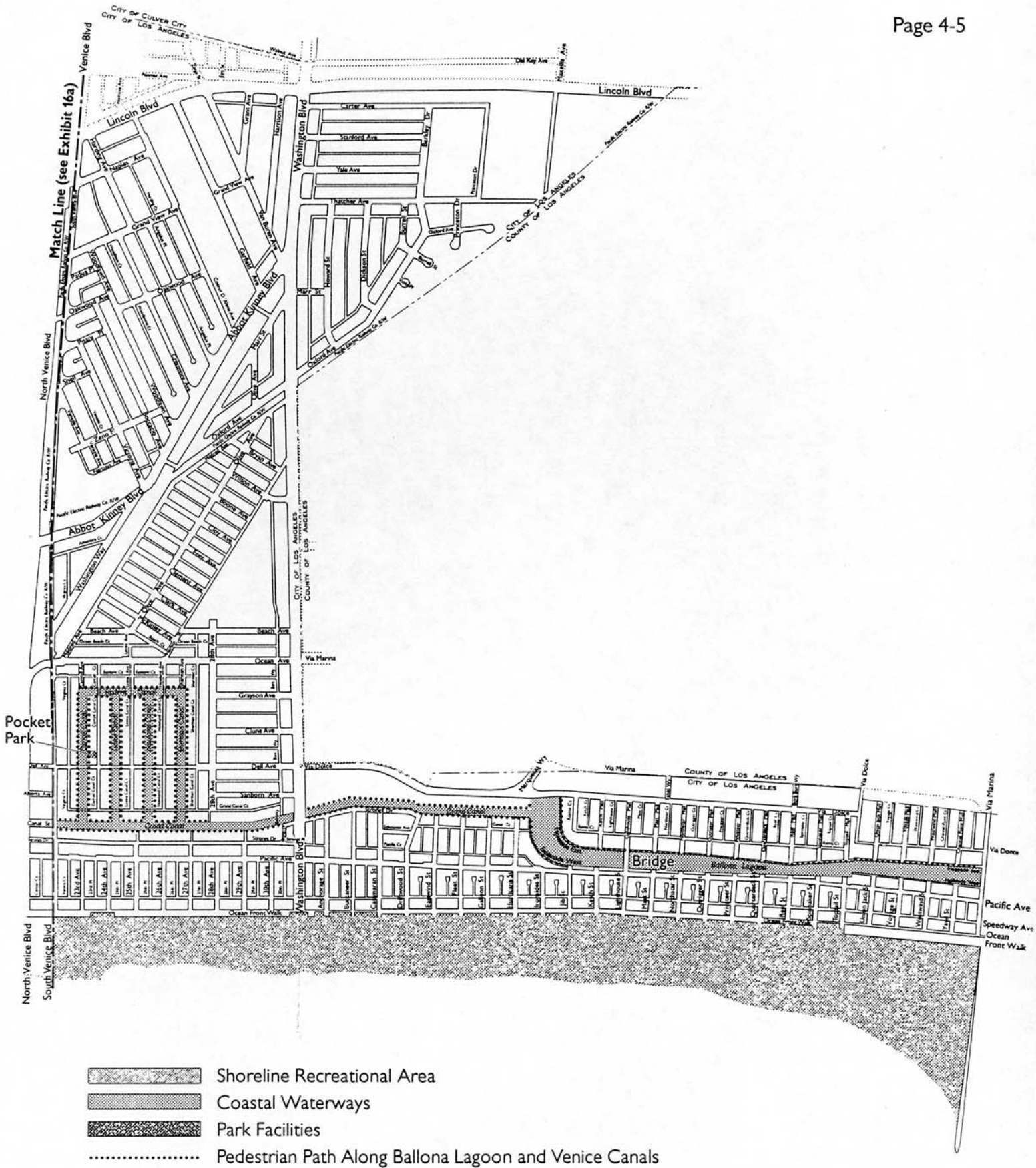
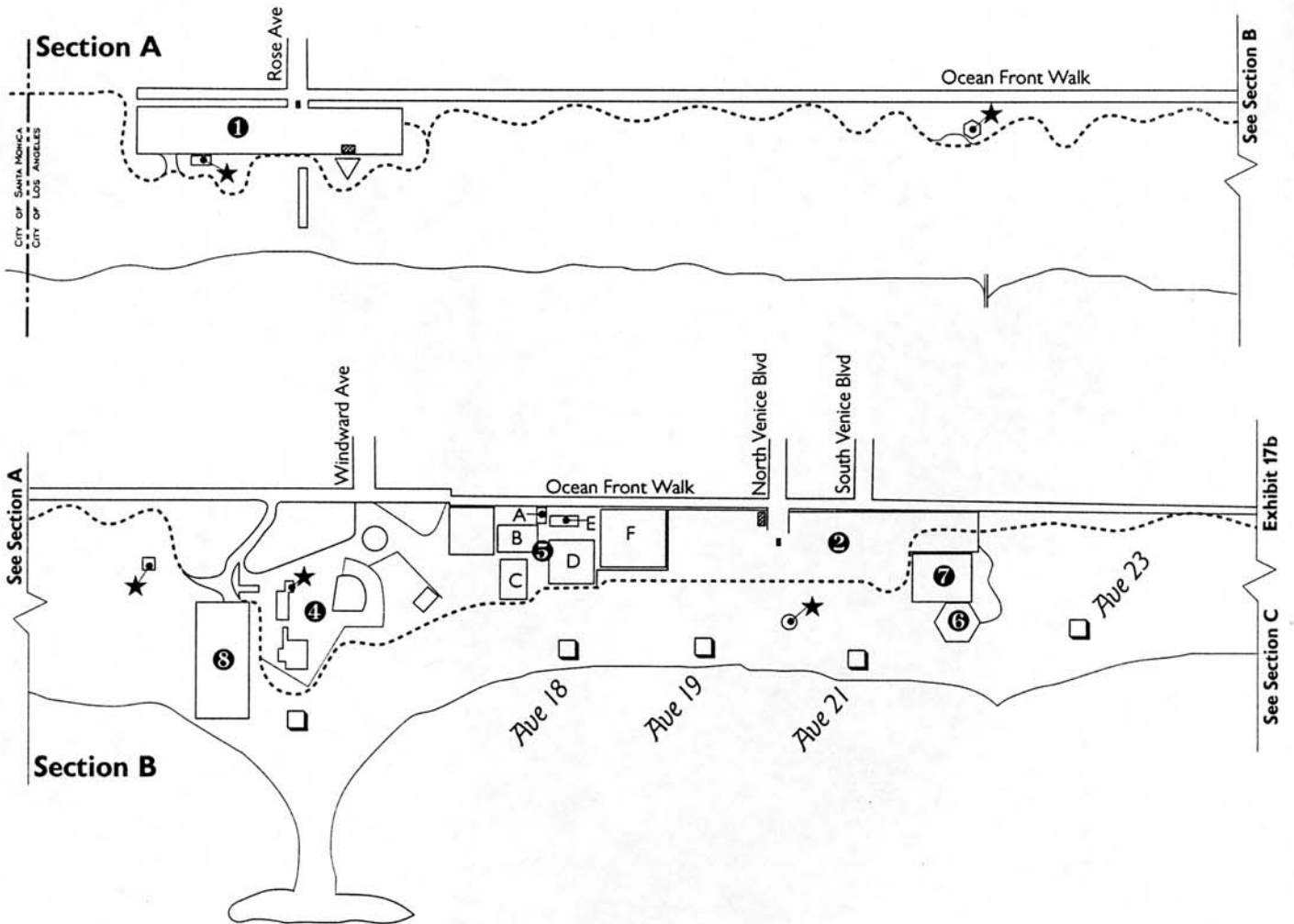


Exhibit 16b
Recreation and Visitor Facilities





- Parking Booths
- ▽ Covered Picnic Areas
- Lifeguard Towers
- ★ Restrooms
- ▨ Bike Rentals
- - - Bike Path
- ① Rose Ave. Parking Lot
- ② Venice Blvd. Parking Lot
- ③ Washington St. Parking (L.A. City Dept. of Parks and Recreation)
- ④ Venice Pavillion
- ⑤ Venice Athletic Center
 - A Office/Restroom
 - B Basketball
 - C Handball
 - D Swings
 - E Weight Yard
 - F Tennis
- ⑥ Lifeguard Headquarters
- ⑦ Maintenance Yard
- ⑧ Oil Drilling Area

