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VENICE WATERFRONT RESTORATION PLAN

Prepared for: City of Los Angeles
Venice Community

Prepared by: State Coastal Conservancy
Urban Waterfronts Program

Draft State Coastal Conservancy
VENICE WATERFRONT RESTORATION PLAN
May 1990

Draft

VENICE WATERFRONT RESTORATION PLAN

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**Draft State Coastal VENICE WATERFRONT RESTORATION PLAN
May 1990**

INTRODUCTION

In 1988 the State Coastal Conservancy initiated a collaborative planning and design project with representatives of the City of Los Angeles and the Venice community focused on improving public facilities and enhancing significant community spaces.

Venice is a place known around the world. Despite the summer-time congestion and in spite of the deteriorated condition of many public beach facilities in Venice, including the closure of the Venice Pier and the serious underuse of the Venice Pavillion area, millions visit this beach community annually.

The existing public spaces of Venice, including Ocean Front Walk and the beach bike path, contribute much to the character of Venice. Indeed, there is significant community sentiment to improve existing facilities and develop some new ones without changing the character of the local Venice community.

The Conservancy was requested by city officials and local citizens to assist in developing and evaluating a range of possible public projects in Venice involving facilities restoration and development. The Conservancy has worked with city representatives and local citizens in a series of meetings to define project opportunities and community goals.

The State Coastal Conservancy works with local

communities in California to provide enhanced and expanded public access and recreation opportunities which serve a greater than local need and which are designed to preserve and protect local community scale and character.

The Conservancy's Urban Waterfronts program provides technical assistance to help local communities in the design and implementation of public waterfront facilities.

The facilities alternatives proposals described here are intended to complement and implement the proposed Venice LUP policies which address public facilities. The Conservancy's efforts have focused on the presentation and evaluation of alternatives and development of possible implementation strategies.

The Conservancy's focus has been on identifying a comprehensive program of public beach and related pedestrian, circulation and community improvements which can be developed over the next several years.

Additional planning and design analysis will need to be undertaken in the immediate future to develop specific development plans for significant sites, including the Venice Pier and Venice Pavillion, Venice Boulevard and the Windward Ave. Circle and Washington Street areas.

PLANNING PROCESS

Community participation has been an essential part of the Conservancy planning process. The Conservancy has held a series of community meetings and workshops focused on Venice as a whole as well as focused on specific project areas. The Conservancy has prepared and presented a series of project analyses focused on specific sites for review and comment by city representatives and community members.

Following an initial Vision of Venice workshop, the Conservancy coordinated a series of community workshops focused on specific areas. These workshops separately addressed Venice Boulevard, Venice Pier, Ocean Front Walk, the Venice Pavilion, and the Washington Street and Windward areas.

The planning process was designed so that citizens would have opportunities to think creatively about the future of Venice while at the same time focusing their attention on a range of possible alternatives and a realistic set of implementation tasks that will enable the City to proceed with several restoration projects over a number of years.

The proposed conceptual designs and implementation actions will become refined as cost and funding information is evaluated and community and City priorities are determined.

PLAN ORGANIZATION

The proposed Venice Waterfront Restoration plan is divided into project area analyses. All of the specific projects have been analyzed and designed to be integrated into a comprehensive approach to facilities development. The Conservancy's planning efforts have focused on identifying conceptual design options and on providing preliminary estimates of project costs.

PLANNING AREA

The planning area addresses all of the Venice beachfront, bounded on the east by Main Street and Washington Boulevard, on the north at Rose Avenue, on the south by Washington Street, and on the west by the beach extending from the boundary with the City of Santa Monica to the Marina jetty.

The planning area incorporates the area designated by the City as the Beach Impact Zone. The planning area was proposed not as a strict boundary, but to allow comprehensive planning for needed public improvements while concentrating on coastal priorities. Significant public facilities and community spaces which have received planning analysis include: Ocean Front Walk and related beach facilities, the Venice Pier and Venice Pavilion, Windward Ave. and Circle; Washington Street and Venice Boulevard.

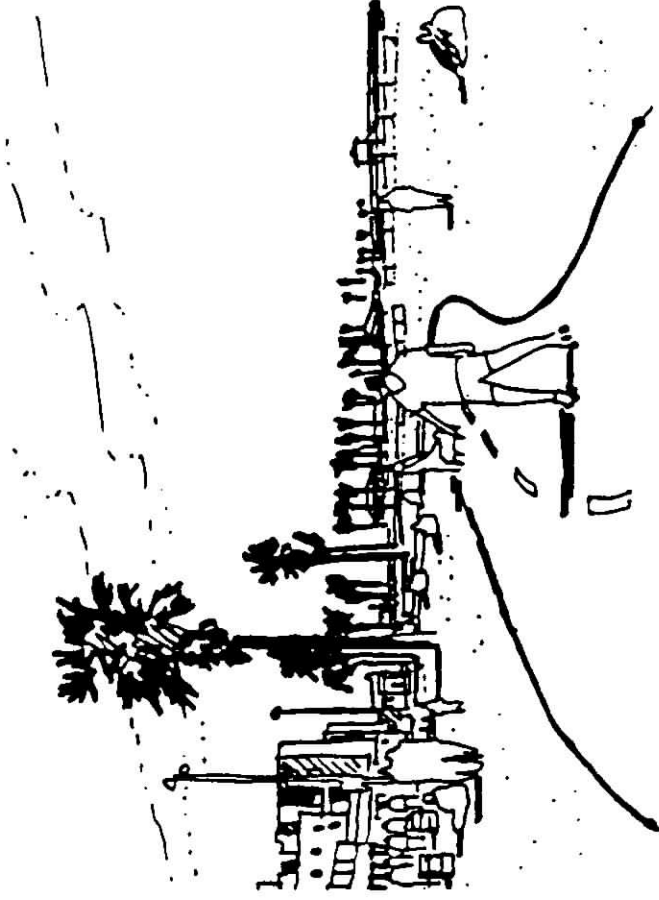
OCEAN FRONT WALK

In the past two years there has been extensive community discussion of the condition of Ocean Front Walk and the related beachfront improvements. Community members have expressed support for a variety of improvements to existing beach facilities, including resurfacing Oceanfront Walk and replacing the site furniture, reconstructing the bike path into a multi-use path, restoring and providing new restrooms and enhancing the Pagoda areas.

The existing Oceanfront Walk and beach bikepath are deteriorated, overcrowded, lacking in amenities, and subject to conflicts among users. Paving is uneven and inconsistent. Benches are uncomfortable and insufficient in number. Site furniture including trash cans, benches and lighting are unattractive and cluttered. The pagodas are deteriorating. Pedestrians using these areas often create overcrowding on Oceanfront Walk and conflicts with residents.

The current design of Oceanfront Walk and the beach bikepath fosters accidents and conflicts among pedestrians, bicyclists, and skaters. Crossings are poorly delineated. Sand accumulates on the paths requiring expensive maintenance and causing safety problems for skaters and bicyclists. Pedestrians who want to get away from the crowds of Oceanfront walk have no place to go to walk or sit closer to the water.

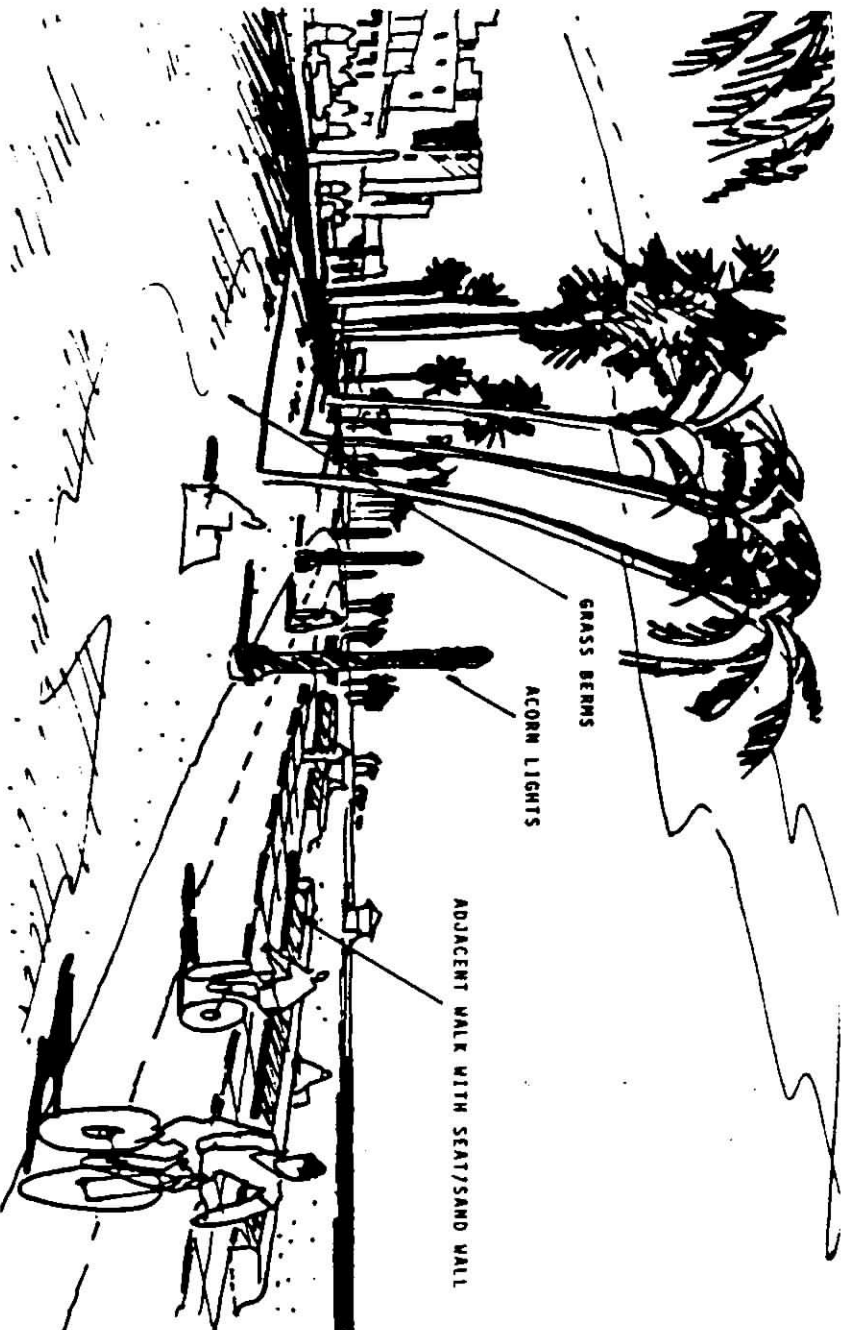
The Conservancy has prepared design options and concepts for Oceanfront Walk and the Beach Path from North Venice to the Pier which respond to citizen concerns and as well as needs identified by the City Department of Recreation and Parks. The drawings illustrating potential designs for Oceanfront Walk show new concrete paving with tile inserts and a smooth surfaced path for skating; pedestrian scale lights; and benches with integrated pre-cast trash containers.



Ocean Front Walk - Existing Bikepath

Restoration of the Pagoda areas has been conceptually illustrated to show seatwalls, landscaping, and a small performance space where audience and performer are encouraged to gather off of Ocean Front Walk.

A rebuilt multi-use beach path has been illustrated with three main components: a paved 2-way bike path, a paved optional skating lane and an intermittent series of seat/sand wall sections.



The proposed new multi-use beach path would meander around the existing beach facilities but would be considerably straighter than the existing bikepath. A straighter path is expected to be safer for bicyclists. A curb defines the bikepath and separates it from a pedestrian/skating path enhancing safety by allowing the user the option to get out of the way of the bicyclists. The proposed sand/seat wall on the water side of the beach path reduces maintenance, provides seating and defines safe pedestrian crossings of the path.

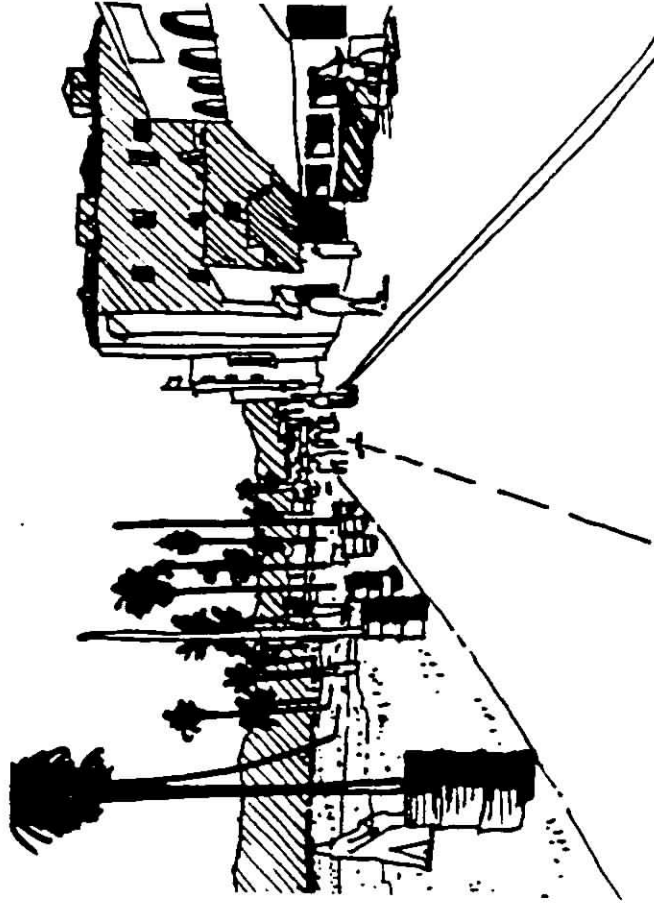
Ocean Front Walk - Bikepath Alternative

Venice Waterfront Restoration Plan
April 1990

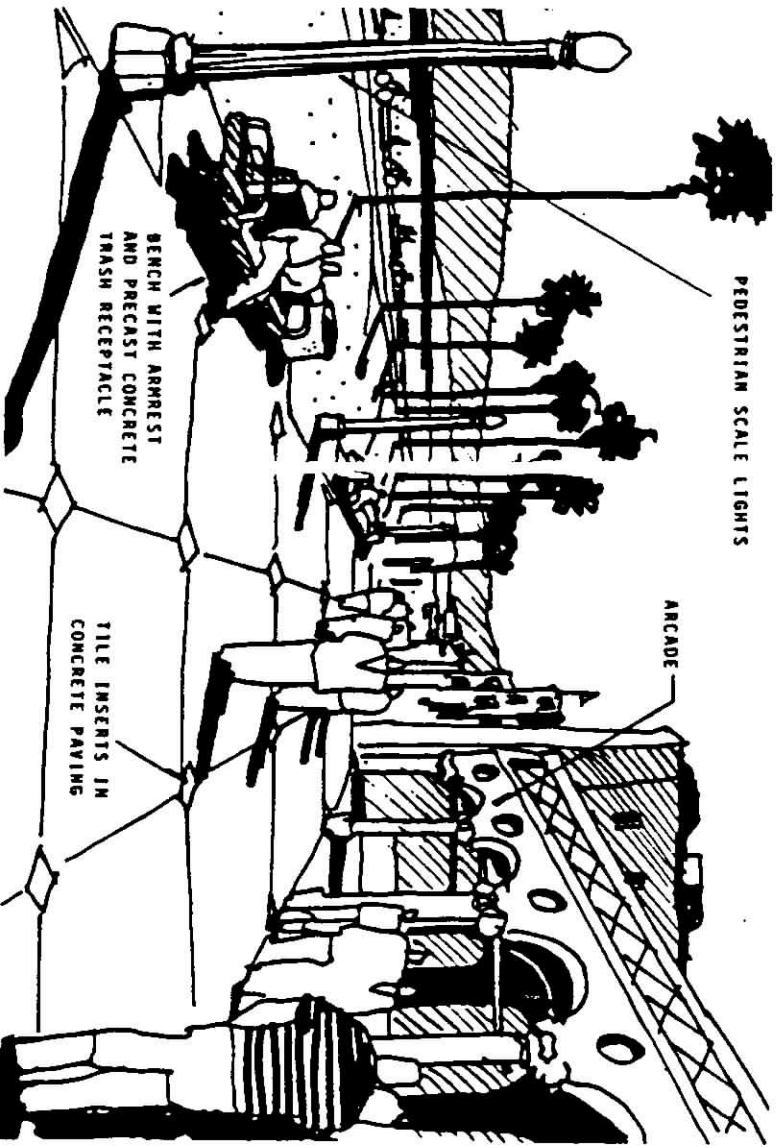
New or restored restrooms were also recommended as part of the plan. The Department of Recreation and Parks response to these recommendations is an initial proposal to restore the restrooms at the Peninsula jetty and Rose Avenue. A new restroom and staging area is proposed at Lighthouse and a new restroom/office/storage facility at the Recreation Center.

