



Venice Neighborhood Council

PO Box 550, Venice, CA 90294 www.VeniceNC.org Email: info@VeniceNC.org



VNC Vision Goals Idea Matrix

(implementation may require funding and/or new/amended laws)

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VNC Vision Goals

VNC Standing Rule 20 adopted unanimously by the Board on April 21, 2009 & amended unanimously by the Board on May 20, 2014 to insert the [Focus on Children Vision Goal](#)

To stimulate the vitality of the VNC, the Board and VNC Committees are encouraged to consider the below [VNC Vision Goals](#) in their deliberations.

Although the VNC is a political body, and inevitably it may become embroiled in issues that divide the community, these goals are designed to promote a more proactive, collaborative vision for VNC Committees to include in their deliberations as they formulate recommendations for Board consideration. The **intent** is to create a working framework of integrated strategies capable of achieving, over time, broader consensus and increased:

Focus on Children

Consider strategies that promote & expand opportunities for children to experience direct meaningful involvement in all aspects of the social and economic and cultural activities of the Venice Community. Include this **Focus on Children** as an integral part of the **consideration** of **strategies** in all of the below [Vision Goals](#).

Participation

Consider strategies that encourage & facilitate broader involvement of stakeholders, major organizations, community groups, and government institutions, etc.

Walkability

Consider strategies that reduce the use of cars and that promote alternatives such as walking, skateboarding, biking & bike racks, circulation systems (trolleys), park & ride rather than additional parking, street-narrowing/sidewalk widening, walk/bike/skateboard lanes separated from traffic, easier neighborhood pedestrian access to commercial stores, etc.

Diversity

Consider strategies that encourage & facilitate realistic recommendations designed to increase economic diversity, including affordable [**less expensive ***] housing, etc.

Creativity

Consider strategies that promote the arts, encourage & facilitate creativity. This can apply to architecture, public art, social events (neighborhood gatherings/street movies/theatre/dance/pottery/...), etc.

Collaboration

Consider strategies that encourage & facilitate 'level playing fields' for collaborative negotiation; opt for procedures & policies that 'promote flexibility & dialogue' over 'reacting defensively to rigid criteria', facilitation/mediation training, etc.

Brainstorming

Consider strategies that encourage & facilitate exploring of non-traditional options for achieving shared objectives, etc.

[* Clarification inserted November 24, 2014 by Joe Murphy]

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The Discussion Forum Committee (DFC) continues to compile VNC Vision Goal Ideas & hereby invites you to contribute your ideas.

Use the format below - one idea per line - to submit VNC Vision Goal Ideas to the DFC.

Your submissions will be included with all prior ideas in the current VNC Vision Goals Idea Matrix posted at the DFC VNC webpage at:

<http://www.venicenc.org/discussion-forum-ad-hoc-committee/>.

Ideas ↓	Submitted by <your name, & contact information: email/telephone/neither>	Suggested Implementation Strategy	[Print color of Vision Goal(s) inspiring your idea] Generated while Brainstorming ↓
<Your Idea>	<Rationale: how your idea enhances <u>VNC Vision Goals</u> >	<How you think your idea can be implemented>	<Select any combination of the following> Focus on Children Participation Walkability Diversity Creativity Collaboration Brainstorming
<Your Idea>	<Rationale: how your idea enhances <u>VNC Vision Goals</u> >	<How you think your idea can be implemented>	<Select any combination of the above>
<Your Idea>	<Rationale: how your idea enhances <u>VNC Vision Goals</u> >	<How you think your idea can be implemented>	<Select any combination of the above>

All ideas, no matter how far 'out-of-the-box' you may perceive them to be, are welcome & will be included as written.

If you are interested in **implementing** or **helping implement** any of the ideas submitted by others below, please contact the individual who submitted the idea - or any current or past DFC member (see the current DFC Participation Record, also posted at the above DFC VNC webpage).

Or, simply come to a DFC meeting for advice on how to best proceed & for help in doing so.