Exhibit 17a
Existing Shoreline Recreational Area

Resource: Courtesy of The Los Angeles County Department of Beaches and Harbors



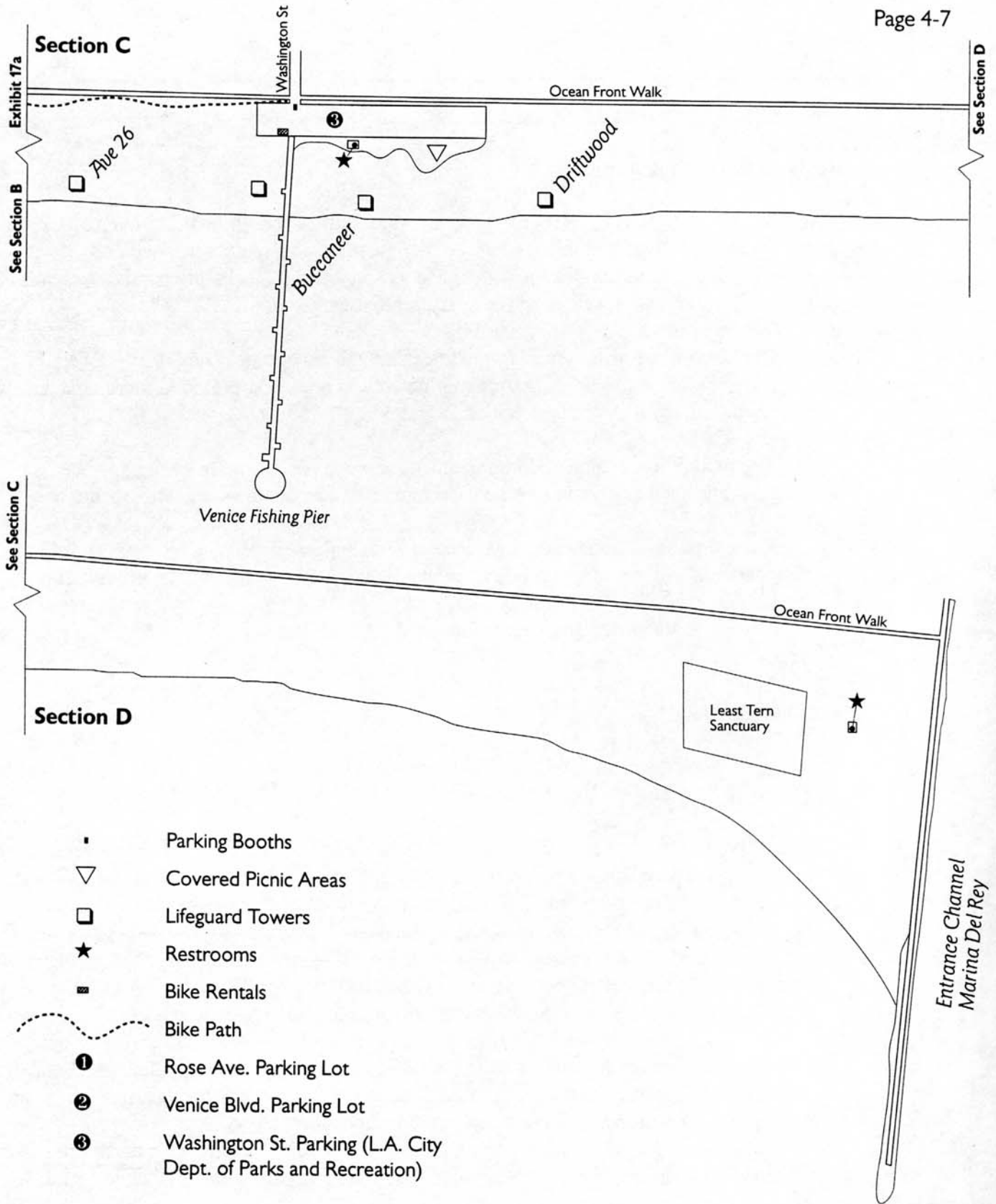


Exhibit 17b
Existing Shoreline Recreational Area

Resource: Courtesy of The Los Angeles County Department of Beaches and Harbors



Policies and Implementation Strategies

A. Recreational Opportunities.

● **Policy III. A. 1. General.** New recreational opportunities should be provided, and existing recreational areas, shown on Exhibits 16 and 17 shall be protected, maintained and enhanced for a variety of recreational opportunities for both residents and visitors , including passive recreational and educational activities, as well as active recreational uses.

a. Recreation and visitor-serving facilities shall be encouraged, provided they retain the existing character and housing opportunities of the area, and provided there is sufficient infrastructure capacity to service such facilities.

b. Acquisition, expansion and improvement of parks and facilities throughout the Venice coastal zone shall be encouraged and accelerated, subject to the availability of funds.

c. Where feasible and compatible with the surrounding neighborhood, recreational uses shall be located in conjunction with other new public facilities, such as public parking lots.

d. Recreation facilities shall be refurbished and constructed to maximize recreational opportunities.

Implementation Strategies

The City shall designate and zone public recreation areas shown on Exhibit 16, including Ocean Front Walk, as Open Space use.

The City shall maintain an inventory of vacant land suitable for potential acquisition as public open space, and shall encourage continuing efforts by county, state and federal agencies to acquire such land and work with the Coastal Conservancy towards this end. Potential funding sources include: Quimby funds, the Tide-Lands Oil Trust Funds, and the Venice Surplus Real Property Fund. Unutilized or underutilized public land (including rights-of-way), particularly publicly owned lands having potential for multiple uses, such as school playgrounds, should be made available for park and recreational uses.

Citizen groups and merchants' associations shall be encouraged to undertake private action for community improvements, such as: business improvement district's (BID's) initiation of programs by property owners and merchants to increase off-street parking facilities serving adjacent shopping areas, promoting street tree planting programs, sponsoring clean-up and beautification programs to improve the general environment, and, development and maintenance of small parks.

B. North Venice

The Coastal Conservancy's 1990 Draft Waterfront Restoration Plan is a comprehensive program of public beach and related pedestrian, circulation and community improvements which could be developed over the next several years, subject to available funding. The 1990 Draft Waterfront Restoration Plan identifies conceptual design options and provides preliminary estimates of project costs. The Coastal Conservancy and City agencies will continue to refine conceptual designs based on costs, funding, design and engineering studies, and community and City priorities. The 1995 Venice Beach Ocean Front Walk Refurbishment Plan, prepared for the Department of Recreation and Parks, is a detailed plan for North Ocean Front Walk and bike paths. The 1995 Refurbishment Plan is an extension of the Coastal Conservancy's 1990 Plan, and they are not mutually exclusive plans. The 1995 Refurbishment Plan is the guiding document for implementation and refurbishment of the north segment of the Venice Beach Ocean Front Walk.

• **Policy III. B. 1. 1990 Waterfront Restoration Plan and 1995 Venice Beach Ocean Front Walk Refurbishment Plan.** The City shall support implementation of the Coastal Conservancy Waterfront Restoration Plan and related studies, such as the 1995 Venice Beach Ocean Front Walk Refurbishment Plan, which complements the Venice LUP policies for public and recreational facilities.

The two plans address the following facilities:

Ocean Front Walk: The 1990 Draft Waterfront Restoration Plan provided design options and concepts for Ocean Front Walk from North Venice to the Venice Pier at Washington Street.

The 1995 Venice Beach Ocean Front Walk Refurbishment Plan is the implementation plan prepared for the City Department of Recreation and Parks, which includes design plans for North Ocean Front Walk and bike paths. The Plan proposes relocation, expansion of some existing recreational facilities and addition of new ones along North Ocean Front Walk and the adjoining beach area. Proposed improvements include:

- Ocean Front Walk resurfacing and lighting, street furniture, sand wall and trash and recycling containers.
- A new separate 10 - 14 foot bikepath west of the existing bikepath; allowing use of existing path for joggers and skaters.
- Relocation and expansion of the existing children's play area and creation of a new children's play area near the Rose parking lot.
- Handicapped access to the beach.

- Skate dance area, grandstand basketball court, resurfacing and lighting of existing basketball courts, handball court improvements and expansion.
- Reconstruction and addition of new restrooms.
- Pagoda restoration.

Venice Pavilion: The Department of Recreation and Parks in cooperation with the Council Office are currently exploring alternatives for this site.

Windward Avenue and Circle: In response to community support to create a pedestrian oriented environment in the area of Windward Avenue and Circle, the 1990 Draft Waterfront Restoration Plan proposes several conceptual designs. This would involve providing better linkage between the Ocean Front Walk and Pavilion area on the beach, and Windward Avenue from Speedway to Windward Circle. The Draft Plan would create a formal plaza between Speedway and Ocean Front Walk, create an enhanced pedestrian area from Speedway to Pacific Avenue, and establish pedestrian connections along Windward Avenue to Main Street at Windward Circle. The improvements to the Circle would establish it as a central focus for pedestrians and vehicles.

The 1995 Venice Ocean Front Walk Refurbishment Plan supported the idea of creating a formal plaza between Speedway and Ocean Front Walk and proposed a plaza park at this location which forms a staging area and pedestrian drop-off zone at Speedway.

A continuation of the arcaded-facade Venetian architecture is assumed in future restoration or new construction on Windward Avenue.