The total cost of Oceanfront Walk restoration and completion is estimated at \$3 million which includes special repaving, site furniture and lighting. The North Venice segment, \$1.5 million, is approximately twice as expensive as the other segments because of substantially greater width. The alternative of standard concrete repaving could result in a cost saving of approximately \$500,000.

The beach multi-use path from Navy Street to the Pier is estimated to cost \$2.5 million. The estimate includes the itemized cost of demolition of the existing bikepath, paving of a 12 foot wide path with a curb divider, seat/sand wall, and lighting. Elimination of the seat wall and lighting as an alternative would reduce the cost by approximately half but would increase maintenance costs according to the Recreation Department.

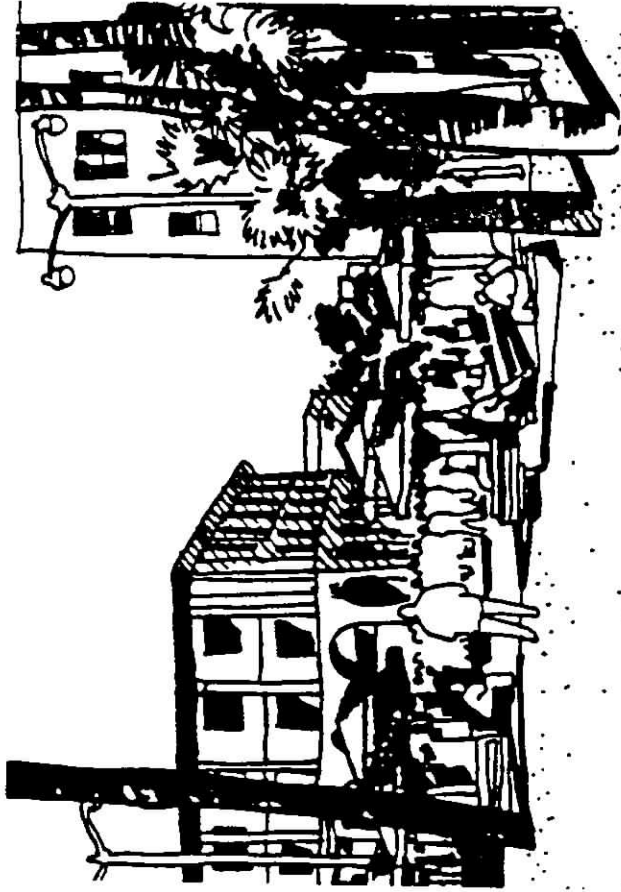


Existing Ocean Front Walk (looking North)

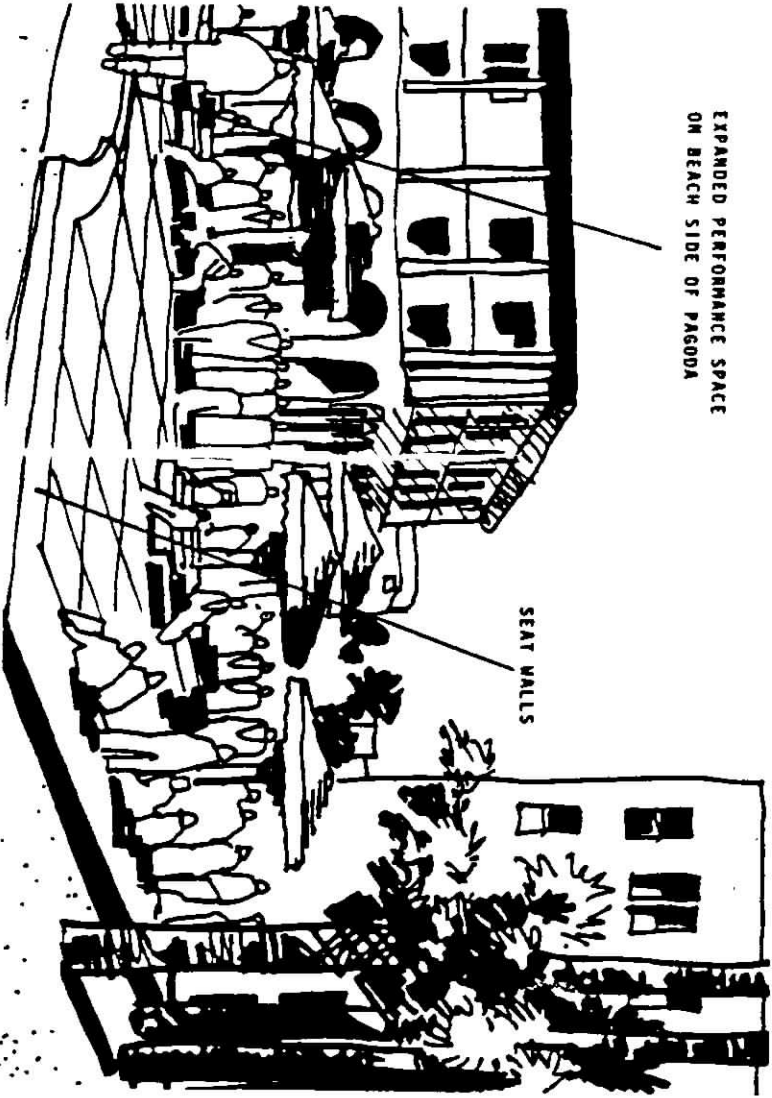


Ocean Front Alternative

Venice Waterfront Restoration Plan
April 1990



Existing Pagoda



Pagoda Alternative

Venice Waterfront Restoration Plan
April 1990

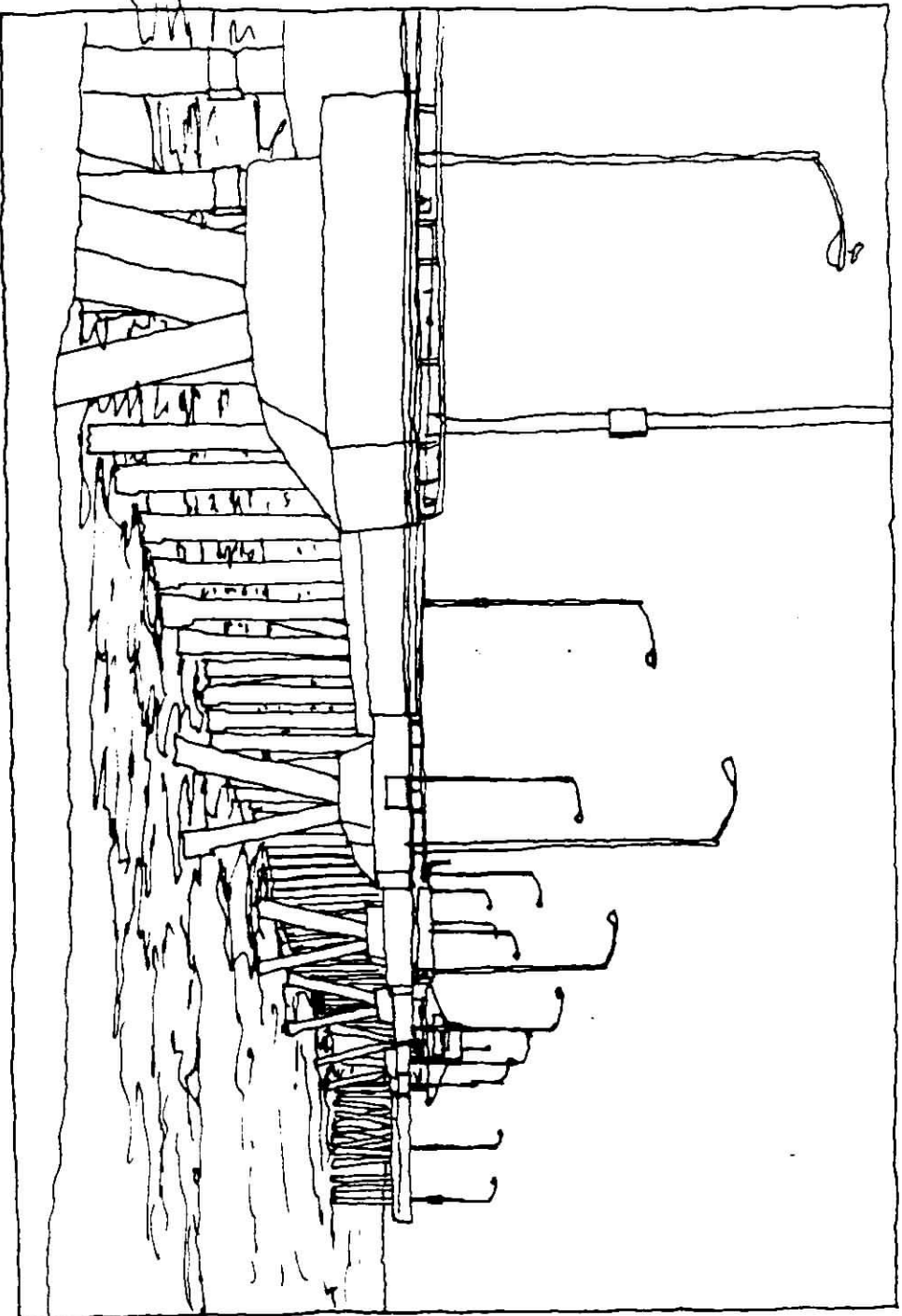
VENICE PIER

The Venice Pier, a very popular visitor destination, has been closed for the past two years because of concerns about structural deficiencies. Built by the City in 1964, the Pier had been managed for several years by the County of Los Angeles. However, pier operation was transferred back to the City in 1986.

In 1988, the City Department of Recreation and Parks secured \$500,000 in the City budget to demolish the Pier. Faced with strong community sentiment for restoration and reopening of the Pier and assisted with matching funds from the State Coastal Conservancy, the City agreed to a full engineering analysis of pier structure.

The pier engineering analysis should be completed this summer. Restoration or replacement costs estimates run from a low of approximately \$2 million to a high of \$4-5 million.

If restoration proves feasible as a result of the structural analysis of the pier, the Conservancy recommends that the City prepare a pier restoration work program in cooperation with the Conservancy using unexpended demolition city funds for the design and engineering tasks, and work with the Conservancy to secure city and state funds to support restoration of the pier.



Venice Pier

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VENICE PAVILION

The Conservancy has held several community workshops to discuss the future of the Pavilion area. There is strong community support for redeveloping the Pavilion and Damsen oil lease areas. Most community members support complete demolition of the Pavilion, while others support various options for building and site reuse. No structural/acoustical analyses of the reuse potential of the Pavilion building have been made by the City, nor have any major improvements been made to the Pavilion building by the City since the roof was installed.

The Conservancy has prepared several conceptual illustrations of reuse options for the Pavilion area, showing alternative options for redeveloping this important community space.

The existing design and use of the Pavilion area is a source of great concern to the Venice community. The problems that have been identified are varied and numerous. The oil compound takes up valuable open space needed for recreation and the walls block scenic views. Like the oil structures, the Pavilion building and surrounding walls create an intimidating and threatening place and make policing and security very difficult. The Pavilion blocks panoramic views from Oceanfront Walk and from Windward. The Pavilion has been closed for many years and is no longer available for theater use. In its existing state and design the

theater is unsatisfactory and unmarketable. Organized, single use events are now only allowed on a limited basis because of concerns of overcrowding and noise. The trail bottle-necks and confined space of the pavilion area contribute to overcrowding on most weekends as strollers and shoppers from Oceanfront Walk, performing artists, commercial vendors, skaters, bicyclists, and skateboarders mix in an area not designed for this use.

The Conservancy has prepared several alternatives in response to recommendations in the workshops. In all options it is assumed that the oil compound is eliminated. A "Beach Restoration" alternative shows the removal of all pavilion area buildings and facilities returning approximately three acres to sand. The "Building rehabilitation" alternative shows all of the theater building retained with the rest of the Pavilion areas restored to include multi-use areas. In a third "Open Plaza" alternative most of the buildings, game courts and walls could be removed opening views but reusing portions of the facilities that could enhance multiple use. A fourth "New Plaza" alternative proposes that all of the existing facilities be demolished and a new plaza and multiple use area, combining hard and soft surfaces, would be created in its place. All spaces in this alternative be specifically designed to allow for a variety of uses.