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Ideas ↓	Submitted by Joe Murphy (310-305-1444, joedmur@gmail.com)	Suggested Implementation Strategy	Generated while Brainstorming ↓
<p><u>Chairs & Benches & Tables</u></p> <p>Allow merchants and residents to provide chairs & benches & tables and related amenities (awnings/heaters) on sidewalks or parking strips for pedestrian use (not for advertising)</p>	<ul style="list-style-type: none"> • I've observed that an unassuming bench on the parking strip where I live has been used spontaneously by kids (of all ages) and adults to meet & greet & play. • On the corner of Andalusia & Altair, I observed a middle-aged woman seated on the sidewalk using a sketchpad on a tri-pod. An unassuming bench at that location would encourage similar uses by other artists. Similar benches throughout Venice could induce pedestrianism. • If implemented, we may not need to accept street furniture with advertising installed by commercial interests. 	<p>The one unassuming bench on the parking strip in my neighborhood was presumably put there by a private citizen. If the idea is backed by a viable <u>Venice Community</u> consensus, the 'black box' (ie, non-Venice) part of the political environment would find it difficult to oppose the changes that would allow individuals in Venice to spontaneously install such unassuming seating places in their neighborhoods and business environments.</p>	<p>Focus on Children Participation Walkability Diversity Creativity Collaboration Brainstorming</p>
<p><u>Chalk for Kids</u></p> <p>Make chalk available for kids to use on sidewalks & other neighborhood spaces</p>	<p>Children of all ages love to create artwork in public spaces.</p>	<p>Simply make chalk widely available</p>	<p>Focus on Children Walkability Creativity</p>
<p><u>Walkability Impact Disclosure Ordinance (WIDO)</u></p>	<p>Require government departments to prepare & publish a report indicating the impact of their proposed actions on the walkability of the communities in which the actions are to be implemented. Currently, many government departments act without being required to consult a community & without regard to impacts of their actions on community walkability such as:</p> <ul style="list-style-type: none"> • Cutting down trees • Installing street-lights & telephone poles & bus-stops in sidewalks • Widening streets • Unknowns 	<p>Create committee with the necessary expertise to:</p> <ul style="list-style-type: none"> • Draft & lobby <u>Walkability Impact Disclosure Ordinance (WIDO)</u> into all applicable ordinances • Arrange for easy community monitoring of compliance of all departments with the (WIDO) 	<p>Walkability</p>
<p><u>Legalize Spontaneous Unobtrusive Art</u></p>	<ul style="list-style-type: none"> • On the bike path along the river to the beach, stones were arranged in multiple statues by an unknown individual. The statuettes were not properly permitted and were therefore disassembled by gov't • A stakeholder was recently arrested for vandalism for painting waves on former canal streets 	<p>Other examples:</p> <ul style="list-style-type: none"> • Anonymous distribution of art • Neighborhood 'book loan' kiosks 	<p>Walkability</p>
<p><u>Legalize 'Jaywalking'</u></p>	<p>Gives pedestrians priority over cars. When streets are closed, people use them. This would be a step towards a more walkable Venice.</p>		<p>Walkability</p>

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Ideas ↓	Submitted by Joe Murphy (310-305-1444 joedmur@gmail.com)	Suggested Implementation Strategy	Generated while Brainstorming ↓
<p><u>Deregulate Residential Parking Garages</u> Make it illegal to construct (or to require) residential parking garages & allow converting existing garages into other uses</p>	<ul style="list-style-type: none"> Creates opportunity for creating more less-expensive housing which supports the VNC Diversity Vision Goal. Increases pressure to adopt viable alternatives to current felt need for individually owned cars. 		<p>Focus on Children Participation Walkability Diversity Creativity Collaboration Brainstorming</p>
<p><u>Local Mediation Service</u> Minor neighbor-to-neighbor conflicts.</p>	<p>Can be provided by community individuals– may require minimal mediation skills development.</p>	<p>Provide mediation skills development training.</p>	<p>Walkability</p>
<p><u>Walkability-Friendly Street Designations</u> Convert throughways into Walkability-Friendly designations</p>	<p>'State-highways' (Lincoln) & other such streets (Abbott Kinney & Pacific) are unnecessarily dangerous high-speed thoroughfares dominated by vehicular traffic.</p>		<p>Walkability</p>
<p><u>Walkability Zone</u> Convert all Venice streets into 'Sharrows' for all types of vehicular & non-vehicular 'mobility' options.</p>		<p>Create committee with the necessary expertise to:</p> <ul style="list-style-type: none"> Draft & lobby Walkability Zone provisions into all applicable ordinances Get Walkability Zone signs posted at all necessary locations to implement the concept 	<p>Walkability</p>
<p>Sarah Dennison(Sarah.dennison@venicenc.org) & Ilaria Mazzoleni (info@imstudio.us)</p>			
<p><u>Bike-Sharing</u> Study for Venice by SCI-Arc to be conducted by Ilaria Mazzoleni and her students</p>	<p>Broadly supported & Fund-raising effort started.</p>	<p><u>Summary:</u> SCI-Arc has declined to approve the project for the fall semester 2013. We are in the process of finding another way to do the study and a way to raise funds to pay for it.</p>	<p>Walkability</p>
<p>Edmond Cohen (310-985-8463)</p>			
<p><u>Artistic Center</u> Make Venice a pre-eminent artistic center</p>	<p>Enables artistic synergy to rub off on children which produces more intelligent and creative adults</p>	<p>Arts Committee?</p>	<p>Walkability</p>