Washington Boulevard: The Draft Waterfront Restoration Plan has prepared conceptual illustrations of a redesigned Washington Boulevard between Pacific Avenue and the beach parking lot at the Venice Pier. The improvements are designed to provide better connections between the existing beach facilities, including the pier and beach parking lot, and Washington Boulevard.

Implementation Strategies

Proposition A, approved by the voters of Los Angeles County in November 1992, included \$10 million specifically for the Venice Beach area. The City Department of Recreation and Parks will implement the 1995 Refurbishment Plan components designed to enhance pedestrian access.

- **Policy III. B. 2. Venice Pier.** The Venice Pier has been restored and open since November 1997. The pier shall remain open to the public.

Implementation Strategies

The Coastal Conservancy Waterfront Restoration plan found strong community sentiment for restoration and reopening of the Pier (providing there is no intensification of use over previous pier operation). Provision of funding from the Proposition "A" has resulted in the proposal to restore the pier. The City Department of Recreation and Parks has been working with a private consultant to prepare a restoration plan for the Venice Pier. The Department of Public Works, Bureau of Engineering issued a Local Coastal Permit, CDP 95-04, for this project on January 19, 1996.

C. Marina Peninsula

- **Policy III. C. 1. Visitor Serving Facilities.** Additional visitor-serving recreation facilities shall be encouraged and provided on the Marina Peninsula south of Washington Boulevard. A minimum of one additional restroom facility including drinking fountain, trash receptacle, and bicycle rack shall be constructed on the Peninsula Beach, preferably within the vicinity of the mid-beach area, to support beach access and protect the public health.
- **Policy III. C. 2. Extension of Ocean Front Walk.** The City shall complete the redevelopment of the entire Ocean Front Walk from Catamaran Street to Via Marina. New development adjacent to the unimproved portions of Ocean Front Walk shall be required to improve the adjoining right-of-way. Such improvements shall be designed to enhance and improve lateral pedestrian access and facilitate greater use of the beach in the Peninsula area while preserving the neighborhood character.
- **Policy III. C. 3. Bicycle Path Extension.** The bike path shall be extended along the beach from Washington Street south to the jetty at the Marina Channel. (Refer to Policy II. C. 14.)

Implementation Strategies

The funds shall be identified and means devised for using such funds to complete the paving of Ocean Front Walk and extension of the bike path. Possible funding sources include the Transportation Development Act (TDA)-Article 3, Proposition C and Proposition A monies, Venice Surplus Real Property Fund, State Coastal Conservancy monies, and Metropolitan Transportation Authority fund, among others.

The City shall request that the County of Los Angeles Department of Public Works or other appropriate entity construct a minimum of one additional restroom facility on the Peninsula Beach.

- **Policy III. C. 4. Least Tern Nesting Area.** No development permits shall be granted for development which would have a potential significant impact on the Least Tern nesting ground in the vicinity of the jetty at the Marina Channel.

D. Coastal Waterways

- **Policy III. D. 1. General.** Existing bodies of water, including the Venice Canals, Grand Canal south of Washington Boulevard, Ballona Lagoon, and the Pacific Ocean and beaches, shall remain open to the public for recreational uses, as specified in this LUP.
- **Policy III. D. 2. Boating Use of Canals and Lagoon.** Recreational boating use of the Venice Canals shall be limited to non-commercial shallow-bottom, non-motorized boats such as canoes and rafts, in order to permit recreation while protecting the environmentally sensitive habitat area and maintain a quiet ambience within the neighborhoods of the plan area. No boating shall be permitted in the Grand Canal and Ballona Lagoon south of Washington Street.

The City of Los Angeles Department of Public Works shall consider development of a public boat launch facility in the median located north of the South Venice Boulevard Bridge. A public boat launch facility shall provide adequate on-site public parking consistent with the sizes and types of boats to be launched and frequency of launching pursuant to standards of the County Department of Small Craft Harbors.

- **Policy III. D. 3. Venice Canals Boat Docks.** Construction of small non-commercial private boat docks along the restored canal banks shall be permitted, subject to the approval of the Department of Public Works, to provide boating access while protecting habitat along the banks.
- **Policy III. D. 4. Boating and Recreational Use of Pacific Ocean and Adjacent Beaches.** The Pacific Ocean and adjacent beaches may be used for boating; however, no boat launching will be permitted from sandy beaches. Swimming, surfing, water sports, picnicking and sunbathing are encouraged on the beaches. Fishing from the piers and jetty shall be allowed.
- **Policy III. D. 5. Educational and Passive Recreational Use of Waterways.** Educational use of coastal waterways by schools and other groups shall be encouraged. Passive educational and recreational opportunities shall be maintained and enhanced via a public walkway along the Grand Canal and lagoon wetlands. The city shall establish observation areas with seating and shade, subject to the availability of sufficient space and funding, to provide opportunities for passive recreation in the lagoon and canals in such a manner as to provide public access, and so as to not interfere with the privacy of adjacent residences or obstruction of views.

Implementation Strategies

Venice Canals: Canals Rehabilitation Project (Department of Public Works). (Refer to Policy IV. A. I., Water and Marine Resources and Environmentally Sensitive Habitat Areas, of this LUP for a detailed discussion). The recently restored walkways in the canal area are open to the public for passive recreation and educational activities such as bird watching, strolling and sightseeing (Exhibit 16b, Recreation and Visitor serving Facility.). The Department of Transportation will maintain signs on Venice Boulevard to direct the public to the Venice Canals Walkways.

Ballona Lagoon and Grand Canal south of Washington Boulevard: Ballona Lagoon Enhancement Plan (Ballona Lagoon Marine Preserve California State Coastal Conservancy, August, 1992). (Refer to Policy IV. B. 1. of this LUP for a detailed discussion.) A 40-foot dedicated open space with a pedestrian trail has been provided adjacent to the east banks of the Ballona Lagoon in Silver Strand Subarea, for passive recreational activities. This buffer strip shall be maintained by the homeowners association.

- **Policy III. D. 6. Venice Canals Parks.** New parks, with parking to the rear, shall be considered on some of the City owned lots on the canals, provided that such facilities are compatible with the existing residential use of the area.

POLICY GROUP IV. WATER AND MARINE RESOURCES, ENVIRONMENTALLY SENSITIVE HABITAT AREAS, AND HAZARDS**Introduction**

This section of the LUP addresses water and marine resource issues relating to regulation of storm water runoff, tidal circulation, and protection and enhancement of environmentally sensitive habitat areas within the Venice coastal zone.

The environmentally sensitive habitat areas in the Venice coastal zone include the Ballona Lagoon and Grand Canal south of Washington Street, the Venice Canals north of Washington Street, habitat buffer areas on the east and west bank of Ballona Lagoon, and the California Least Tern nesting areas, as identified on the Environmentally Sensitive Habitat Area Map (Exhibits 18 and 19 a and b). The existing and potential sensitive values in these areas shall be protected, enhanced, and where feasible, restored.

The Venice Canals, along with adjacent Ballona Lagoon, support some of the last remaining pockets of coastal wetland habitat in Los Angeles County. The Venice Canals are part of the Ballona Lagoon sea water system and are connected with Ballona Lagoon via Grand Canal. For sixty years the Canal waterways had been subject to bank erosion, runoff and stagnant water conditions. The Venice Canals Rehabilitation project was completed in 1993 to rectify these conditions. In September 1986, a supplemental environmental impact report was prepared for Venice Canals Rehabilitation Project (City of Los Angeles, Department of Public Works). According to this report, 6 species of fish were present in the canals system: topsmelt, California killifish, arrow goby, bay pipefish, longjaw mudsucker and diamond turbot. According to the same study, a great array of bird species have been identified in the immediate vicinity of the canal system. Most of these species are observed in the southern portion of Ballona Lagoon. The majority of the bird utilization of the Venice Canals is by domestic birds such as ducks and geese. Yet, occasionally individual California Least Terns are observed in the canal area.

The Ballona Lagoon is an easily accessible natural area of estuarine and intertidal habitat. Currently, the Lagoon environment is degraded by bank erosion, poor water quality, inadequate tidal exchange, and invasion of non-native plant species. An enhancement plan has been prepared for the Lagoon to improve water quality and habitat values, and provide public access. The plan also includes measures to increase biological productivity of the lagoon and Grand Canal. The following information relating to Ballona Lagoon is from this plan.

There are two vegetation types around Ballona Lagoon : upland terrestrial vegetation and intertidal salt marsh vegetation. The upland vegetation is dominated by exotic species, especially ice plant. Native plants include alkali weed, sand verbena, and alkali health. The intertidal salt marsh vegetation is dominated by pickleweed, with jaumea prevalent at the north end of the lagoon.

The lagoon is also rich in invertebrate and fish species, some of which are easily observable from the shore.