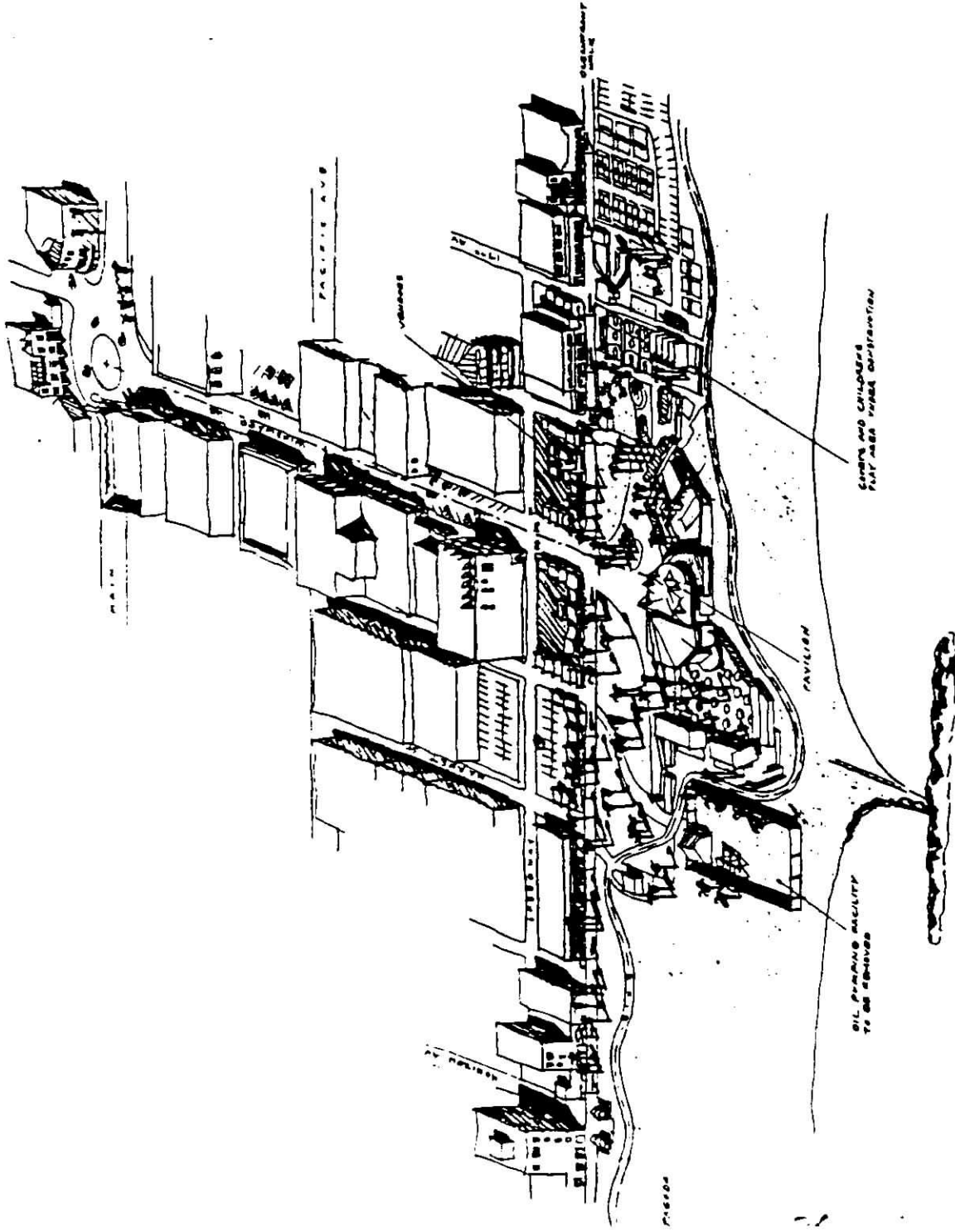
The Conservancy has developed preliminary cost estimates for either partial or complete demolition of the Pavillion and development of a new Pavillion Plaza. The alternative concept drawings for a new Pavillion area have assumed the construction of a multi-purpose space which could accommodate as many different kinds of recreational uses as possible.

Given the current information available regarding the Pavillion area, the Conservancy would recommend that a refined preferred alternative be decided upon by the City from among the most feasible alternatives.

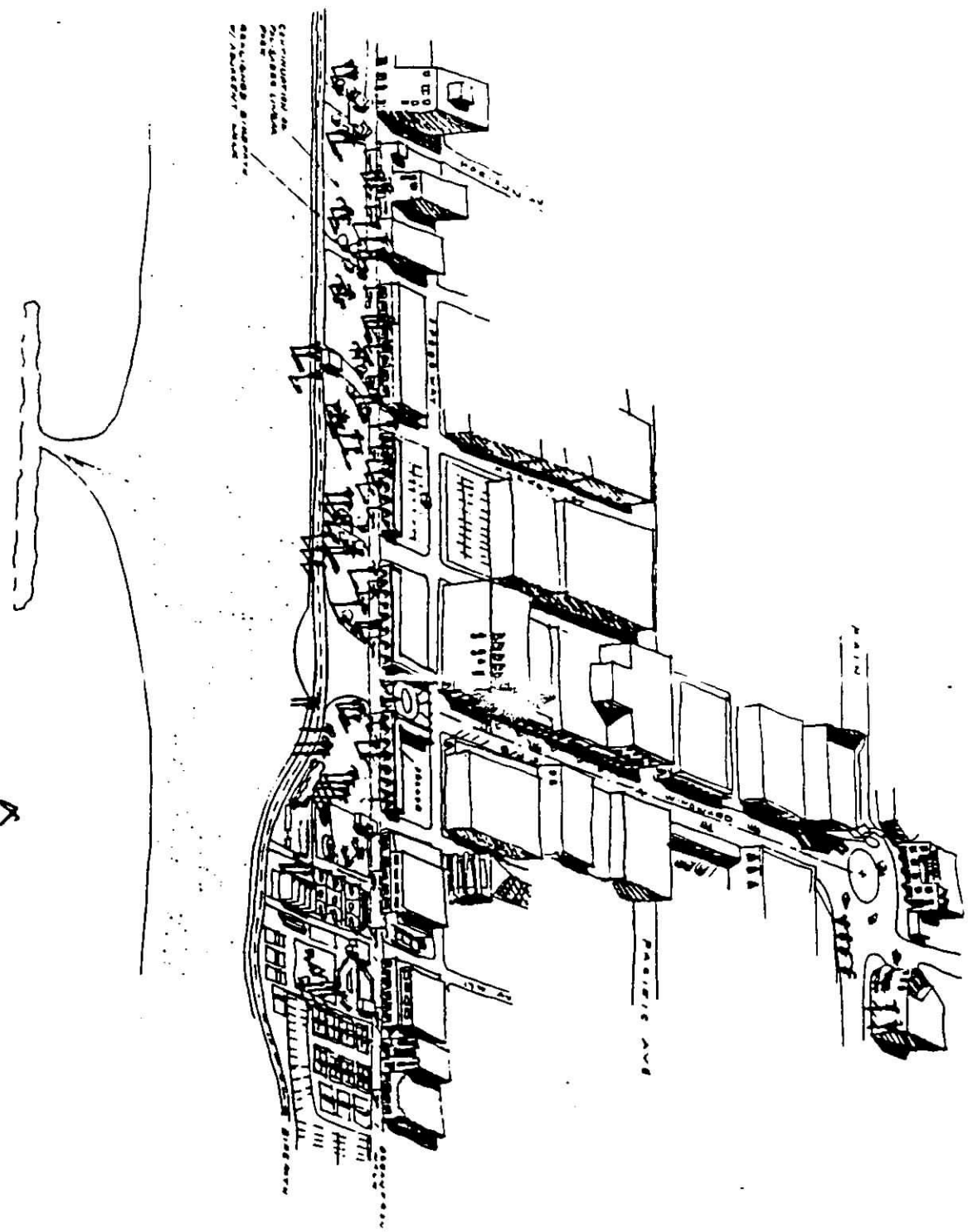
Conservancy assistance is available to the City to perform design and engineering studies to design a preferred plan endorsed by the community and the City Recreation and Parks Department.

The Conservancy has prepared preliminary rough cost estimates with the assistance of the City Department of Recreation and Parks. The cost of complete demolition under the Beach Restoration alternative is estimated at a minimum of \$800,000. The Conservancy's rough estimate for building rehabilitation is \$2,000,000. The New Plaza alternative assumes the same demolition cost plus the cost of a multi-use plaza and new landscaping for a total of approximately \$1.9 million. The Open Plaza restoration alternative

has a per unit cost greater than the cost of complete demolition because of the added expense of selective demolition and refinishing. Depending on the amount of structure removed, the cost of this alternative cost is estimated at up to \$1 million.

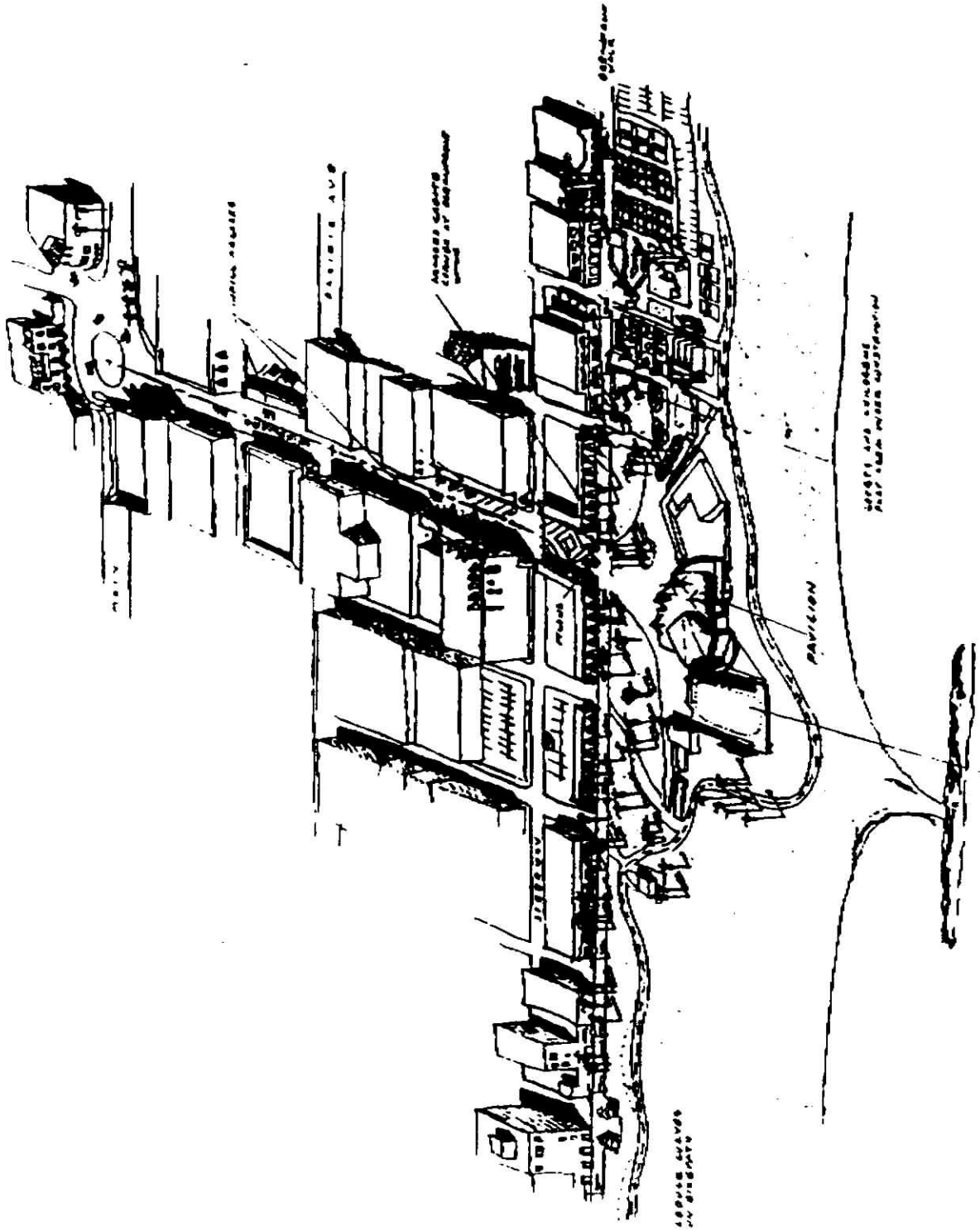


Existing Pavilion
Venice Waterfront Community Workshop - 1989



Pavillion Open Alternative - Natural, less paving, no structures, remove Pavillion
Venice Waterfront Community Workshop - 1989

Venice Waterfront Restoration Plan
April 1990



Building Rehabilitation - Retain building and redevelop exterior
 Venice Waterfront Community Workshop - 1989

WINDWARD AVENUE AND CIRCLE

Strong community support exists to redesign Windward Avenue into a more pedestrian environment, in conjunction with a redesigned Pavilion area and redesigned Ocean Front Walk area. The Conservancy workshop discussions reinforced the community sentiment for better linkages between the Ocean Front Walk/Pavillion area on the beach and Windward Avenue from Speedway to Windward Circle.

Windward Avenue and Circle are viewed by many as the historic and commercial center of Venice. The problem with Windward Avenue is vehicular congestion at Pacific and at Speedway caused by two way traffic and insufficient turn lanes on Pacific. Drivers currently search for parking west of Pacific even when all spaces are filled. Many perceive the Avenue and the Circle more as an opportunity to relieve congestion by providing a pedestrian alternative to Oceanfront Walk.

Traffic circulation remains a major problem at the Pacific/Windward intersection. Currently the City Department of Transportation has implemented a traffic control plan for peak-use periods, eliminating entry to Windward from Pacific Ave. The Conservancy would recommend development of a new Windward Avenue circulation and parking design as part of larger improvement program.

The Conservancy has designed a concept schematic for a redesigned Windward corridor which would create a formal plaza between Speedway and Ocean Front Walk and create an enhanced pedestrian zone from Speedway to Pacific Avenue, as well as establish pedestrian connections along Windward to Main Street at Windward Circle.

The concept plan incorporates a flexible design which would allow for intermittent closure of Windward Avenue from Pacific to Speedway for special events programming. Any removal of on-street parking would have to be linked with the provision of replacement parking within the immediate area, which could be accommodated on Grand Ave at Windward Circle.

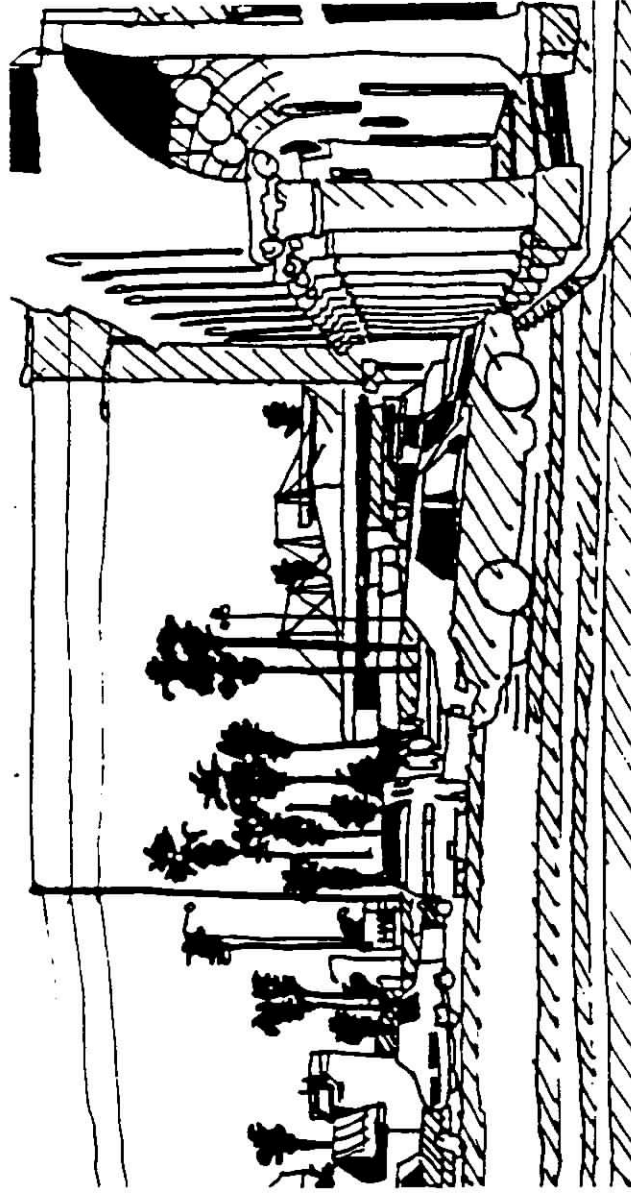
Windward Circle as currently designed suffers of a variety of deficiencies. There is strong community support for a redesigned Windward Circle to serve as a "gateway" for Venice. Pedestrian use is now discouraged on Windward Circle because of the narrowness of the sidewalk and the lack of adequate landscaping. Community comments strongly support the establishment of Windward Circle as a focal point for both pedestrians and vehicles.