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Ideas ↓	Submitted by	Suggested Implementation Strategy	Generated while Brainstorming ↓
Legalize Parking Strip Vegetable Gardens	Daffodil Tyminski (310-305-1444)		Walkability
<p> Legalize Pedicabs Curbed LA Friday July 19, 2013, by Eve Bachrach SantaMonica'sFirstFour PedicabsNowTakingFares </p> 	<p>Now that Santa Monica's first pedicabs have hit the streets, will the tourist-ferrying bike taxis ease downtown's traffic nightmare or manage to make it even worse?</p> <p>Who knows! With only four licensed drivers (so far) pedaling for just one company, they're unlikely to make much difference either way. But according to LA Bike Taxi owner Jose Prats, they've brought joy to the people in their first day in business, and "what's more important than that?"</p> <p>"There's lots of people that were pointing at us and smiling and surprised to see Pedicabs in Santa Monica", he told Santa Monica Patch.</p> <p>Prats said his drivers spent their first day in business scouting locations & will probably spend most of their time near the pier, Third Street Promenade, and Ocean Avenue. He hopes to add more drivers as business expands – licensing is run by the city and includes a bicycle safety class.</p> <p>Santa Monica's First Licensed Pedicab Business Hits the Street [SM Patch] Pedicabs Archive [Curbed LA]</p>		Focus on Children Participation Walkability Diversity Creativity Collaboration Brainstorming
<p> Construct Boardwalk "Ski Valet" "ski valet" constructed above the boardwalk from the Venice Pier to the Santa Monica pier This would be an interesting attraction and people mover during high peak visitation to the beach during the summer. </p>	<p>Nick Antonicello (310-621-3775)</p> <p>My vision would be you could get on at the Venice Pier and ride entirely to and back from Santa Monica for a certain fee. It would be a great way for someone to experience the beach from a moving, unobstructed view. The valet could be traditional one passenger chairs like at any ski lift or multiple seating capsules or gondolas.</p> <p>People could get off at the end of the boardwalk or continue to the Santa Monica pier and then return later. It would be a great way for tourists to see both Venice and Santa Monica in one visit. It would also be an interesting way for people to move along the beach.</p>		Walkability