Mudflats in Ballona Lagoon are especially important to shorebirds, which forage there in the fall and winter in surprisingly high numbers considering the small size of the lagoon and the limited mudflat available. Open water in the lagoon is utilized by grebes, herons, egrets, gulls, and terns, all of which forage on fish. The green-backed heron, which is uncommon in the region, but occurs regularly on the lagoon, fishes from the shore in shallow water. Some waterfowl species, such as bufflehead and red-breasted mergansers, also forage for fish, while mallards feed on aquatic vegetation. (For more detail on existing water conditions, vegetation, and wildlife; and coastal strand habitat refer to the Ballona Lagoon Enhancement Plan.)

The California Least Tern (*Sterna albifrons browni*), is a federal-and-state-listed endangered bird species. Although the Least Tern formerly nested on upper beaches at numerous locations along the California coast, breeding is now limited to a small number of managed sites in Southern California and around San Francisco Bay. Least Terns forage for small fish in the marina, Ballona Creek, Ballona Lagoon and the canals, and nest on a state-owned portion of Venice Beach just north of the Marina del Rey main channel from late April to August. The Least Tern is afforded Federal and State protection under the Endangered Species Act of 1973 and the U.S. Fish and Wildlife Coordination Act of 1976..

The Venice Coastal Zone except the area approximately north of Rose Avenue between Second and Sixth Avenues is susceptible to liquefaction.

The area approximately west of Ocean Front Walk, between Marine Street on the north and Via Marina on the south, is in 100 year Flood Plain areas according to Federal Emergency Management Agency (FEMA) Flood Insurance Map.

Flood control along the Grand Canal and Ballona Lagoon involves two mechanisms. Water from the Ocean enters the Lagoon/Canals System through a set of gates between the Lagoon and the Marina Entrance Channel. This gate is owned/operated by the County Department of Public Works. A second set of gates, on Grand Canal at Washington Boulevard, owned/operated by the City, regulate water levels in the Venice Canals

The second mechanism is the network of drainage features/devices located in the land adjacent to the Grand Canal/Ballona Lagoon. The Bureau of Engineering requires drainage facilities as part of a private development in subdivisions or lot-splits. Runoff enters the Grand Canal through several outlets that must be designed to be non-erosive. Dwellings in the area are generally elevated and inundation by flood waters is limited to a few garages.

Coastal Act Policies

This part of the LUP addresses the following sections of the California Coastal Act.

Section 30230. *Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.*

Section 30231. *The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

Section 30236. *Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.*

Section 30240.

(a) *Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas.*

(b) *Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.*

Section 30411.

(b) *The Department of Fish and Game, in consultation with the Commission and the Department of Boating and Waterways, may study degraded wetlands and identify those which can most feasibly be restored in conjunction with development of a boating facility as provided in subdivision (a) of Section 30233. Any such study shall include consideration of all of the following:*

- (1) *Whether the wetland is so severely degraded and its natural processes so substantially impaired that it is not capable of recovering and maintaining a high level of biological productivity without major restoration activities.*
- (2) *Whether a substantial portion of the degraded wetland, but in no event less than 75 percent, can be restored and maintained as a highly productive wetland in conjunction with a boating facilities project.*
- (3) *Whether restoration of the wetland's natural values, including its biological productivity and wildlife habitat features, can most feasible be achieved and maintained in conjunction with a boating facility or whether there are other feasible ways to achieve such values.*

Section 30233.

(a) The diking, filling, dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

- (1) *New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.*
- (2) *Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.*
- (3) *In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland. The size of the wetland area used for boating facilities, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, shall not exceed 25 percent of the degraded wetland.*
- (4) *In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.*

- (5) *Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.*
- (6) *Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.*
- (7) *Restoration purposes.*
- (8) *Nature study, aquaculture, or similar resource-dependent activities.*

(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.

(c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including, but not limited to, the 19 coastal wetlands identified in its report entitled, "Acquisition Priorities for the Coastal Wetlands of California", shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with this division.

(d) Erosion control and flood control facilities constructed on water courses can impede the movement of sediment and nutrients which would otherwise be carried by storm runoff into coastal waters. To facilitate the continued delivery of these sediments to the Littoral Zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects. Aspects that shall be considered before issuing a coastal development permit for such purposes are the method or placement, time of year of placement, and sensitivity of the placement area.

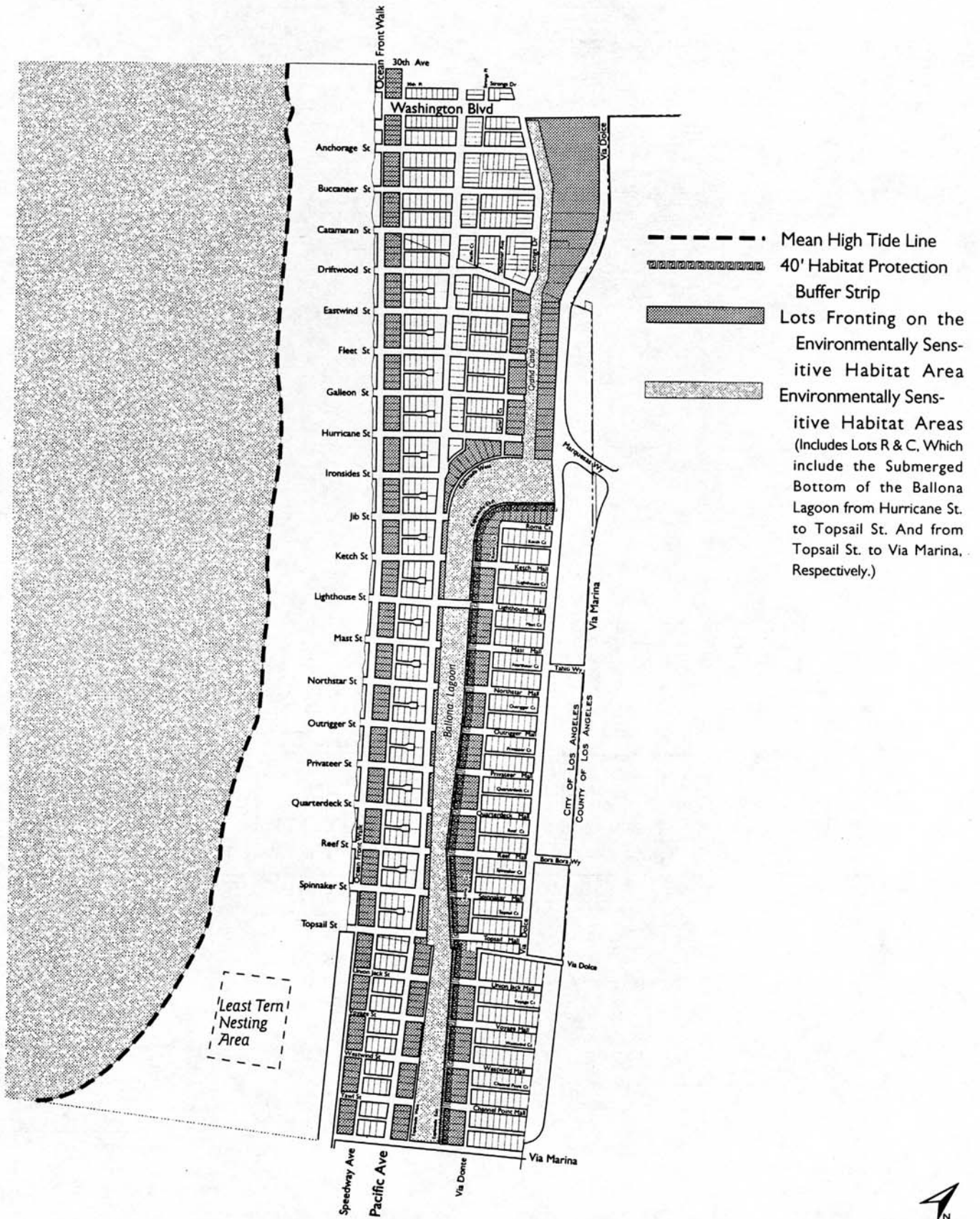
Section 30235. *Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.*

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 land forms along bluffs and cliffs.*