The Conservancy has prepared several conceptual illustrations showing numerous improvements to the Circle which would establish Windward

Circle as an important central place for both pedestrians and vehicles. The roadway has been proposed to be narrowed in favor of widened sidewalks and the development of signature landscaping which would define the Circle, provide an enhanced pedestrian environment and connect the Circle to a redesigned Windward Avenue.

A continuation of the arcaded-facade Venetian architecture is assumed in future restoration or new construction on Windward Avenue. The Conservancy has proposed a conceptual plan for Windward Avenue and Circle which continues this theme east across Pacific along the sidewalks to the Circle. A transit tower and bus shelter arcade redefines the parking lot corner. The arcade extension connects the Circle to Windward and the beach. With the elimination of six parking spaces, the Windward sidewalks can be widened and refocused on the Circle's central figure such as a fountain. One-third of the Circle roadway is considered excess by City engineers. The sidewalks could therefore be

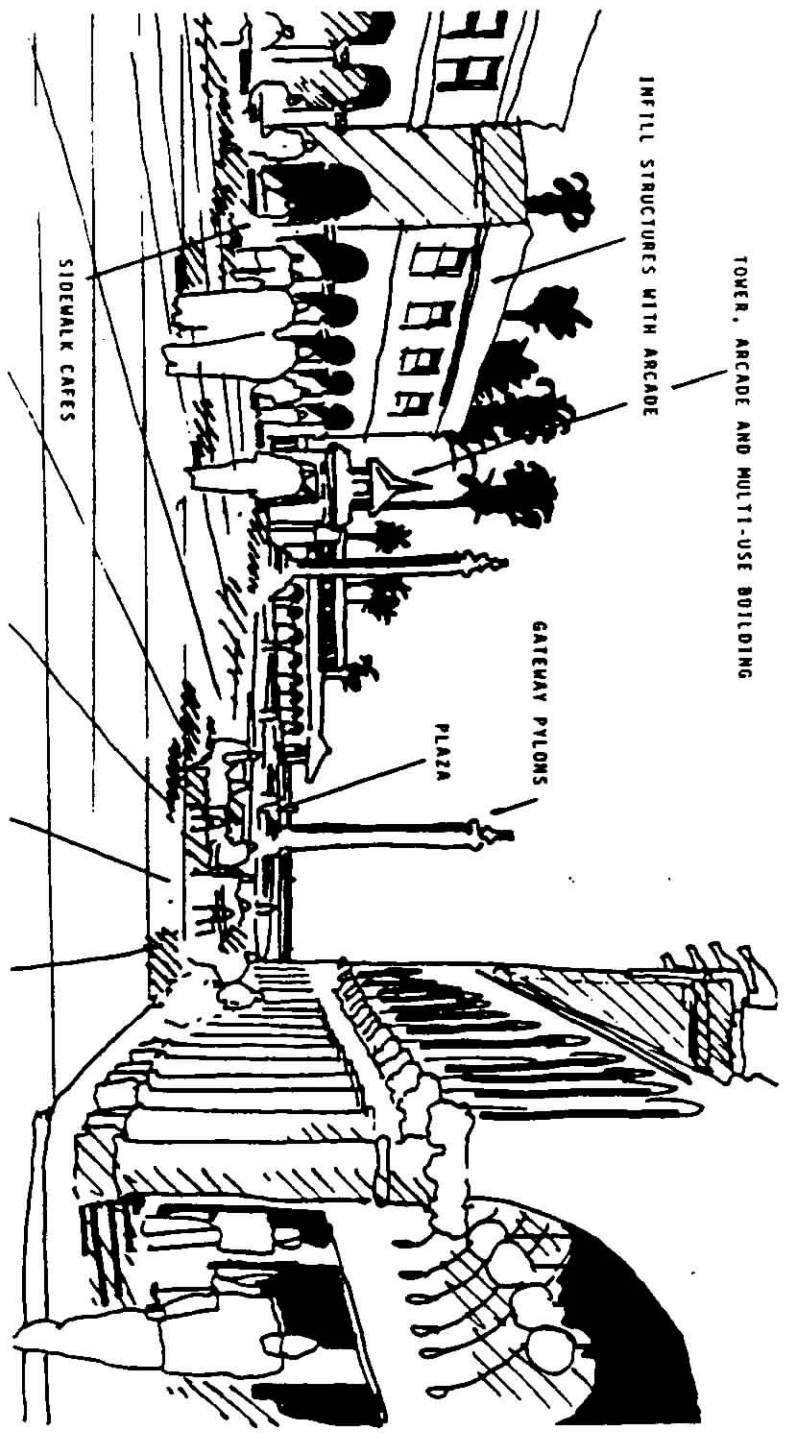
widened by this amount thereby shortening crosswalks and slowing traffic while giving more focus and definition to the Circle and allowing room for shade trees. A ring of palms is shown as a landmark for the outer circle while the inner circle could be a fountain or public art project which as recommended in the workshops should not obstruct the views across the circle.



Existing Pavilion from Windward

Preliminary cost estimates are based on a hardscape cost (demolition, repaving, and landscaping) applied equally to all of Windward Avenue and the Circle. For the purpose of potential phasing and priority ranking the

Conservancy has broken the total project cost into segments: Oceanfront to Pacific - \$800,000; Pacific to Circle - \$500,000; the Circle, not including the cost of a public art project, \$1,000,000.



Ocean Front Alternative

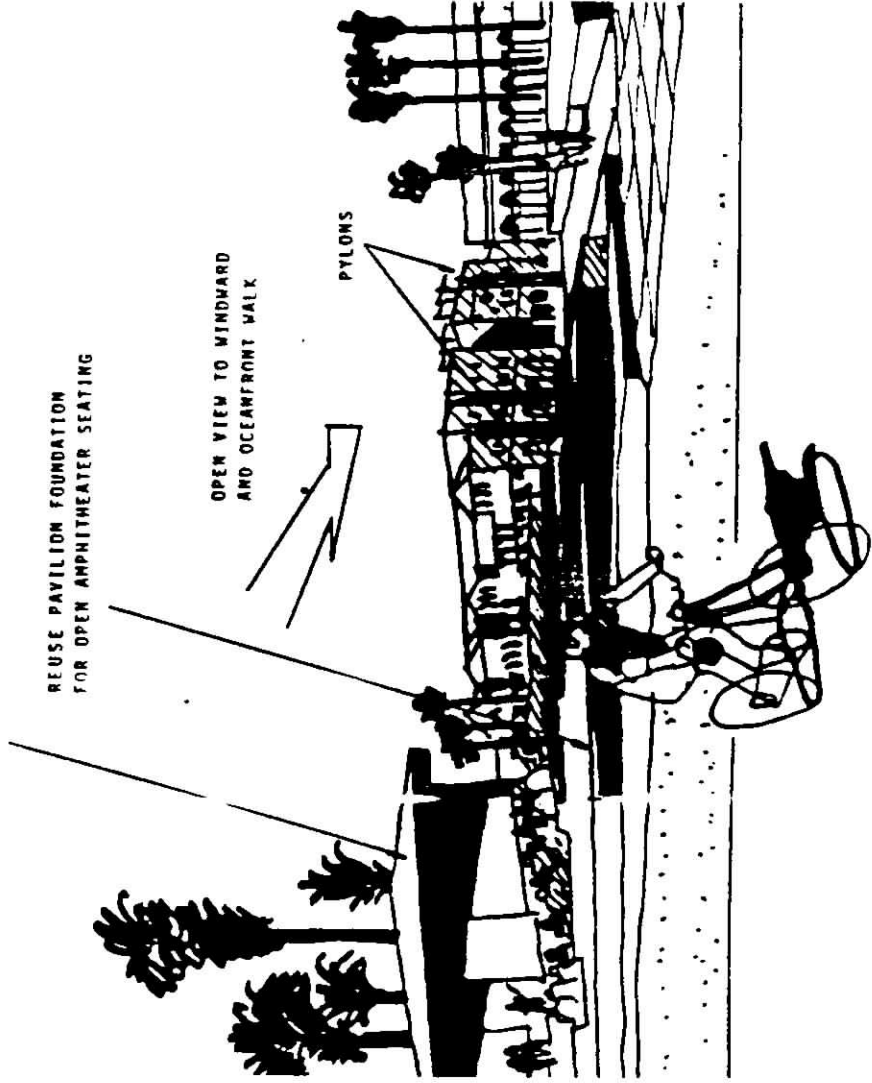
Venice Waterfront Restoration Plan
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KEEP ROOF OVER PA ILION STAGE