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Ideas ↓	Submitted by Laura Silagi (310-396-5702)	Submitted by Suggested Implementation Strategy	Generated while Brainstorming ↓
<p>More Lincoln Boulevard Ideas</p>	<p>Lincoln Boulevard can become more pedestrian-friendly by:</p> <ul style="list-style-type: none"> landscaping to provide shade and visual interest along sidewalk Create crosswalks to integrate both sides of the street (east and west) at streets between the traffic lights. Create interesting “island” landscapes or sculptural areas in the middle of the street where double yellow lines create shapes. There are about 6 of these in Venice. Create street seating areas, and encourage restaurants to put in sidewalk seating with portable landscape barriers. Encourage the city to underground the utilities along Lincoln. Work with property owners to improve landscaping and create interesting spaces for public access or visual interest in unused parts of the property facing Lincoln Upgrade fencing with plantings along the street Unify both sides of Lincoln with special architectural or landscape elements on both sides at corners. 	<p>Some ideas need the state approval since this is a state hwy. Others need public (city) funding or planning waivers.</p> <p>The help of architects and landscapers are important as well as reaching out to the landlords.</p> <p>Many ideas were considered by Rosendahl’s planner and The Venice Community Coalition. The idea was to put together a plan and present it to the city and state. Some ideas were to be pilot projects such as integrating both sides of Lincoln with landscaping or other features at a particular four corner areas.</p> <p>Places for additional crosswalks and island treatments were identified.</p> <p>There was also a discussion of taking a particular mini- mart and transforming it with paint and plantings.</p> <p>An effort to decrease clutter in signage already was undertaken on private property and there is an effort currently underway to force non-conforming billboards to take down and/or reduce their size.</p>	<p>Focus on Children Participation Walkability Diversity Creativity Collaboration Brainstorming</p>

LADOT Drusilla van Hengel
(424-272-5875, druvanhengel@altaplanning.com)

<p>International Walk to School Day</p> <p>The LADOT, through its Pedestrian Program and in collaboration with LAUSD, is sponsoring a citywide Walk to School Day in October, as part of the City of Los Angeles’ Safe Routes to School (SRTS) Strategic Plan.</p>	<p>Encourages Walkability by:</p> <ul style="list-style-type: none"> improving safety of students walking to school increasing the share of students walking/biking to school providing physical activity opportunities 	<p>Expand program locally to happen more often. [JDM insertion]</p>	<p>Walkability</p>
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<p><u>Bicycling Vision</u></p> <p>An 8/13/13 email from Mark Ryavec bicycling in Hamburg, Germany:</p> <p>“I have never seen such deference to a cyclist. Transitioning from a bike/foot path along the Elbe River to the Elbchaussee, the main thoroughfare for automobile traffic, I approached a crosswalk. Rush hour traffic in both directions came to a complete halt to accommodate me. Later, cycling on the right margin of the Elbchaussee headed out of town, many cars behind me would not pass me, treating me like a slow car with a right to the entire lane. It was only after I waived them on that they would carefully pass me.”</p>	<p>Mark Ryavec</p> 		<p>Focus on Children Participation Walkability Diversity Creativity Collaboration Brainstorming</p>
Erin Sullivan-Ward (310-962-8513)			
<p><u>Grand Boulevard Center-Planting Island</u></p>	<p>Grand Boulevard can become more pedestrian and bike-friendly by:</p> <ul style="list-style-type: none"> • Putting in a median with plants and parking on one side • Provides additional parking, calms traffic • Trees will provide beautification for the street 	<p>A study has already been completed by the Neighbors of Grand. Plans were drawn up by a Grand Boulevard resident. Plans have been completed. A presentation has been made to Rosendahl. Next step is a presentation to DOT.</p>	<p>Walkability</p>
Ira Koslow (310-392-0868)			
<p><u>Explore Funding Alternatives</u></p>	<p>Many Walkability goals will require various levels and sources of funding. Looking for new ways to implement the bike-sharing component of the proposed Walkability Vision Goal study</p>		<p>Walkability</p>

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Ideas ↓

Mehrnoosh Mojallali (310-392-0111)

Walkability Magnets

Venice Dog Park:
Community Center
– Children’s play area – Art ODisplay

Board Reviewed
Nov 19, 2013

Walkability magnets provide a series of destinations which encourage walkability in a community.

I have created a preliminary & flexible design concept (see below illustration) which can be enhanced & modified as it is moved forward toward implementation. Improvement of such public space can serve as a magnet to bring the community together to engage in a variety of activities.