Environmentally Sensitive Habitat Area



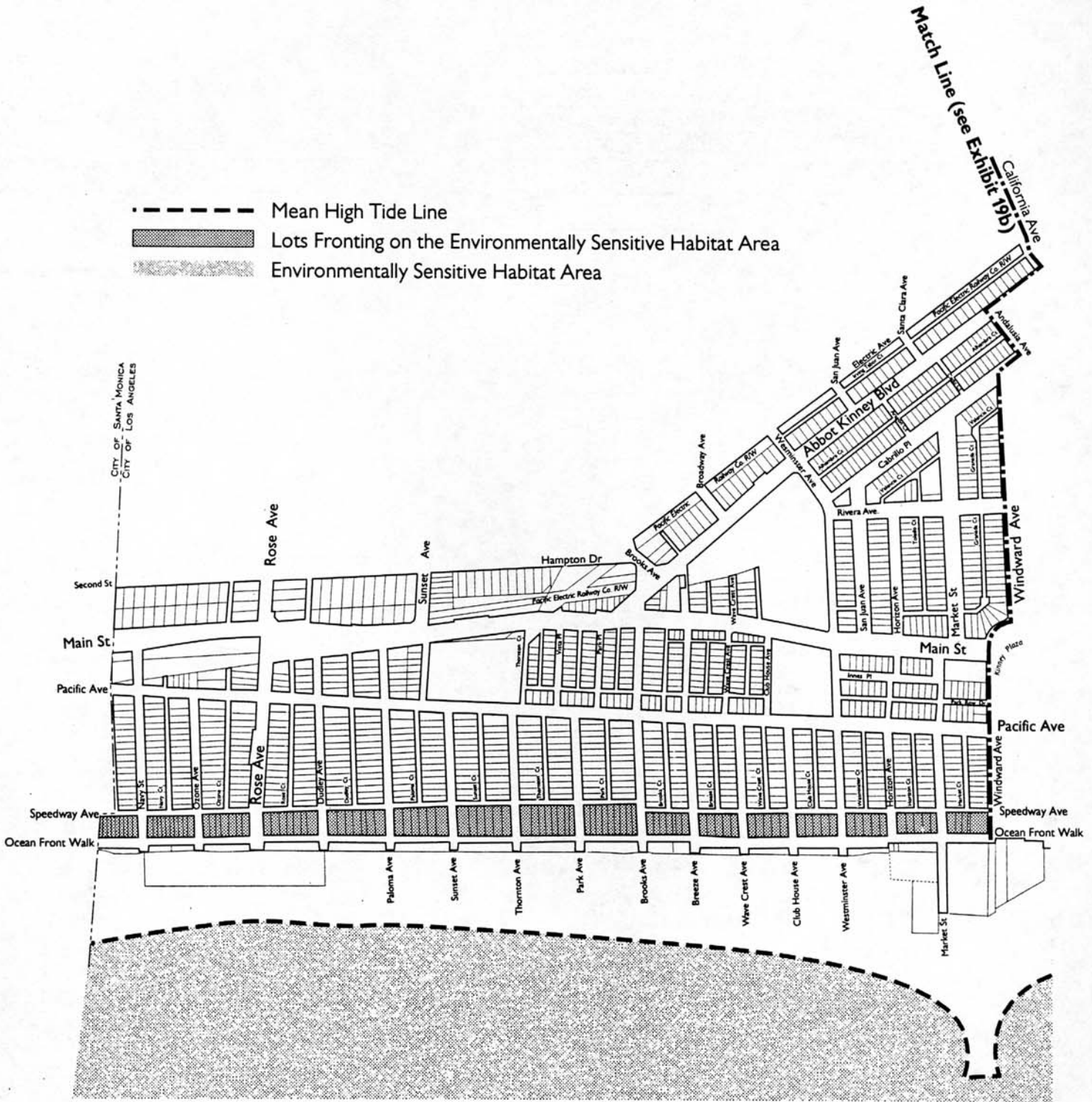
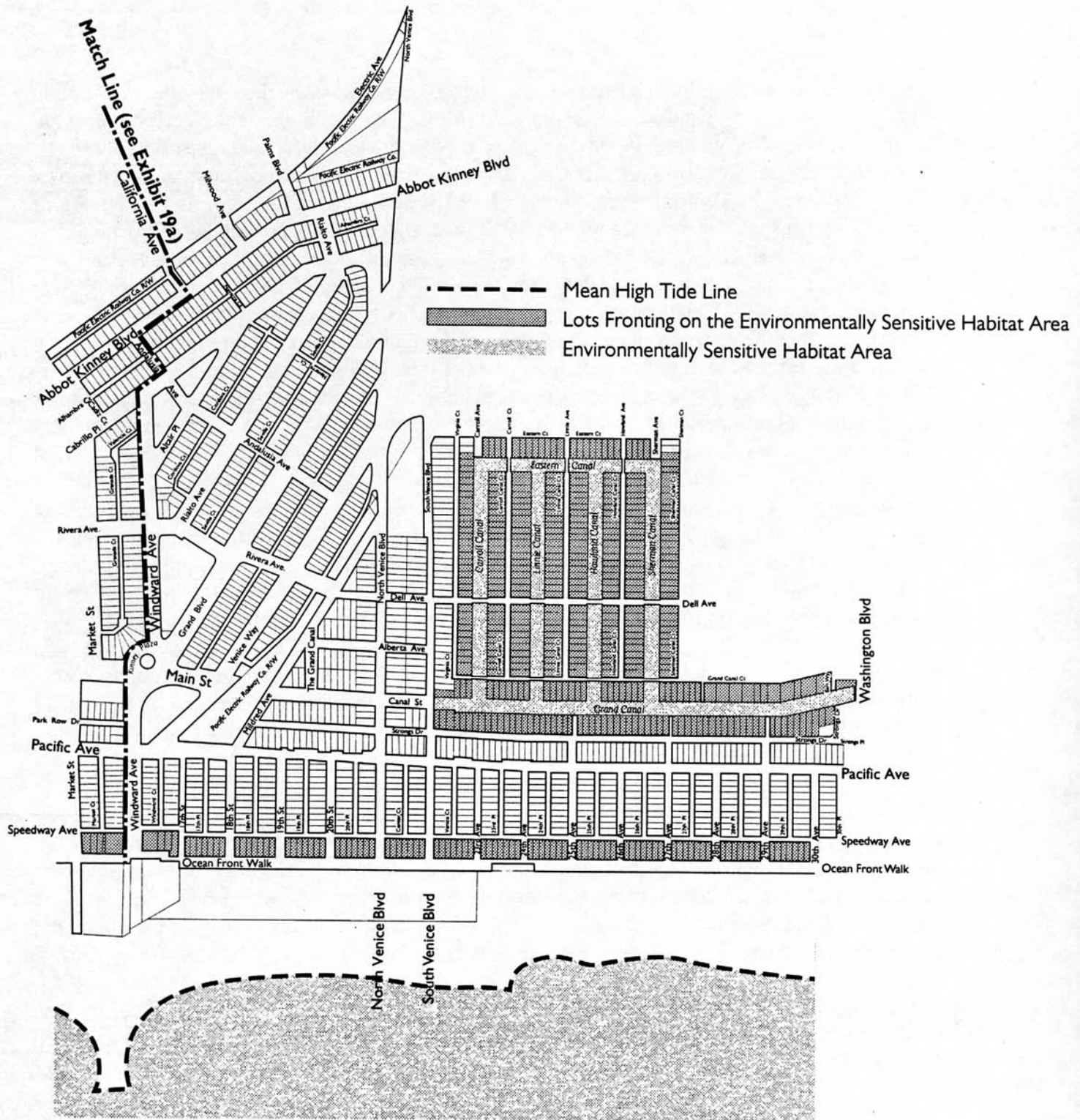


Exhibit 19a
Environmentally Sensitive Habitat Site





**Exhibit 19b
Environmentally Sensitive Habitat Areas**

Policies and Implementation Strategies

A. Venice Canals (Exhibit 19b)

The Venice Canals Rehabilitation Plan, proposed by the City of Los Angeles, Department of Public Works was approved by the Coastal Commission in 1991. The rehabilitation project, completed in December 1993, involved dredging of the canals, construction of new canal banks and new public walkways along the banks, reconstruction of several bridges and revegetation along the canal banks. The restoration of the Venice Canals was completed by the Bureau of Engineering. The Board of Public Works awarded a contract for regular maintenance of the waterways, landscaping and removal of litter and debris. The best approach to long term maintenance of the Canals is still being studied at this time. Prior to the rehabilitation project, the Bureau of Street Maintenance (BSM) maintained the canals. This responsibility fell to them because the canals are "streets". During construction, maintenance was handled by Bureau of Engineering (BOE), through the restoration project contractor. BSM has indicated that they do not want to resume maintenance responsibility. BOE does not generally perform maintenance activities and does not have the appropriate staff for this operation. The Department of Recreation and Parks may have personnel that are adequately trained/equipped to maintain wetland habitat; however, they do not have funding.

The formation of a maintenance assessment district has been suggested but is controversial within the community. Ultimately, the City is responsible, under a Coastal permit, for maintaining the canals. The Department of Public Works will continue to work on this issue with the community, the Council office and California Coastal Commission staff. It should be noted that the Coastal Commission retains permit jurisdiction for tidelands and submerged lands.