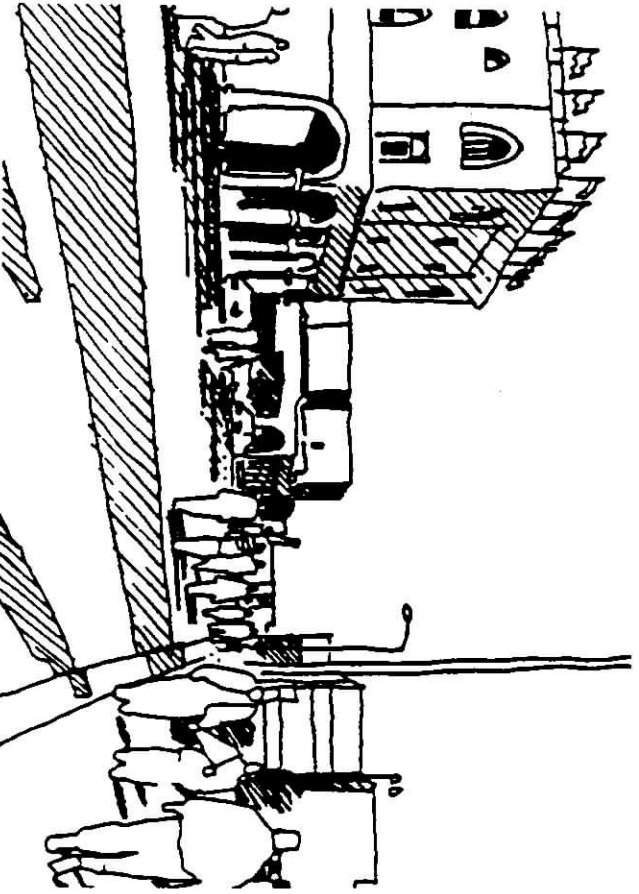
REUSE PAVILION FOUNDATION
FOR OPEN AMPHITHEATER SEATING

OPEN VIEW TO WINDWARD
AND OCEANFRONT WALK

PYLONS

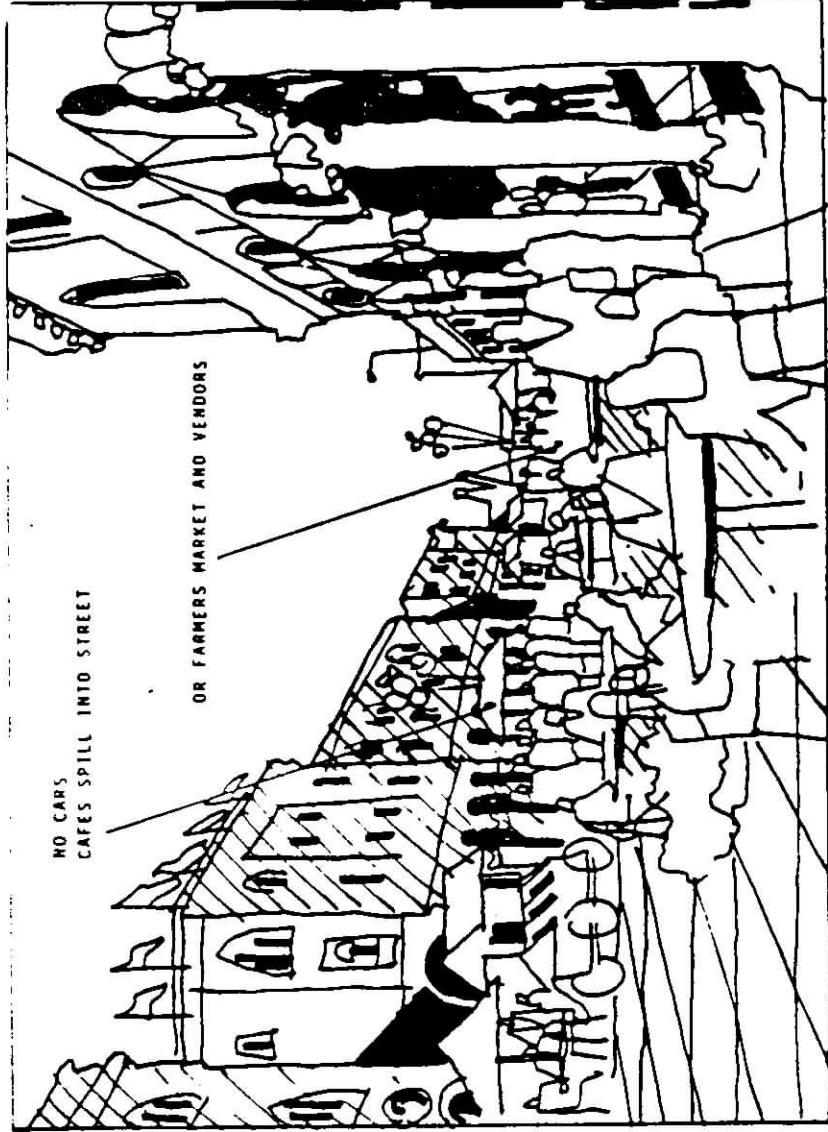


Partial structure from Ocean

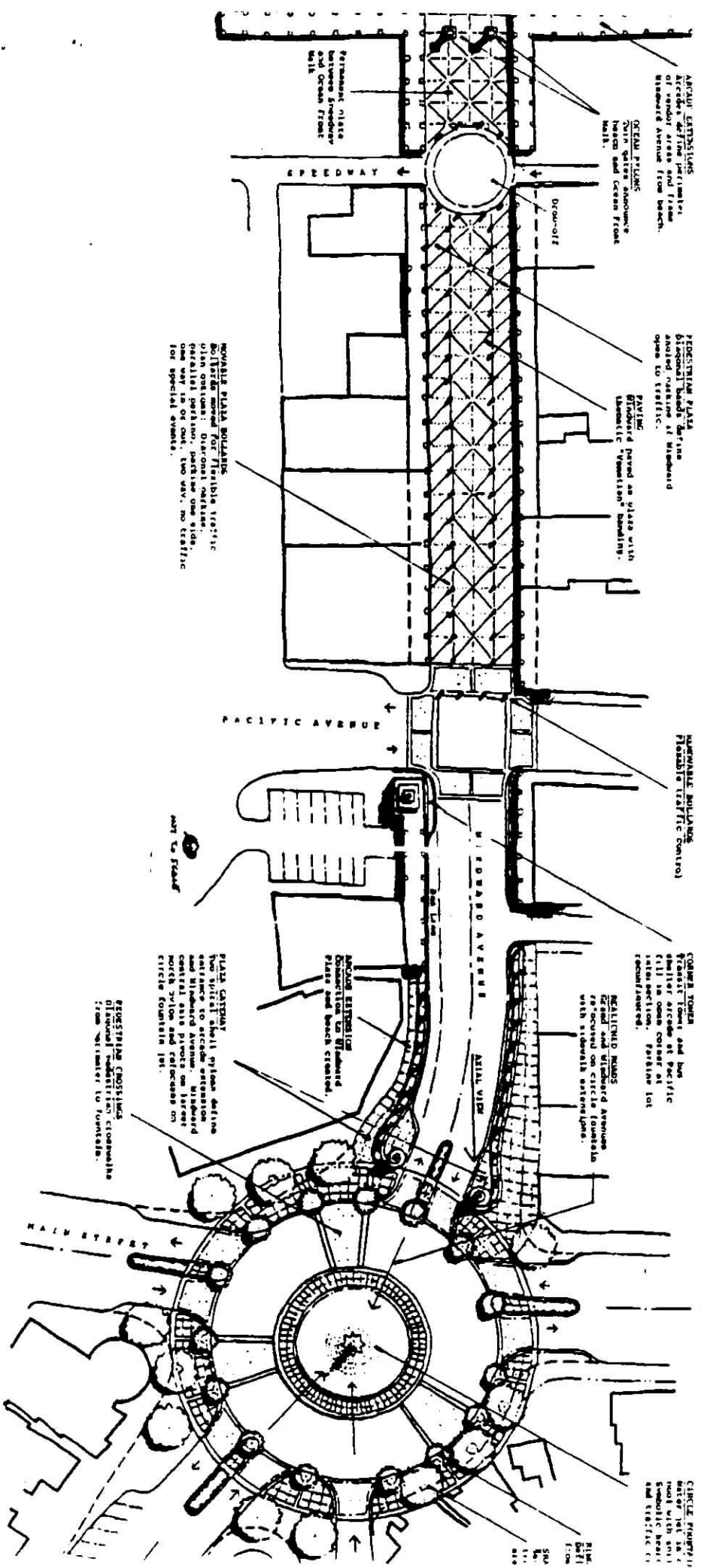


Existing Windward Looking East

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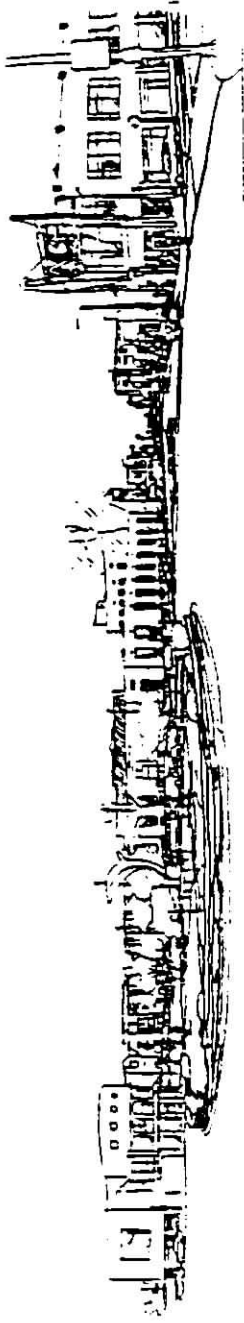


Windward with special event looking East

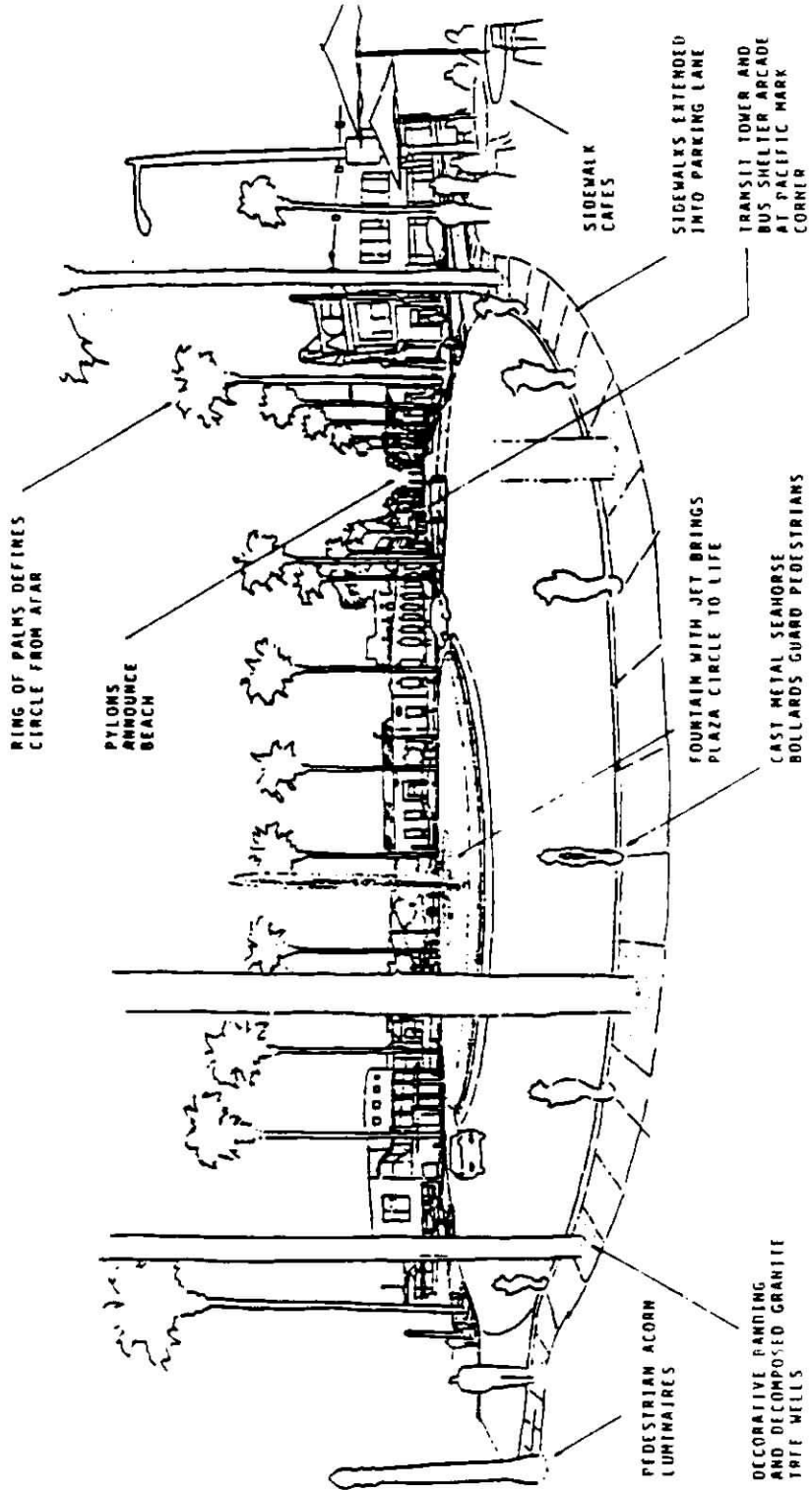


Windward Avenue Concept Plan
 Venice Waterfront Community Workshop - 1989

Venice Waterfront Restoration Plan
 April 1990



Existing Midward Circle
 Venice Waterfront Community
 Workshop - 1989



Midward Circle concept sketch
 Venice Waterfront Community Workshop - 1989

WASHINGTON STREET

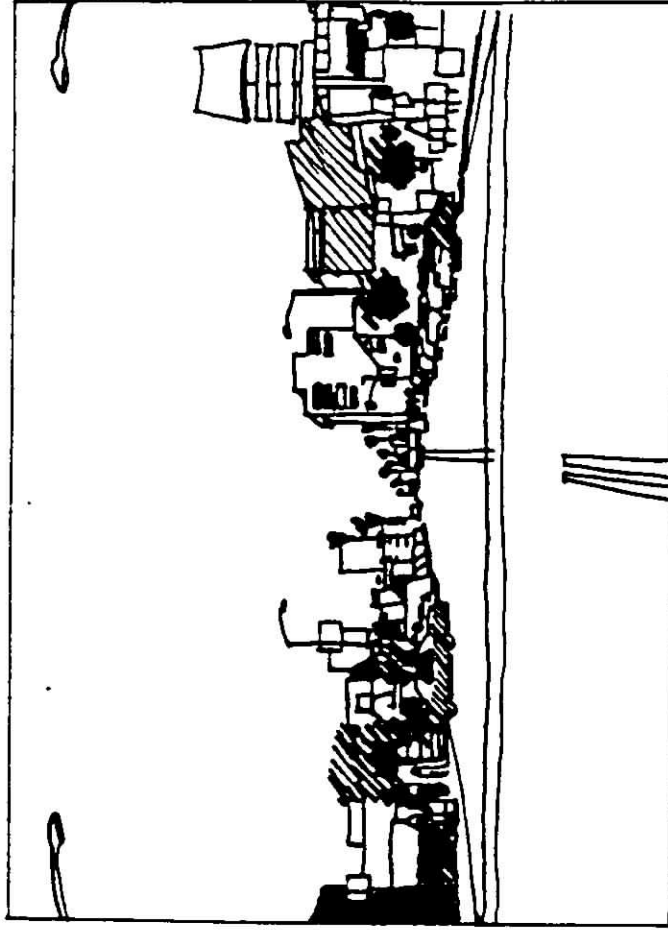
There is interest in the community in improving Washington Street from Pacific to the beach parking lot at the Venice Pier. Community members have made several suggestions for improving access for vehicles, pedestrians and bike riders, including better parking management, better signing for both vehicles and bicycles, and development of more pedestrian amenities.

The Conservancy has prepared conceptual illustrations of a redesigned Washington Street which would provide better connections between the existing beach facilities, including the pier and beach parking lot, and Washington Street.

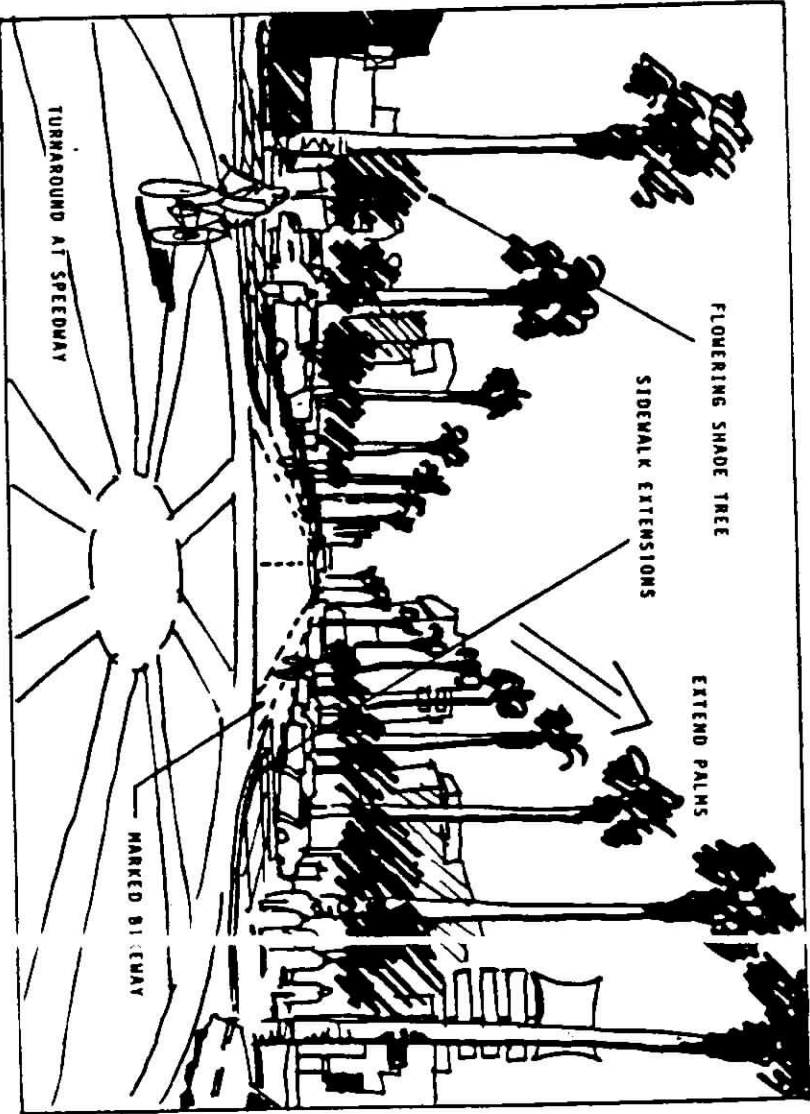
The conceptual design for the Washington Street area begins with linking Washington Street west of Pacific to the beach. The "allee" of tall palms is extended from Via Dolce along Washington Street. From Pacific west palms are interspersed with shade trees. From Pacific to Speedway, a flexible parking scheme will allow for a reduction in parking and thus more room for strollers, shoppers and bicyclists on peak-use weekends. From a proposed turnaround at Speedway a pedestrian plaza and wide pedestrian promenades lined with palms link Washington Street through the parking lot to the beach. Pedestrian walkways lined with flowering trees cross the beach parking lot at Anchorage,

Buccaneer, and Catamaran. A grand ramp and stair flank the pier/beach entrance and "announce" Washington Street.

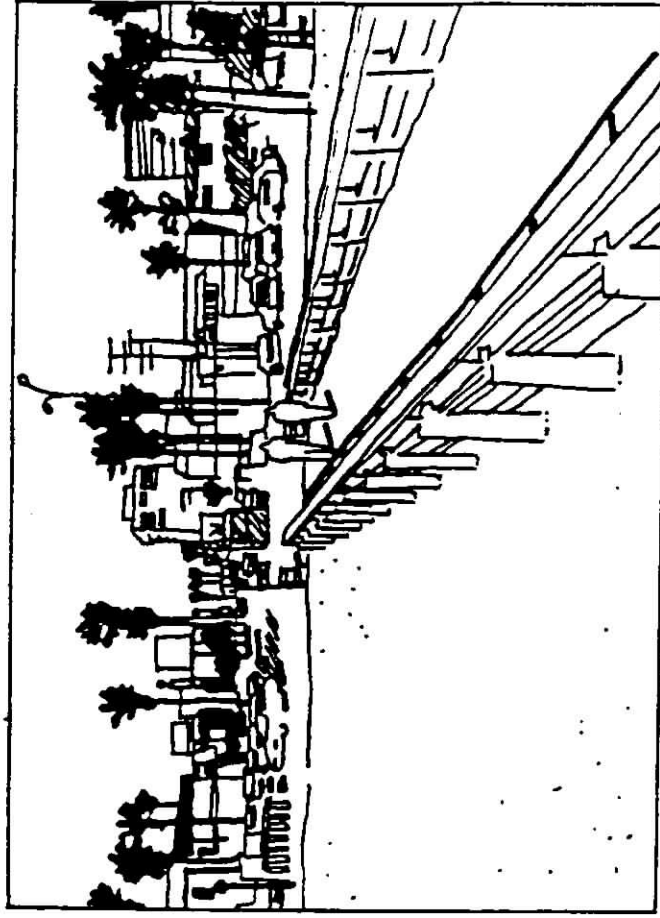
The cost estimate for Washington Street from Pacific to Oceanfront Walk (not including parking lot landscaping and Pier improvements) is approximately \$840,000, using the same hardscape cost applied to Windward.