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Focus on Children Participation
Walkability
Diversity
Creativity
Collaboration
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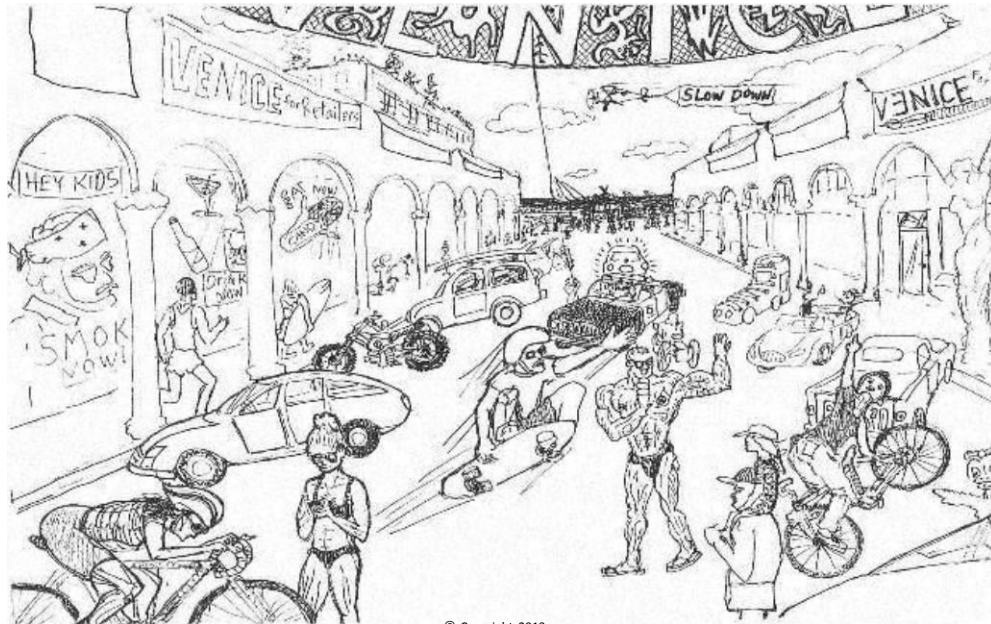
Ideas ↓

DeDe Audet (310-251-0054)

Accessibility⇒Vitality

Face-to-face enjoyment of other people & their quirks & personalities →

Whether we **walk or ride or glide ***, we can improve Venice to let people go where they want to go. We can do this if we do a better job of managing how we get around. Below is an illustration of a familiar place where it can happen naturally.



© Copyright 2013

NOTE: The above illustration was created by my son Brian McKinney at my request & is reprinted with his permission. It shows visually what I've learned from my research.

As someone said at the July 2 DFC meeting:

COME TO VENICE & SLOW DOWN

Courtesy will make this happen

*This applies to **all** ways of getting around Venice.

This is exactly the type of thing that a group of people (ie, our VNC) can do.

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Ideas ↓	Submitted by Don Novack (310-396-3105) & Joe Murphy (310-305-1444, joedmur@gmail.com)	Suggested Implementation Strategy	Generated while Brainstorming ↓
Parking Facility	<p>Long term objective is to reduce the use of cars in Venice by providing alternative non-vehicular means of:</p> <ul style="list-style-type: none"> • access for non-residents; and • mobility for residents and non-residents alike. <p>A parking facility appropriately located can help ease the transition from a car-centric to pedestrian-centric environment as follows:</p> <ul style="list-style-type: none"> • accommodate current short-term need to sustain Abbot Kinney & other area merchant's requirement for non-resident customers • as pedestrian-centric alternatives come on line: <ul style="list-style-type: none"> ○ transition use of parking facility to car/bike-sharing facility (disabled to be accommodated) ○ transition beach parking lots to non-vehicular uses • bike storage/lockup (& maintenance?) & drop/rent a car, hybrid recharge, 	<p>Proposal being developed & circulated by Don Novack & other interests</p>	<p>Focus on Children Participation Walkability Diversity Creativity Collaboration Brainstorming</p>
<p>Parking Facility Transition Proposals</p>			
<p>"Do-it-yourself" Bike Repair Shop</p> <p>Low hourly cost with great local 'volunteer expertise' and bike parts always available.</p>	<p>July 2013 Letter to Argonaut from Marisa Miller, Santa Monica: I recently wandered into Bikerowave www.bikero.wave.org 12255 Venice Boulevard near Centinela Avenue in Mar Vista to perform some easy repairs & maintenance on my bike. A kind man by the name of Tom Soletto helped me. I thought I was done, when he asked if I needed anything else. I had an old bell on my bike that I bought in Holland in 1968 when I was living there. I have put his bell on all of my bikes and it is very special to me. It stopped working, and I thought that I would need to replace it with a newer United States version. However, Tom took the bell apart & worked on it for about 20 minutes. He was so intent & impressed with the inner mechanisms of this antique bell & intent on making it work once again. When I saw that it still did not work, I told him that I appreciated his help but I could see that my dear old bell was just ready to be put out to pasture. Tom insisted on taking it home to spend more time working on it. After about three weeks and some visits to an electric train shop for special parts, Tom fixed the bell! He told me that after hearing my story of buying the bell in Holland in 1968 & using it on all my bikes, he wanted to do this for me. I was taken by Tom's kindness & generosity.</p>	<p>Space needed in Venice</p>	<p>Walkability</p>