- **Policy IV. A. 1. Canals Rehabilitation Project.** The canal area north of Washington Street shall continue to be maintained as a unique coastal environmental and social resource, as provided by the Venice Canals Rehabilitation Plan. The goals and objectives of the rehabilitation plan are designed to rectify water quality, bank stability and public access problems; to enhance biological productivity associated with the waterways; and are consistent with this LUP.
- **Policy IV. A. 2. Permitted uses.** Uses permitted in or adjacent to the canals shall be implemented in a manner to protect the biological productivity of marine resources and maintain healthy populations of marine organisms. Such uses as open space, habitat management, controlled nature study and interpretation, and passive public recreation use of walkways for birdwatching, photography, and strolling shall be encouraged and promoted.
- **Policy IV. A. 3. Venice Canals Landscape Buffer.** To protect the marine habitat, a one and one-half to two-foot-wide safety landscape buffer strip shall continue to be provided and maintained between the canal banks and sidewalks. Landscaping in the buffer strip shall consist of native

coastal strand marshland or wetland vegetation as specified in the Canals Rehabilitation Project .

● **Policy IV. A. 4. Venice Canals Setback and Yard Area.** In order to provide a setback for access, to protect visual quality and the biological productivity of the canals, and to limit water runoff, a setback with an average depth of 15 feet (and a minimum depth at any point of 10 feet) shall be provided and maintained in the yard adjacent to the canal property line. This set back shall provide a permeable yard with an area at least 15 feet times the width of the (rear) lot line at the canal side (See also Policy I. A. 4a for details).

● **Policy IV. A. 5. Canal Zoning.** The canal waterways shall be rezoned to Open Space(OS). This zone designation will serve to protect the recreational, residential and scenic uses of this coastal area while providing for other uses which would benefit the public and city without significant impairment of the recreational and residential uses.

B. Ballona Lagoon and Grand Canal South of Washington Boulevard (Exhibit 18)

The Ballona Lagoon is an easily accessible natural area of estuarine and intertidal habitat. Currently, the Lagoon environment is degraded by bank erosion, poor water quality, inadequate tidal exchange, and invasion of non-native plant species. In March 1988, the State Coastal Conservancy authorized a grant to the Ballona Lagoon Marine Preserve (BLMP) to prepare a resource enhancement plan for Ballona Lagoon. The Ballona Lagoon Enhancement Plan was completed on August 1992 and adopted by the Coastal Conservancy in October 1993. The overall goal of the Enhancement Plan is to clean up the lagoon for wildlife, fisheries and people.

Most of the lots east of Lagoon, in Silver Strand subarea, Exhibit 4, are developed under Coastal development permit (CDP) Nos A-266-77, 5-87-112, and 5-86-691 issued by the Coastal Commission. The subject permits have been granted for the new development, subject to the conditions to ensure that the new development around the Lagoon area would conform to the habitat protection policies Section 30240 of the Coastal Act. Refer to Land Use and Development Standards Section (Policy Group I) of this LUP.

The Portion of Grand Canal between Hurricane Street and Washington Boulevard has not been included in either the Venice Canals Rehabilitation Plan or the Ballona Lagoon Enhancement plan. The Bureau of Engineering is working with the Sixth District Council Office, the Ballona Lagoon Marine Preserve and the State Coastal Conservancy to improve Grand Canal.

● **Policy IV. B. 1. Ballona Lagoon.**

a. **Ballona Lagoon Enhancement Plan.** The Ballona Lagoon shall be restored, protected and maintained for shallow tidal and intertidal marine habitat, fisheries and public access as provided

in the Ballona Lagoon Enhancement Plan. The plan is intended to improve water quality and tidal flushing; reduce the amount of garbage, sediment and other pollutants in the lagoon; maintain and expand habitat values for the endangered least tern, shorebirds and fisheries; restore native vegetation; protect banks from erosion; maintain and if possible increase the existing 50 year flood protection; and enhance public trails and interpretative overlooks without invading the privacy of adjoining residents. The goals and policies of the Enhancement Plan are consistent with this LUP.

b. Permitted Uses. Only uses compatible with preservation of this habitat shall be permitted in and adjacent to the lagoon. Uses permitted in or adjacent to lagoon shall be carried out in a manner to protect the biological productivity of marine resources and maintain healthy populations of marine organisms. Such uses as open space, habitat management, controlled nature study and interpretation, and passive public recreation such as birdwatching, photography, and strolling shall be encouraged and promoted.

Implementation Strategies

The California Coastal Commission reviewed the Enhancement Plan and on January 10, 1996 granted Permit #5-95-152 for restoration of Ballona Lagoon and Lagoon bluffs along the east bank, subject to conditions.

● **Policy IV. B. 2. Ballona Lagoon Buffer Strip.** The City shall implement methods of permanent protection of the lagoon, including acceptance of all outstanding and future offers to dedicate open space and public access buffer strips along the east and west banks.

a. East Bank. A habitat protection buffer strip, a 40-foot dedicated open space and public easement shall continue to be provided and maintained adjacent to east bank of the Ballona Lagoon, in Silver Strand Subarea, as required by Coastal Development Permits (CDP) A-266-77, 5-87-112, and 5-86-691. For additional detail, see Policy I. A. 4b.

b. West Bank. Because of the steep embankment and the need to provide some buffering from the automobile traffic in Pacific Avenue, the strategy along the western shore is to limit physical access. Most of the lots on the west side of the lagoon, particularly between Ironside and Topsail streets, are quite narrow. Given the location and size of these parcels, first priority for use of these parcels is permanent open space. However, in case of any development, the setback from the lagoon shall be twenty feet from the easterly edge of Esplanade West. (Also see Policy I.A.4.d).

c. Permitted Uses.

Permitted uses within the buffer strip shall be limited to open space, habitat management, nature study and interpretation for educational purposes and pedestrian walkways for passive recreation such as birdwatching, photography and strolling. Landscaping in the buffer strip shall consist of

native plants and shrubs. Non-native species shall be phased out and the area restored as feasible. (For more detailed, refer to the Ballona Lagoon Enhancement Plan.)

- **Policy IV. B. 3. Ballona Lagoon Development Standards.** The setbacks and height of buildings adjacent to the lagoon shall continue to be limited as provided in Policies I.A.4b, c, and d so that development is compatible with the continuance of the environmentally sensitive habitat area and avoids adverse impacts on avian flight patterns.

Implementation Strategies

The Lagoon waterway from Hurricane Street south to the Marina del Rey entrance channel, known as lots R and C, has been recorded as permanent recreational open space and shall be maintained as a permanent conservation open space easement.

The City shall continue to seek public acquisition of vacant lots along the west side of the lagoon, between Jib and Topsail Streets, known as the Alphabet Lots, for preservation as permanent open space. Most of these lots are narrow, between 3 feet to 30 feet wide. The Department of Fish and Game has consistently required a 30-40 foot minimum buffer along both sides of Ballona Lagoon to protect habitat value in the Lagoon. The development of these lots is difficult because of the buffer requirement, the narrowness of the lots and the steepness of the slope. The City is pursuing a possible exchange of these parcels with City-owned properties in order to keep these sites for habitat conservation.

- **Policy IV. B. 4. Lagoon and Grand Canal Zoning.** The lots beneath the waterways of the Ballona Lagoon and Grand Canal south of Washington Boulevard waterway shall be rezoned as Open Space (OS). This zone protects recreational, residential and scenic uses of the coastal area while providing for other uses which would benefit the public and city without significant impairment of the recreational and residential uses.
- **Policy IV. B. 5. Boating Prohibited.** Boating shall not be permitted within the lagoon because of its disruption to wildlife utilizing this resource.
- **Policy IV. B. 6. Domestic Animals.** A program should be developed to protect the wetland area of Ballona Lagoon and the Grand Canal south of Washington Boulevard from intrusion by domestic animals and pets, particularly cats and dogs.
- **Policy IV. B. 7. Grand Canal Rehabilitation.** The Grand Canal between Hurricane Street and Washington Boulevard shall be restored and maintained in order to improve water quality, aquatic habitat, and pedestrian access while maintaining the privacy of adjoining residents.

C. Storm Water Runoff and Circulation

- **Policy IV. C. 1** Storm water runoff into the Ballona Lagoon, Grand Canal south of Washington Boulevard and Venice Canals shall be regulated for public and private developments in order to protect the water quality and habitat of these waterways. Methods to improve and regulate the water quality of the first-flush stormwater runoff entering coastal waterways shall be developed and implemented by City of Los Angeles Department of Public Works, Bureau of Engineering in accordance with the requirements of the County-wide Municipal NPDES Stormwater Permit and the Santa Monica Bay Restoration Project Action Plan.

Implementation Strategies

- Prior to issuance of building permits for all development adjacent to the canals area, Grand Canal and Ballona Lagoon, a grading and drainage plan indicating that low flow surface runoff is prevented from traveling directly from the lot into the coastal waterways by one or more of the following methods are recommended;

Installation of green strip filters or equivalent pollution-reducing devices in all new private and public parking areas adjacent to the canals and lagoon; upgrading of existing illicit storm drain connections with french drains; surface runoff directed to an existing storm drain; lot sloped to drain toward the alley; and, front yards adjacent to the canals and lagoon shall be required to have a permeable surface, or where the surface is not permeable, provide a drainage system to prevent runoff directly into the lagoon or canals. An engineering and soils report to determine suitability of soils for french drains may be required.