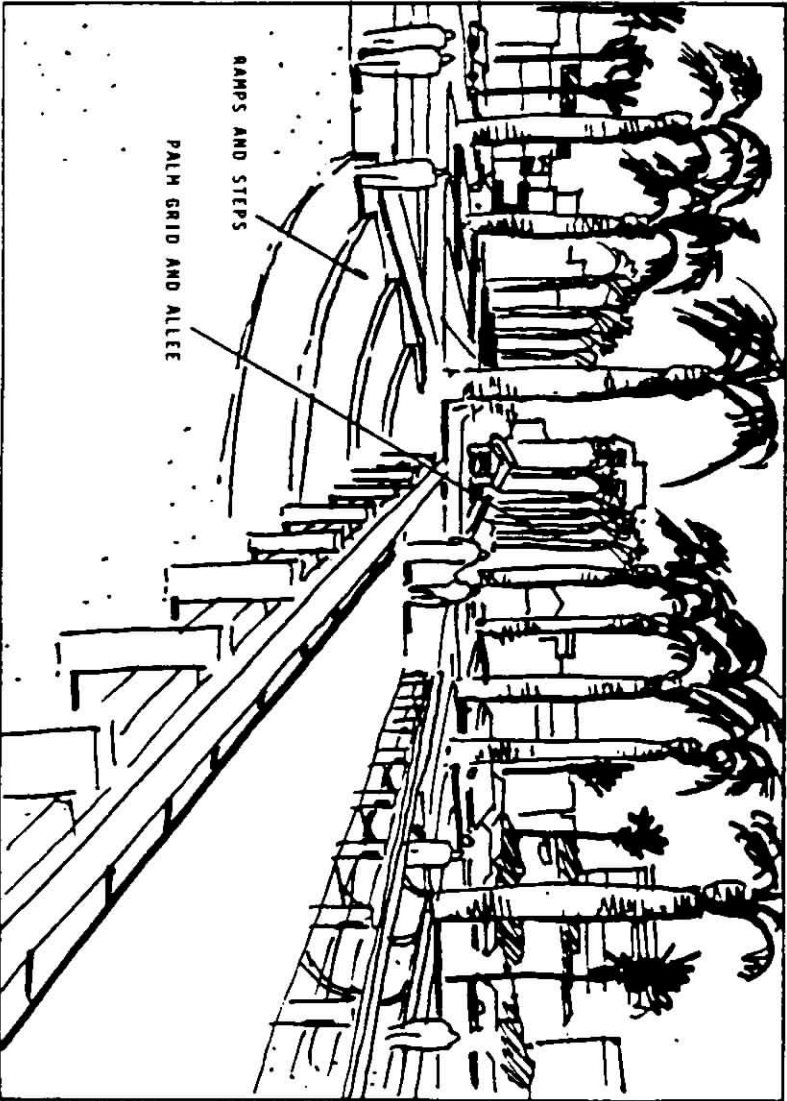
Existing Washington Street (East from Speedway)
Venice Waterfront Community Workshop - 1989



Washington Street alternative
Venice Waterfront Community Workshop - 1989

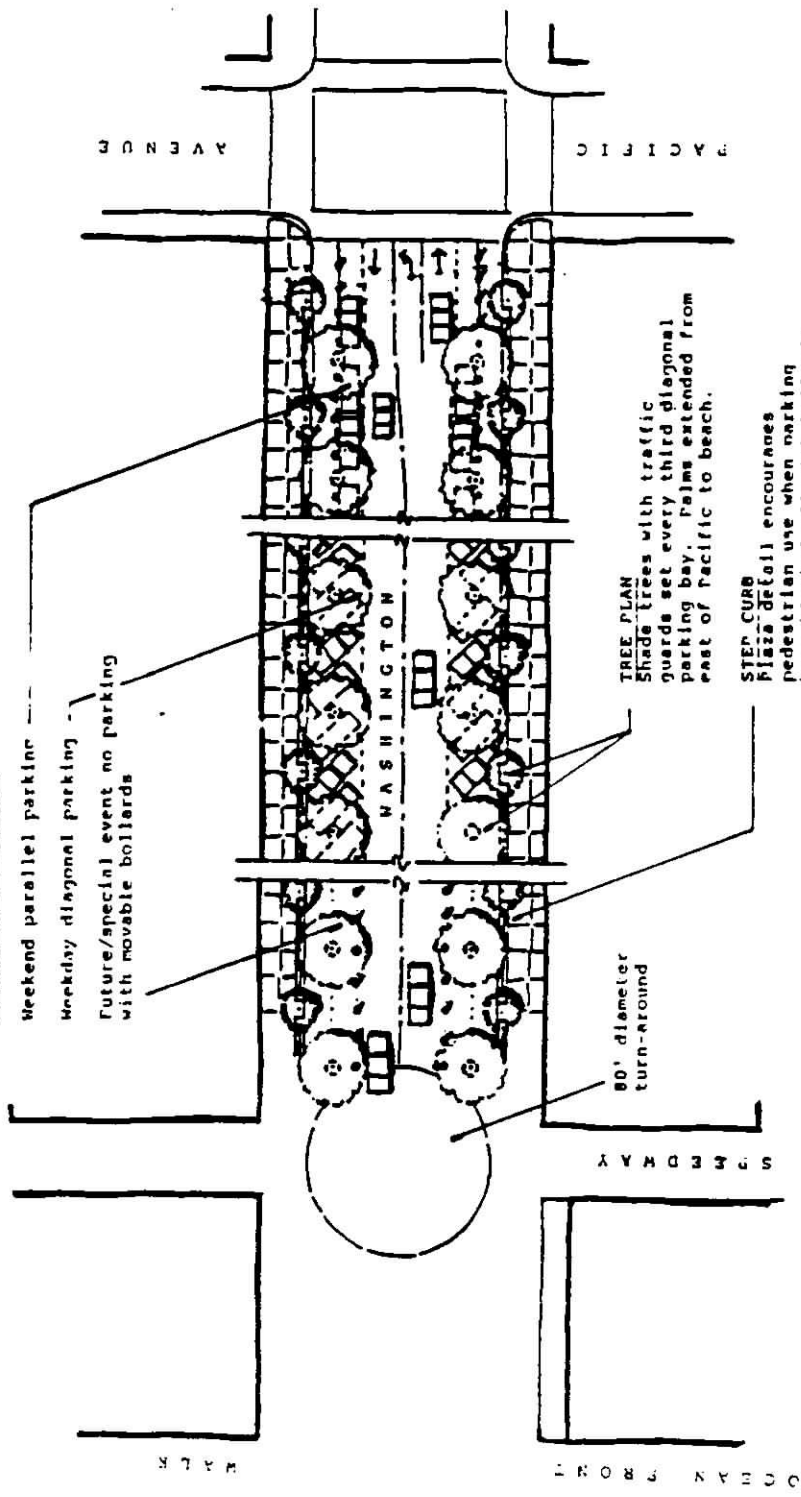


Existing Washington Street (From Venice Pier)
Venice Waterfront Community Workshop - 1989



Washington Street alternative (From Venice Pier)
Venice Waterfront Community Workshop - 1989

FLEXIBLE TRAFFIC PLAN



Washington Street Concept Plan
Venice Waterfront Community Workshop - 1989

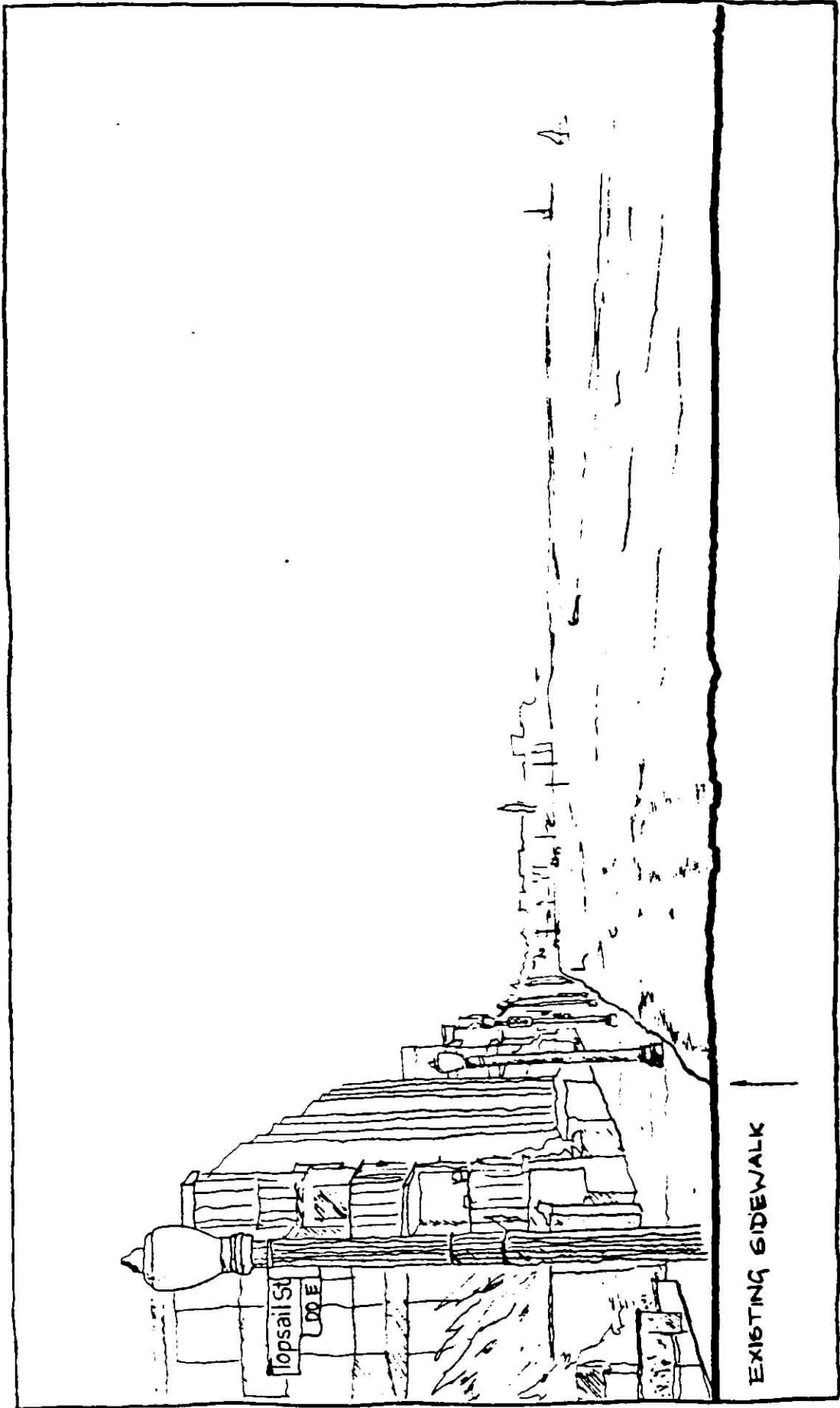
PENINSULA ACCESS

There are a variety of problems hampering recreational access to the Peninsula. Parking is inadequate. Basic amenities such as restrooms are insufficient. Pedestrian and bicycle access is almost non-existent except for residents and for the very intrepid. Workshop recommendations include completion of Oceanfront Walk, the development of a restroom at Lighthouse, and four shuttle stops along Pacific.

Oceanfront Walk could be completed under a variety of scenarios: completion of the gaps through the permit process; public funding of gap completion; or, conceivably, redevelopment of the entire promenade in a new design scheme that might be wider and/or further from the residences and closer to the water.

A newly built Oceanfront Walk promenade from the Pier to the Jetty which includes lighting and benches and a 10 foot wide path would cost approximately \$950,000. However, two thirds of the Peninsula distance is covered by a partial completion of Oceanfront Walk. The Conservancy would recommend completion of the section of Oceanfront Walk be implemented through current coastal permit requirements.

Construction and operation of Oceanfront Walk support facilities such as the restrooms is the responsibility of the City Department of Recreation and Parks, and can be accomplished as discreet projects.



EXISTING SIDEWALK

Peninsula access

VENICE BOULEVARD

The redevelopment and restoration of Venice Boulevard represents one of the most exciting opportunities for addressing both community and regional needs.

The Boulevard median strip currently contains approximately three hundred parking spaces and some remaining housing. Much of the median is unlandscaped and unutilized open space. Several City projects have been underway for some time. The City has been acquiring the remaining housing and expects to acquire the last four parcels. The old railroad bridge and the remnant of the Grand Canal is on the National Register of Historic Places. The new Venice Library location was established as the west end of the block bounded by Washington Boulevard and Ocean Avenue. The Boulevard repaving project, now expected to begin in 1991, will include pavement, sidewalk, sewers, storm drain, traffic signals and lighting at intersections and some landscaping. The median will remain substantially unimproved by the repaving project. The median was the primary focus of the Conservancy workshops.

The conceptual plans and alternatives prepared by the Conservancy reflect the strong desire by many participants to develop a large community park and the real difficulty of doing so without moving some shuttle parking off-site or placing a parking structure on the second block of the

median. The concept alternatives both show two thirds of the first block adjoining Pacific as a park with a palm grove defining the end of the boulevard. A small lagoon surrounded by a formal plaza, reminiscent of the old lagoon and canal, serves as a boat launching area for hand-launched small boats. East of the lagoon is a small park and a small parking lot. The majority of the central block is grass fields and gardens with more parking at grade. The library block includes parking at grade sufficient to meet the needs of the library. A natural, "soft" park at the apex of this triangular block would include a memorial and interpretation of the history of Abbot Kinney's vision of Venice.

The concept plan preferred by most participants at previous workshops, however, does not replace existing parking on the median. Only 175 spaces are indicated in this plan, comparable to the number now provided at walking distance to the beach. The other 130 spaces now in the shuttle lot would have to be replaced nearby at another shuttle lot.