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Parking Facility Transition Proposals(continued)	Submitted by Don Novack (310-396-3105) & Joe Murphy (310-305-1444, joedmur@gmail.com)	Suggested Implementation Strategy	Generated while Brainstorming ↓
<p>Ideas ↓</p> <p>Shuttle Systems</p> <p>Create & encourage use of Venice internal circulation shuttles Board Reviewed Nov 18, 2014 & shuttles from future rail terminal in Santa Monica & from LAX</p> <p>Encourage use of remote parking lots & terminals serviced with on-call shuttles to and from Venice</p>	<p>To accommodate resident & non-resident access needs</p> <p>To accommodate primarily non-resident access needs</p>	<ul style="list-style-type: none"> Currently being explored & a widely supported concept. The Abbot Kinney trolley is a pilot experiment being tested to circulate in several Venice areas – similar ideas encouraged. 	<p>Focus on Children Participation Walkability Diversity Creativity Collaboration Brainstorming</p>
<p>Coordinated Valet Parking System</p>	<p>Reduces imposition on residential parking</p>	<p>Already functioning</p>	<p>Walkability</p>

Donna Schubert (310-428-4855)

<p>Long-term Walkability Strategy</p>	<ol style="list-style-type: none"> Even Sidewalks would be a great start to Walkability. Less Visiting Cars on the streets. Originally facilitated by Destination Parking Garages (Hi Style Architecture, Healthy Beach Box Lunches, Bike & Skate Rentals & other Retail at base...maybe open green space available to community on top) connected with a shuttle system, scattered throughout Venice (mostly on Lincoln or East of). Design garages to be the tallest structures in Venice with ability to convert to other uses as LA develops mass transit infrastructure and people evolve to depend more on public transportation. After 1 and 2 – ability to convert some streets to promenade type streets – restricting cars, providing bike, skate and strolling paths to the beach, complete with benches on the sides to sit and watch the world go by. Refuse containers for visitors. You Are Here murals scattered about our community to facilitate our visitors experience (and amuse locals)...of course painted by local artists...in true Venice style. 		<p>Walkability</p>
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Joe Murphy (310-305-1444, joedmur@gmail.com)

Suggested

Implementation Strategy

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Brainstorming ↓

Ideas ↓

The Gentrification Challenge

Gentrification is changing Venice at a pace that is becoming destructive to the diversity and character of the community. A true commitment to less-expensive housing and to solving the expanding homelessness issues requires policies which deal realistically with current political, cultural and legal impediments to addressing gentrification.

This is the key consideration to making Venice a more bike-walk-architecturally friendly place in which to live and raise children – without fear of being displaced by gentrification pressures.

What do you consider to be the most important long-term issue facing the Venice Community?
Gentrification pressures & land-use policies are eroding the character (social & physical) of the Venice Community.
If this issue is not addressed, what do you believe will be the long-term impact on the Venice Community?
Sterile enclave of richer residents (erosion of diversity) living in boxes (erosion of creativity).
What are the long-term obstacles to resolving this issue?
Land-use & other laws prevent or discourage accommodation of more 'creative less-expensive housing'.

How can the DFC use its limited resources to help the Board address these long-term issues?
Help the Board prioritize a long-term focus on identifying how the land-use & other laws are preventing, or are being used or interpreted to prevent or discourage, accommodation of more 'creative less-expensive housing' in Venice. Consider & recommend alternative strategies to the Board to enhance rather than erode diversity & creativity in the Venice Community.

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