- The Bureau of Engineering's Stormwater Management Division is the lead City agency regarding the municipal NPDES requirements of the federal Clean Water Act. The current permit under this program would expire at the end of June 1995; a new 5-year permit is currently being negotiated. In general, the new permit will commit the City to a variety of activities designed to address storm water issues, including the preparation of a City-wide Storm Water Management Plan (SMP). The SMP, in part, will address stormwater-related development issues, including a discussion of various regulatory options such as standards. Development activities within the Venice Coastal area will be subject to the applicable provisions of the SMP. Activities within the Venice coastal area will also be subject to state-wide plan(s) generated under the Coastal Zone Management Act (CZMA) reauthorization of 1990. The required plan(s) will address stormwater management issues; the Coastal Commission is the lead agency for the state.

- Improvement of the water quality of storm drain runoff entering the canals, as well as the ocean from the drainage pipes at Thorton Avenue and Market Street, shall be achieved as part of the citywide Stormwater Management Program consistent with the federal Water Quality Act of 1987 and CZMA. It should be funded through permit and user fees, fines, assessments, other appropriate sources, or a combination of these.

D. California Least Tern

- **Policy IV. D. 1. Venice Canals Habitat.** The Venice Canals have been identified by the Least Tern Recovery Team as foraging habitat for the Least Tern. Development within or adjacent to the canals that might effect this foraging habitat shall not be permitted.
- **Policy. IV. D. 2. Ballona Lagoon Habitat.** The Ballona Lagoon has been identified by the Least Tern Recovery Team as critical habitat for the Least Tern for feeding. Development within or adjacent to the lagoon that might adversely impact the quality of this foraging habitat shall not be permitted.
- **Policy. IV. D. 3. Venice Beach.** The Least Tern nesting habitat on Venice Beach shall be preserved and shall not be disturbed by encroachments of public improvements and activities.

Implementation Strategies

The California Department of Fish and Game and the U.S. Fish and Wildlife Service shall make the final determination as to whether or not there is an adverse impact to the habitat in accordance with the Endangered Species Act of 1973 and the U.S. Fish and Wildlife Coordination Act of 1976.

The city shall seek funding from various sources to implement the Ballona Lagoon Enhancement plan proposals which would enhance foraging habitat values.

The LUP and LIP contain appropriate development and activity regulations (e.g. setback requirements, restrictions on boating, etc.) for those areas adjacent to the Least Tern critical habitat.

E. Maintenance

- **Policy IV. E. 1.** The banks, waterways and public walkways of the Venice Canals, Ballona Lagoon and Grand Canal south of Washington Boulevard shall be periodically maintained by the city or other appropriate entity, to keep these areas free of accumulated trash and wastes, thereby maintaining the biological, water quality, recreational and aesthetic resources of these areas.

Implementation Strategies

The City shall seek permanent sources of funding to be used to provide cleanup and maintenance of the banks, waterways, and public walkways along the Venice Canals, Grand Canal south of Washington Boulevard and Ballona Lagoon.

Programs for public participation in periodic cleanup of these areas shall be encouraged, and the city shall explore opportunities for establishing permanent maintenance agreements with appropriate entities such as non-profit groups, Conservation Corps, etc.

The Department of Public Works shall continue to fund a maintenance contract for regular maintenance of the waterways, landscaping and removal of litter in Venice Canals area.

The Isthmus Landowners Association or their designee or successor shall maintain the 40 foot buffer strip and the trail area along east side of Ballona Lagoon in Silver Strand subarea.

F. Diking, Dredging, Filling and Shoreline Structures

- **Policy IV. F. 1.** Diking , dredging and fill shall be permitted only in conjunction with an approved restoration plan and maintenance activity. No construction shall be permitted on sandy beaches, except for construction in conjunction with approved recreational, ecological, and erosion control facilities. No fill shall be permitted in coastal waterways or below the seven foot contour for structures adjacent to the lagoon.

Implementation Strategies

All diking and dredging shall be done in strict compliance with applicable state and federal regulations. Further, diking and dredging is likely to occur in the area of retained Coastal Commission jurisdiction.

G. Hazards

- **Policy IV. G. 1 Flood Setback.** Potential flood hazard to residents along the west bank of the Ballona Lagoon and the east bank of the Grand Canal shall be alleviated by increasing the development setback in the Silver Strand area and along the banks of the Grand Canal and Ballona Lagoon (see Policies I.A.4 and 7), and by controlling erosion along the banks by the use of native flora.

Implementation Strategies

Regulations regarding the use of native flora, setbacks, and higher floor and driveway elevations to mitigate potential for erosion and flooding, and to provide for habitat protection, shall be as set forth in the Canal Rehabilitation Project, the Ballona Lagoon Rehabilitation Plan and the LIP.

- **Policy IV. G. 2. Hazard Mitigation for New Construction** Special development standards shall be developed for those areas within the Venice Coastal zone which present potential flood and liquefaction hazards.

Implementation Strategies

A pre-grading inspection, subject to the satisfaction of the City of Los Angeles Department of Building and Safety, shall be required for those areas in the Venice coastal zone subject to potential liquefaction hazards.

The Department of Building and Safety (B&S) is responsible for determining that a possibility of inundation exists; B&S refers the applicant to Bureau of Engineering (BOE) who completes an inundation report; and B&S obtains any necessary waivers.

Potential flood areas shall be subject to the Flood Insurance Rate Maps published by the Federal Emergency Management Agency (FEMA).

POLICY GROUP V. PUBLIC WORKS

Introduction

This section addresses the following issues: the appearance of streets, landscape, street improvements (including street lighting), public services and utilities (roadways, drainage, domestic water and sewer systems), and the competing needs of residents and visitors for roadway capacities. Public works issues related to the Venice Canals, Ballona Lagoon and stormwater management are discussed in Policy Group IV.

The adequacy of public facilities falls under the jurisdiction of a number of different City agencies. Water and electricity supply are within the purview of the Department of Water and Power (DWP); sewer capacity is evaluated by the Bureau of Engineering (BOE); roadway capacity is determined by the Department of Transportation (DOT); roadway maintenance falls to the Bureau of Street Maintenance (BSM) for minor repairs (potholes), and to BOE/BSM for other maintenance needs; roadway and sidewalk construction is regulated by the BOE; street lighting installation and maintenance is under jurisdiction of the Bureau of Street Lighting; law enforcement is provided by the City of Los Angeles Police Department; Fire protection is provided by the City of Los Angeles Fire Department; the Venice Coastal Zone is served by the Los Angeles Unified School District. Policies, and implementation strategies in this section are provided by and shall be evaluated by the appropriate City agencies.

The Venice Traffic and Parking Study projected and evaluated Year 2000 traffic conditions for three different land use alternatives. These alternatives consist of: 1) build out of the current zoning code; 2) build out of Alternative A, for a more intense level of office/commercial and residential uses (as compared with the current zoning alternative); 3) build out of Alternative B, for a less intense development of residential dwelling units (as compared with the current zoning alternative) and less office/commercial uses. Alternative B results in substantially lower build out densities than current zoning. The traffic impacts of total build out of the Venice Coastal Zone under current zoning cannot be mitigated. Therefore, Alternative B has been selected as the project alternative and its traffic impact, for the Year 2000 has been analyzed. (Refer to Venice Parking and Traffic Study (April 1995) for details.) The streets and highway designations to accommodate the anticipated traffic levels are identified on Circulation Map, Exhibit 20.

Coastal Act Policies

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 service would not include

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.