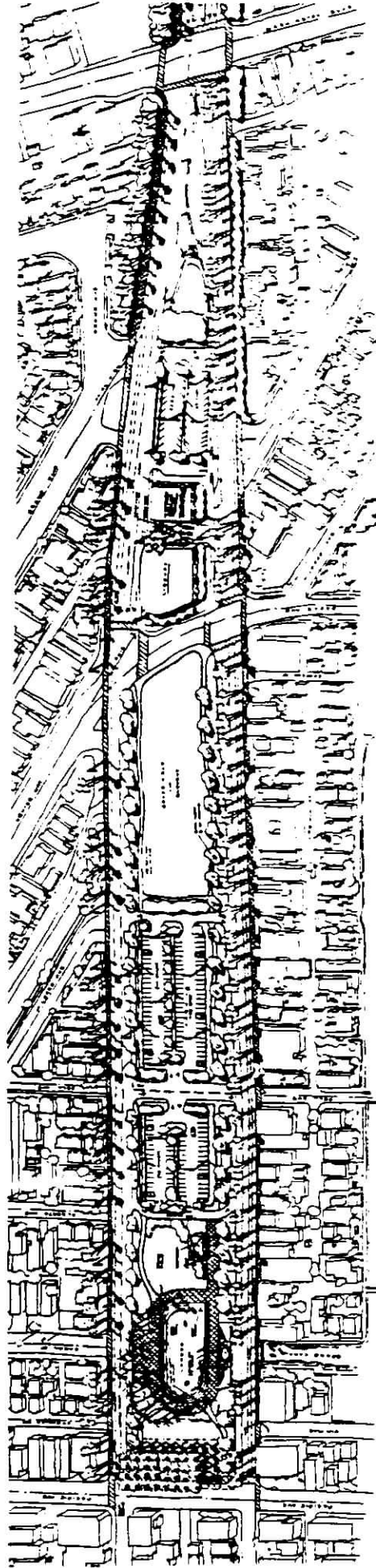
An alternative concept has been illustrated by a three story (half level down) parking structure shown by the Conservancy as a 300 space structure encompassing approximately half the central block.

Interest was expressed in the possibility of

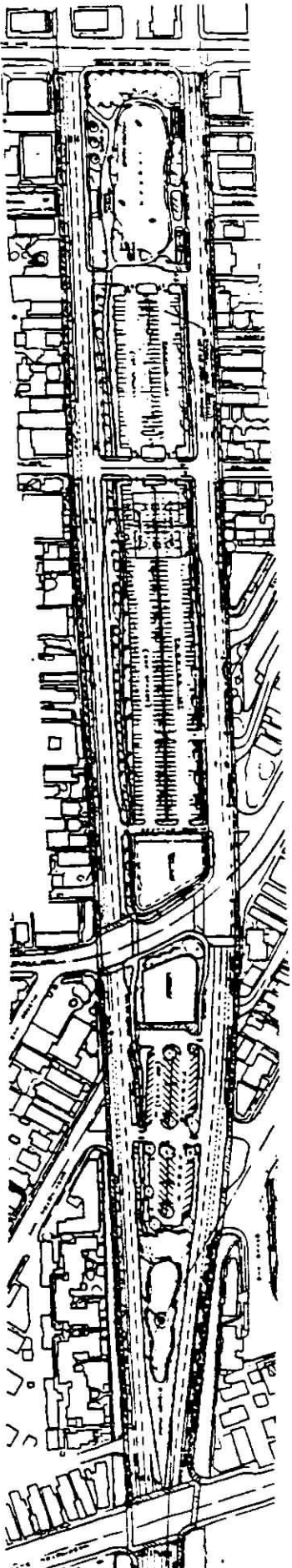
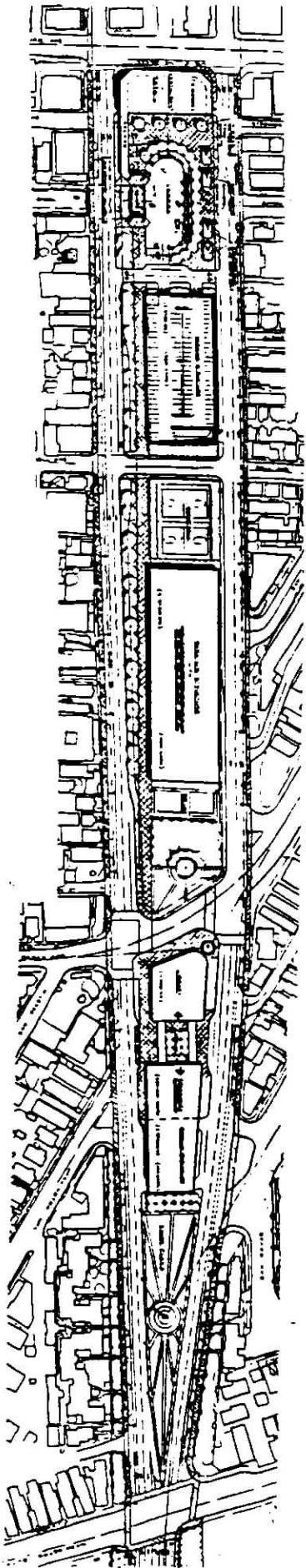
developing a community center in addition to the Library. The community center option is illustrated at two alternative locations on the library block. A community auditorium option is shown in concept opposite the library across Ocean and in conjunction with a parking structure on the second block.

Additional acquisition, relocation and demolition is roughly estimated to cost up to \$3 million. Park lagoon development is estimated to cost up to \$1 million. Surface parking (175

spaces) is estimated to cost \$700,000. The alternative, replacement of existing parking in a structure (300 spaces), is estimated to cost approximately \$2.4 million. A combination of historic and ornamental lighting as recommended in the workshops is included in the plans for the park. A preliminary estimate by the City Department of Water and Power of undergrounding of utilities from Lincoln to Pacific is \$1.5 million. The total cost for Venice Boulevard median improvements is estimated to cost between \$6.7 to \$8.5 million.



Venice Boulevard Park
Preferred Workshop Plan
Venice Waterfront Community Workshop - 1989



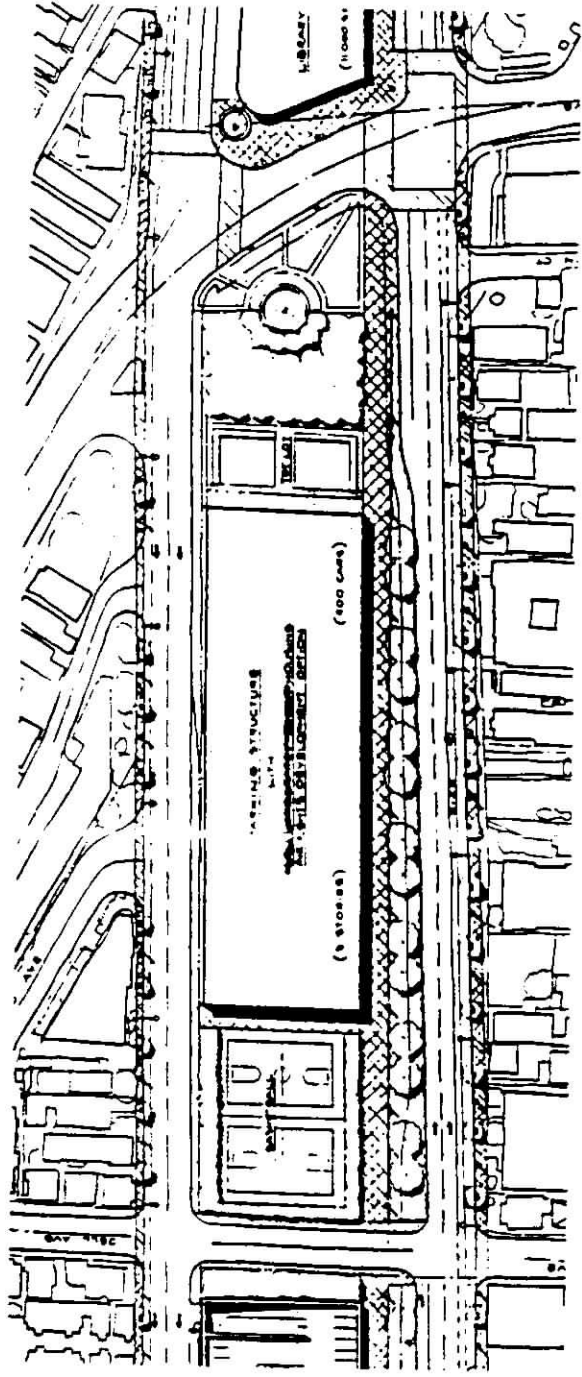
Venice Boulevard Park

Concept Plan Alternatives

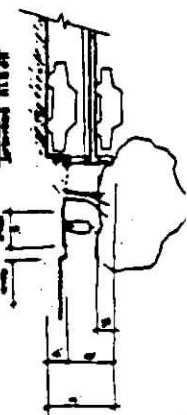
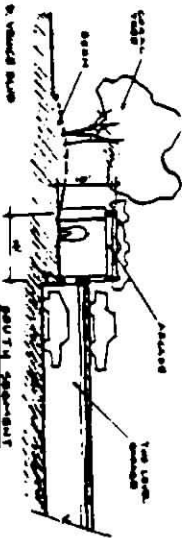
Venice Waterfront Community Workshop - 1989

Venice Waterfront Restoration Plan

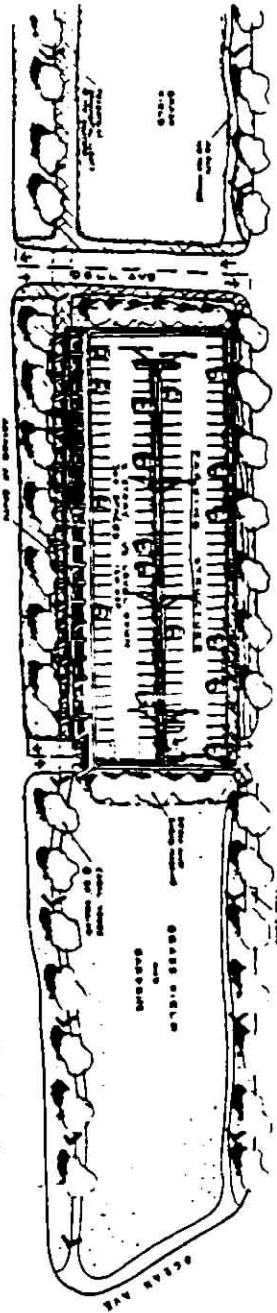
April 1990



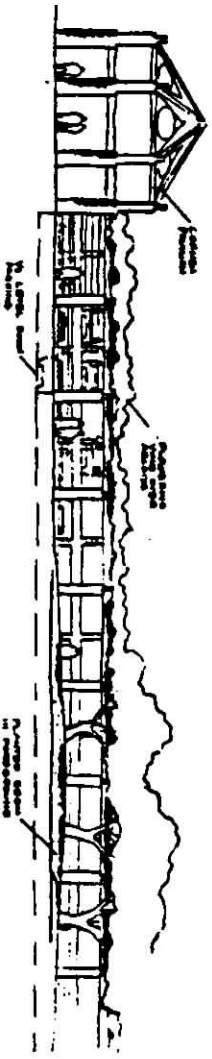
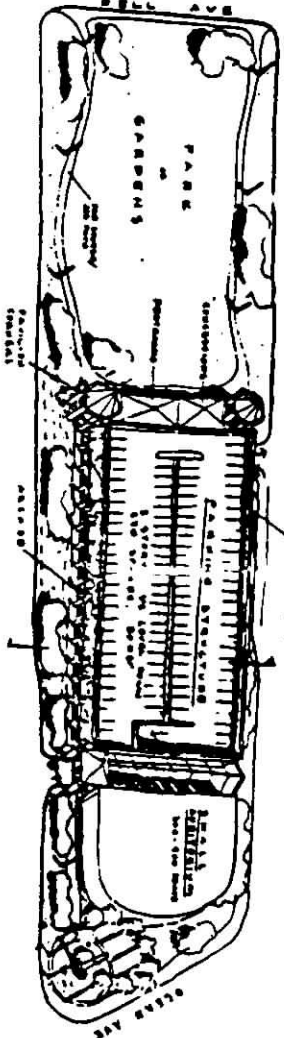
Venice Boulevard Park (Dell Ave. to Venice Way)
Preferred Workshop Plan overlay
Venice Waterfront Community Workshop - 1989