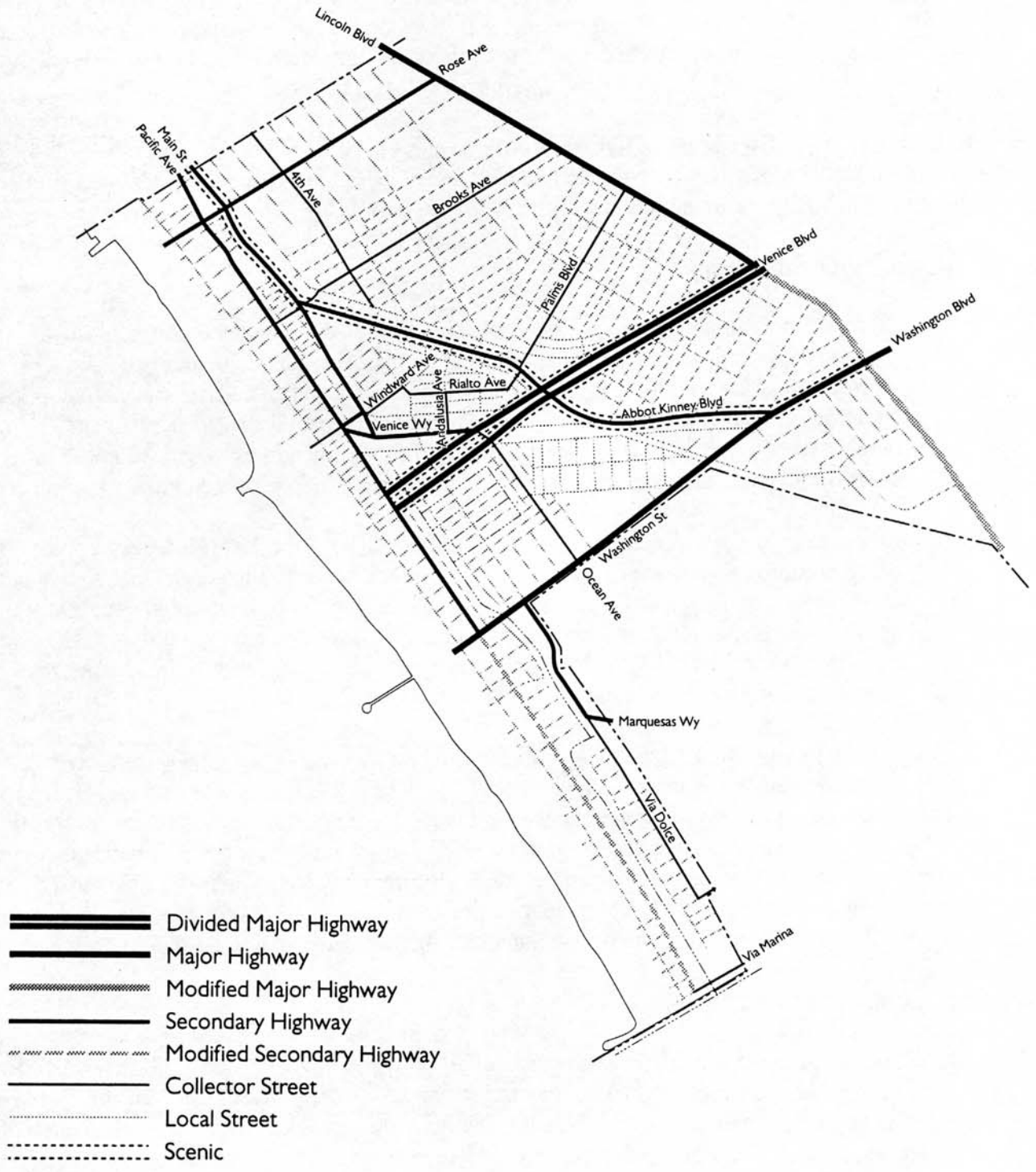


Exhibit 20
Circulation Map



Policies and Implementation Strategies

- **Policy V. A. 1. General.** Public services shall consider the competing needs of residents and visitors for use of roadways, existing parking, service systems, domestic water, public restrooms, etc., and shall allocate resources to expand use of these existing facilities and create new facilities where necessary and such that they do not adversely affect residents.
- **Policy V. A. 2. Streets and Highway Improvement** Streets and highways shall be designed and improved to adequately accommodate development. (Refer to Circulation Map, Exhibit 20). Refer to Policy II. B. 4. for streets and highway improvements.

Implementation Strategies

Street improvement projects can be divided into three general categories: Capital Improvement projects, assessment projects, and private development projects. Capital improvements are wholly financed by public monies and are generally restricted to non-local streets. Improvements to local streets must generally be paid for by local residents through one of several types of assessment proceedings. Private developers may be required to fund street improvements for subdivisions, parcel maps, zone changes or conditional use permits.

In no case shall any density increase be effected by zone change unless appropriate consideration has been given to adequately accommodate the traffic generated thereby on the local streets and major and secondary highways serving the property involved. Only that density shall be permitted that can accommodate the development regulations of the Local Implementation Plan (LIP). Additional density considerations for affordable units shall be permitted along or near secondary and major highways.

- **Policy V. A. 3 Infrastructure.** New sewer, storm drain, and water lines shall be installed using the least environmentally disturbing method feasible. The City of Los Angeles Department of Public Works shall develop a comprehensive citywide Storm Water Management Program, as discussed further in Implementation Strategy of Policy IV. C. 1. of this LUP, to control stormwater run-off from new public and private developments and, where feasible, to remove pollutants from that run-off. Development of infrastructure shall precede or be constructed concurrently with the construction of developments or in lieu-fee should be paid.

Implementation Strategies

The adequacy of existing infrastructure for all proposed developments shall be investigated during the environmental documentation stage. A full disclosure of all capacity inadequacies shall be discussed within the individual project environmental documents, together with activities and impact associated with appropriate mitigation measures.

The City of Los Angeles Department of Public Works shall study problems associated with salt water intrusion into sewer pipes and rectify identified problems where economically feasible.

The City of Los Angeles Department of Public Works shall coordinate the citywide Clean Water Program, which is a comprehensive 10-year plan to modernize and renovate the entire wastewater system, thereby enhancing and protecting coastal water quality.

The program includes a broad scope of projects and studies all focused on improving the quality of water returned to the environment by the mid-to-late 1990's. Included in the program are the following: (a) replacement of deteriorated sewer lines; (b) upgrading wastewater treatment plant to provide at least secondary treatment; (c) sealing some existing sewer lines to prevent stormwater and groundwater inflow from leaking into and over filling the lines; and, (d) recycling or recovery of biosolids and water; and expanding monitoring and enforcement programs.

- **Policy V. A. 4 Conservation Programs** Conservation programs for public works services within the Venice coastal zone shall be encouraged and developed.

Implementation Strategies

Conservation policies that will facilitate efficient use of current public works capacities shall include, but not be limited to:

1. The citywide Water Conservation Ordinance is under the purview of the Department of Water and Power which promotes or requires:
 - a. Low-flush toilets
 - b. Low-flow shower heads
 - c. Xeriscape (drought resistant low water landscaping)
 - d. Mandatory recycling of water in water features.
2. The Bureau of Sanitation oversees recycling activities including the following:
 - a. Mandatory recycling facilities in new developments, as set forth in the LIP.
 - b. Establishment of a community-wide recycling program, including curbside recycling.

- c. Recycling or recovery of biosolids and water as proposed in the citywide Clean Water Program.
3. Encouraging use of native plants as a water-saving methodology.
- **Policy V. A. 5 Conservation Programs** Streetscape improvements throughout the Venice Coastal Zone shall be maintained and enhanced to enhance pedestrian activity and contribute to a high quality of life and visual image for residents and visitors.

Public and private developments within the Venice Coastal Zone shall be required to include elements that will contribute to and enhance streetscape improvements in accordance with a Venice coastal zone streetscape plan.

Implementation Strategies

A streetscape plan for public and private developments should be developed for the Venice coastal zone in conjunction with the Bureaus of Engineering, Street Maintenance, and other Departments with jurisdiction over street design including the following:

“It is the intent of the City that whenever a ... street ... is to be improved, complete street improvements should be installed whenever feasible whether a project is initiated by a public agency or a private party.... Any item may be eliminated from an improvement project if the item would not contribute to the safety or welfare of the community, or if unusual conditions make its installation impractical or unnecessary.”

The Venice coastal zone streetscape plan should also include the following:

1. Consideration of roadway and sidewalk widths based on pedestrian and vehicular needs.
2. Promotion of pedestrian and bicycle access and transit use emphasizing circulation along major retail corridors, as well as establishing and reinforcing connections between the beach, walkstreets, canals and lagoon, and other areas of pedestrian activity.
3. Provision of amenities for pedestrians, cyclists and transit users such as street-trees, mini parks, improved lighting, special paving, graphics, and street furniture.

4. A boulevard beautification program should be included in the Local Implementation Plan involving street tree planting, landscaping, or construction of gardens. Trees which are a minimum of 24-inch box size are encouraged. Trees should be drought tolerant and associated with California coastal areas. A distinction should be made on the plan map between the species of trees to be planted along all major and secondary highways and local and collector streets. The following streets should be targeted for the beautification program.
 - a. Lincoln Boulevard
 - b. Rose Avenue
 - c. Pacific Avenue
 - d. Venice Boulevard
 - e. Washington Boulevard
 - f. Abbot Kinney Boulevard
 - g. Main Street
 - h. Venice Way
5. Require that all surface parking lots incorporate landscaping in their interior and along their perimeter.
6. Require that all new development in the Venice coastal zone provide open space and landscaping which contributes to a high quality visual environment. New residential developments should incorporate landscaping that supplements and enhances existing deficient landscaping or complements the existing landscape where a high visual quality exists. Commercial developments should provide landscaping along their street frontages such that it is designed to enhance pedestrian activity.