SECTION

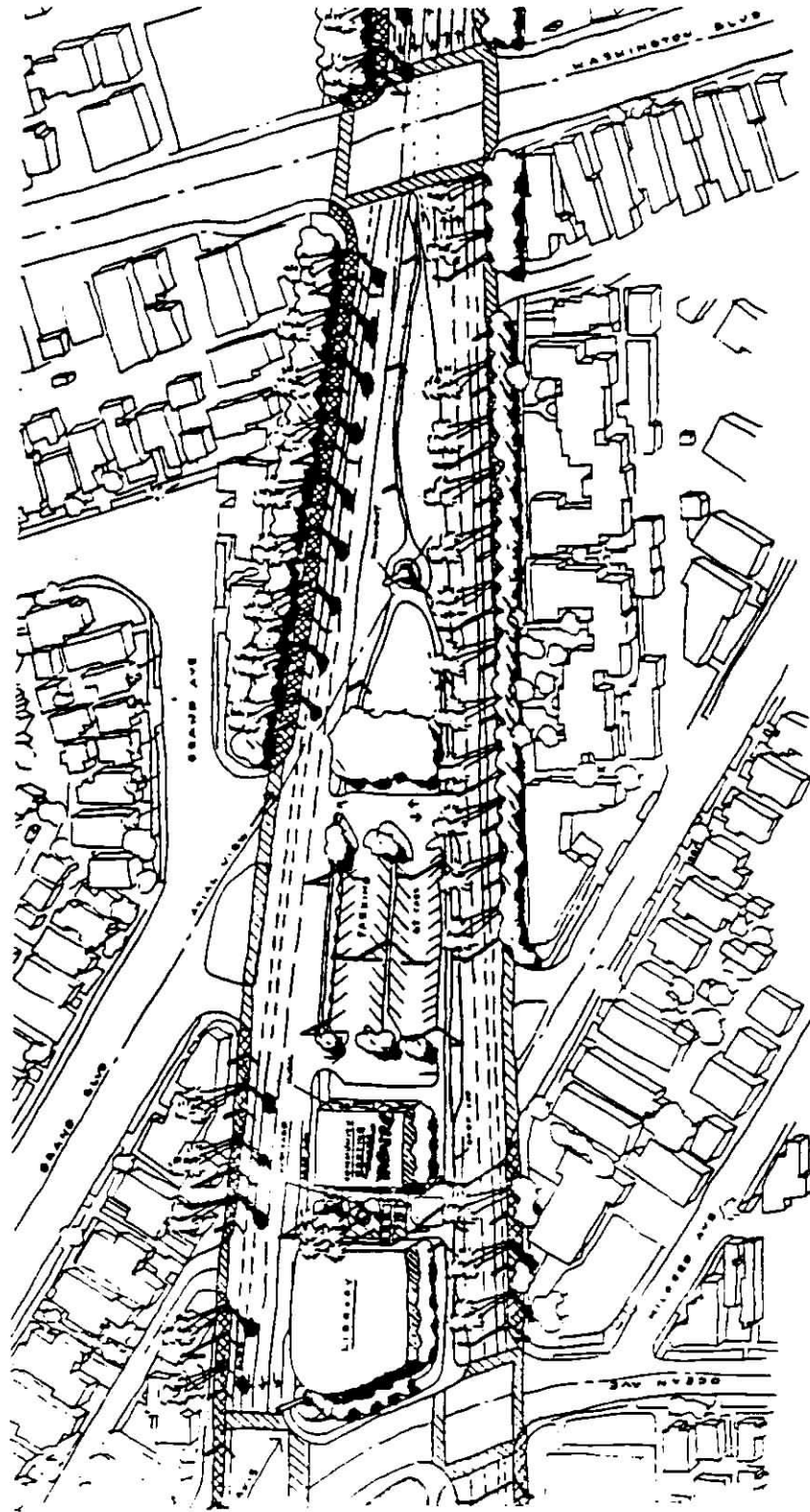


PLAN SEGMENT

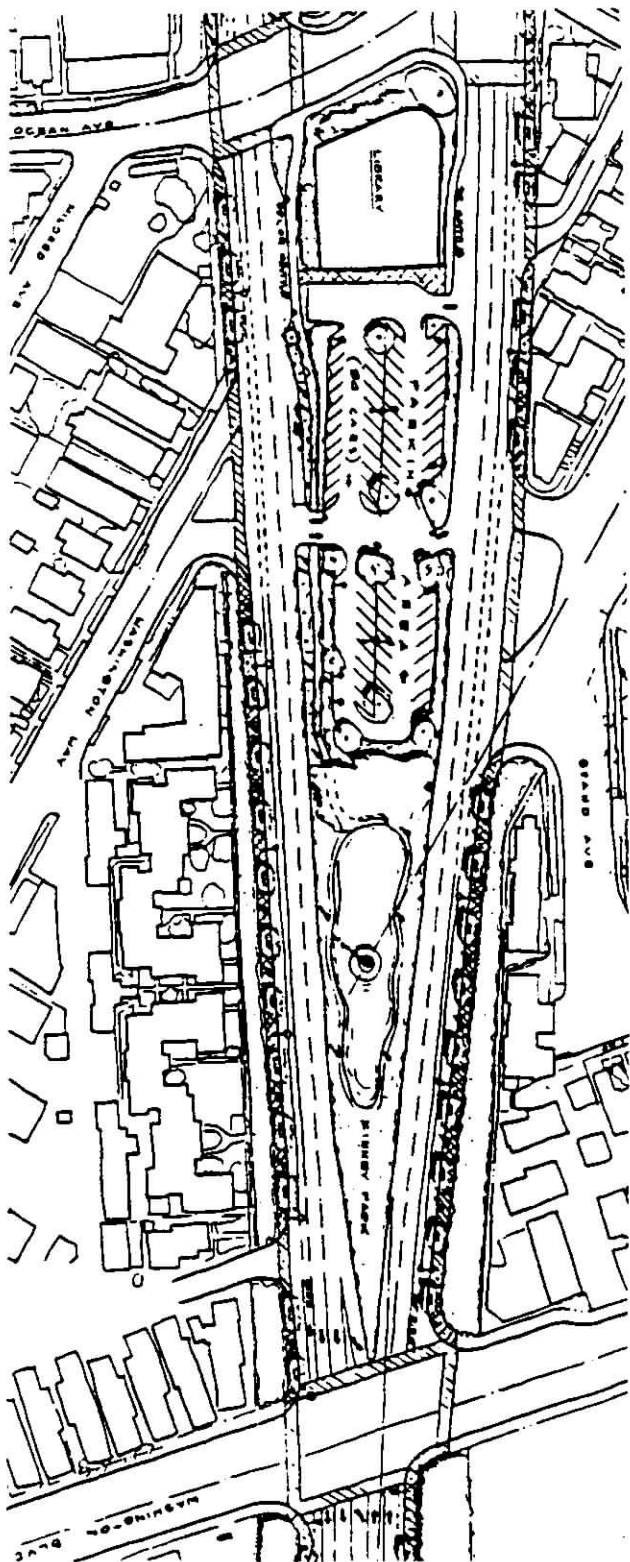


Venice Boulevard Park (Dell Ave. to Venice Way)
 Concept Plan Alternatives
 Venice Waterfront Community Workshop - 1989

Venice Waterfront Restoration Plan
 April 1990



Venice Boulevard Park (Ocean Ave. to Washington Blvd.)
Preferred Workshop Alternative
Venice Waterfront Community Workshop - 1989



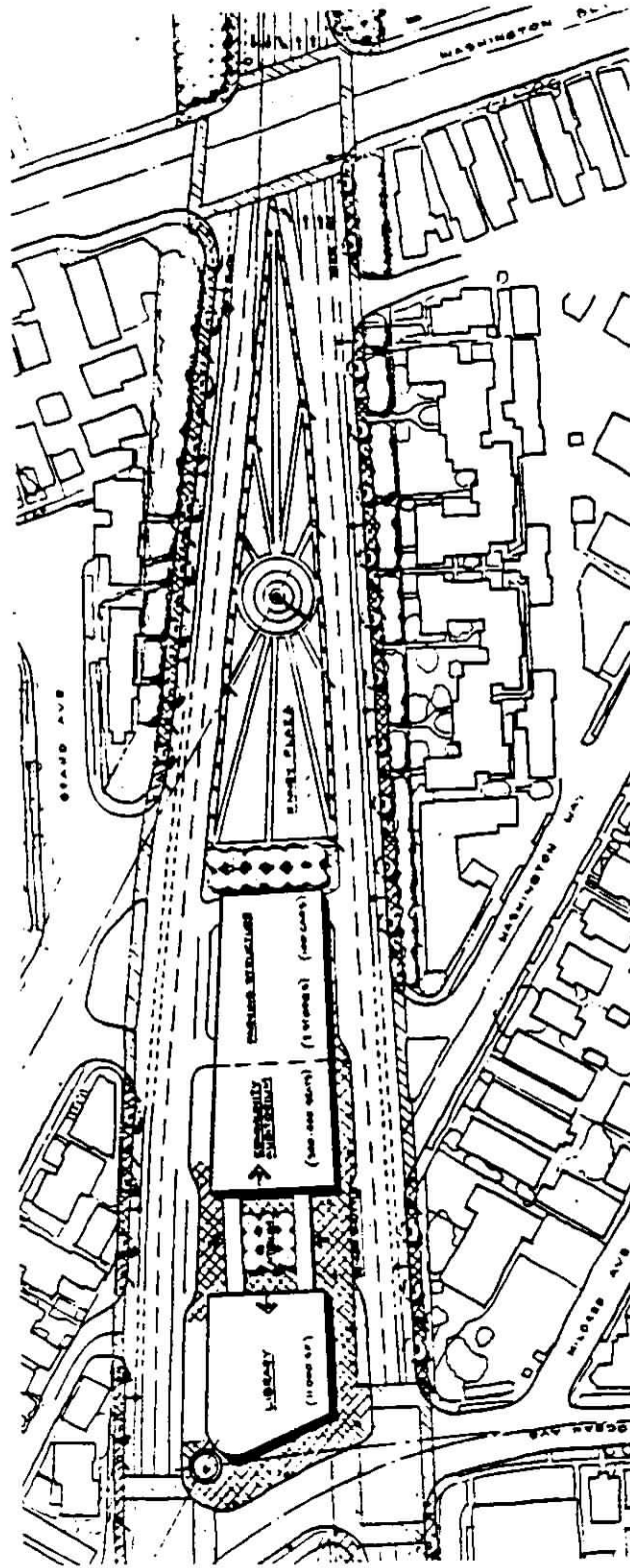
Venice Boulevard Park (Ocean Ave. to Washington Blvd.)

Concept Plan Alternative

Venice Waterfront Community Workshop - 1989

Venice Waterfront Restoration Plan

April 1990



Venice Boulevard Park (Ocean Ave. to Washington Blvd.)
 Concept Plan Alternative

RECOMMENDATIONS FOR IMPLEMENTATION

The projects proposed here will require public and private resources and can only successfully be implemented through the combined efforts of city representatives and local citizens. To assist local efforts, the State Coastal Conservancy can provide continuing staff and technical assistance and limited project funding.

Included as part of this draft plan is a suggested implementation schedule that identifies agency responsibilities, timing, cost and funding sources for a comprehensive set of public improvements. Development of each individual project, or project phase, will, in most cases, require multiple funding sources. In addition, most projects will involve additional design, permitting and review requirements.

The proposed project implementation recommendations included here are draft proposals intended for review and comment by community members and city representatives. Implementation is basically a local responsibility. Additional project development work should be coordinated by the responsible city departments and local citizens.

Funds for project implementation are not immediately available, except for those projects previously noted. Many choices remain to be made regarding project design and development. Described below are the necessary next

steps required to facilitate individual project development.

Choices made between individual projects will have a significant impact on the implementation of a comprehensive improvement plan. The Conservancy's priority for project development is for restoration of existing beach facilities and development of limited new facilities. Conservancy funds can be used for public beach access and recreation facilities that serve local and regional needs. Other state funds are potentially available for beach recreation and community improvements. To implement even individual projects, however, significant local funding resources will be necessary.

Venice Pier

Upon completion of the engineering analysis currently being undertaken, a decision must be made regarding restoration or replacement. If the pier structure can be rebuilt, the Conservancy would recommend that a preferred restoration plan be adopted by the city with community input and that project design and construction documents be produced. At the same time, project funding will need to be secured.

The City Recreation and Parks Department has already secured funds for pier demolition, which could be used for pier restoration. The Conservancy could match the city's funds. However, additional state and/or local funds

would be required for project implementation. Potential additional sources of state funds have been suggested in the proposed implementation plan.

If the engineering analysis determines that the current pier structure needs to be demolished and a new pier built, the potential project cost increases significantly and the prioritization of the pier project would need to be reviewed by the city department and local citizens. The prohibitive cost of a new pier may preclude its development unless a substantial additional commitment of city funds is forthcoming.

Oceanfront Walk/Beach Facilities

Implementation of the proposed beach improvements, including Oceanfront Walk, a multi-use beach path, and redesigned and rebuilt beach furniture and restroom facilities, should be phased as part of a comprehensive design. In addition, coordinated management responsibility should be developed for the facilities. Oceanfront Walk is now managed by the Street Maintenance Division. The existing bikepath is the responsibility of County Department of Beaches and Harbors, while the City Department of Recreation and Parks is responsible for maintenance of the existing beach landscaped areas.

Assuming overall management can be organized within the City Department of Recreation and

Parks, the next steps of design development and project implementation could proceed in a phased and integrated program. All Oceanfront Walk/Beach Facilities should be designed as part of preferred community plan. The repaving of Oceanfront Walk and reconstruction of the Pagoda areas should be integrated with the Department's current construction plans for restoration of the adjacent landscaping. Other proposed improvements, including the multi-use beach path and the restrooms, should be integrated into an overall design treatment.

Construction of the proposed beach improvements could proceed in phases, and/or as discreet projects. Construction of a new beach path could also proceed in phases. Agreement on a final preferred design and alignment for the beach path could be integrated into the refinement of a final preferred design for the Pavilion area.

Pavilion

A final preferred alternative for the Pavilion area needs to be agreed upon by city representatives and community members. Several re-use alternatives have been conceptually illustrated by the Conservancy which respond to community preferences. There is widespread community support for demolition of the Pavilion structure and re-use of the Pavilion area.

Based on current information, including infor-

mation provided by the City Department of Recreation and Parks, the most feasible options for redeveloping the Venice Pavillion area include building demolition. Refinement of a preferred alternative from among those illustrated should be developed by the Department of Recreation and Parks. However, any additional information regarding the feasibility of building restoration which local residents want to provide should be directed to the City Department of Recreation and Parks.

Windward Avenue/Circle

Any changes and improvements to Windward Ave and Windward Circle would be the responsibility of the City Department of Transportation. The concept illustrations provided by the Conservancy should be developed into a preferred design plan prior to any implementation decisions. Additional merchant input should be solicited by the city regarding any changes to Windward. The Conservancy is recommending primarily private funding to support the proposed changes.

Washington Street

The responsibility for Washington Street improvements would similarly be the Department of Transportation. Development of a preferred design and project funding should be coordinated by the Department. Future designs for landscaping improvements and connections to

Oceanfront Walk and the pier should be coordinated with designs for a new pier entrance. Changes to the bike path and the existing parking lot should be coordinated with the County which operates the parking lot.

Peninsula Access

Implementation of a peninsula extension of Oceanfront Walk can be accomplished through continuing permit requirements, as the Peninsula link is now more than two-thirds complete. The proposed restroom at Lighthouse Walk could be implemented as a discreet project by the City Department of Recreation and Parks.

Venice Boulevard

The proposed improvements to the median of Venice Boulevard should be coordinated by the City Department of Transportation. There are several additional steps which need to be undertaken, including further analysis of parking development alternatives. While community comments have strongly supported development of maximum open space and a limitation of parking, the boulevard median represents a unique opportunity to develop local and regional open space and parking support facilities. The Department of Transportation has agreed to analyze costs and funding for a parking structure alternative. Results of this analysis should guide further discussion of a preferred design plan for the boulevard median.

**VENICE RESTORATION PLAN
IMPLEMENTATION PLAN**

PROJECT	COST ESTIMATES	TIMING	FUNDING SOURCES	LEAD AGENCIES
OCEANFRONT WALK North Venice Recreation Center to Pier Peninsula BEACH PATH North Venice Recreation Center to Pier BEACH FACILITIES Restrooms Beach Piazzas/Pagodas	5.4M 1.5M 625,000 950,000 1.5M 950,000 750,000 900,000	Design 1990-91 Fin/Rehab. 1991-92 Reconstr. 1992-95	City Prop 99 (Leg Allocation) Assessment District	City - PW/DRP SCC
PAVILION Rehabilitation Beach Restoration Open Plaza New Plaza	~2.0M 2M 800,000 0.5-1M 1.9M	Prefer. Alt. 1991 Permit/Fund. 1991 Reconstruct 1992+	City 8(g) (Leg. Allocation)	City - DRP
PIER Demolition - No replacement Restoration New	2.0M 500,000 2.0M 4.0M	Design/Perm. 90-91 Construct 1991-92	City SCC WCB SAFCO (Leg. Alloc.)	City - DRP SCC
WINDWARD AVE. - CIRCLE	2,300,000	Design ?	Private	City - DOT
WASHINGTON STREET PLAZA	800,000	Design ?	Private	City - DOT
VENICE BOULEVARD Land Acquisition/relocation Park Parking Lighting and underground	8.3M 3.0M 1.5M 1.3M 0.7-2.5M	Design 1990-91 Land Acq. 1990-91 Perm./Fund 1991-92 Construct 1992-93	City Assessment District	City - DOT
VENICE CANALS	2.5M	Eng/Permit 1990-91 Construct 1991-92	City	City - PW
BALLONA LAGOON	1.0M	Design 1990-91 Eng./Perm 1991-92 Construct 1991-92	SCC	BLMP/City - PW
PROJECT COST ESTIMATES	~24.3M			
DESIGN/BUILD COST	~8+M			
ESTIMATED PROGRAM TOTAL	~32+M			