

# Greener Venice Streets & Alleys

## Venice Planning Visions

**Possible projects and Ideas to improve and address Venice connection to water, green-space, mobility and history.**

**Mark Mack 3/5/2025**

# Slowing and Greening

## Selecting streets and alleys tallow for more green and less speed traffic



- Location: Abbot Kinney Blvd from Main to Venice Blvd.
- Concentrate driving to one side, add vegetated median with stream, add a protected bike line and bigger sidewalk and walking space

Project Impact: 24M gal/year      Cost:\$1.8M



- Location: Windward Circle
- Convert traffic circle into a rain garden with native landscaping and public art. Add permeable pavement.

Project Impact: 27M gal/year      Cost:\$260k

## Windward Circle: Phase One

- Location: Windward Circle
- Create a sponge park, a more naturalized water collection site. Water is surfaced there and becomes an element of existing and future stormwater capture.
- Existing Example: Zhoukou Huaiyang Fuxi Cultural Park, sponge park in China



**Windward Circle**  
 Create greenspace, slower and safer traffic, increased mobility by combining it with small transport hub and pedestrian zone on Windward



## Improving the Pedestrian Environment on Windward Avenue Between Speedway and Windward Circle

Prepared by: Richard Stanger

### Overview:

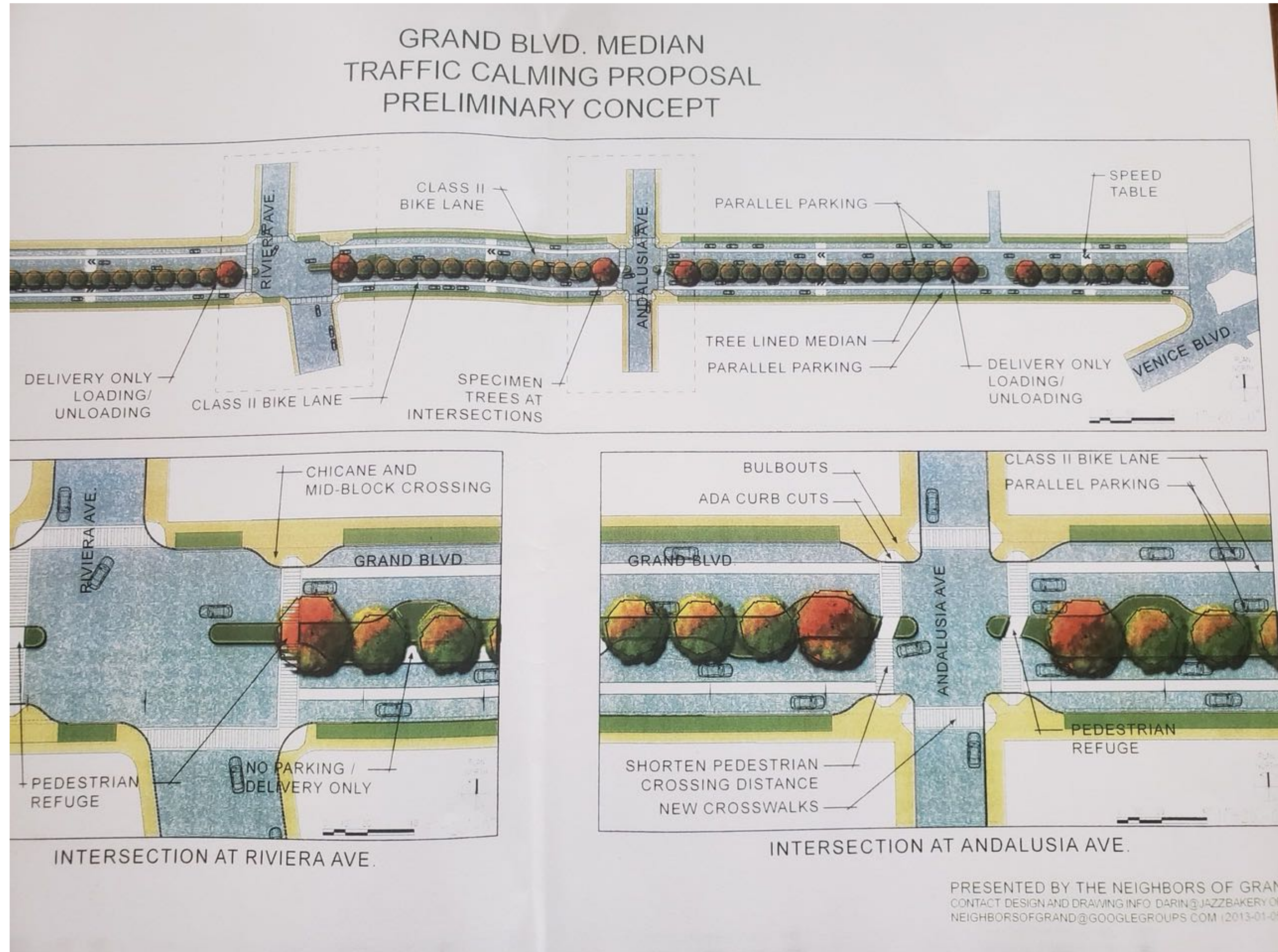
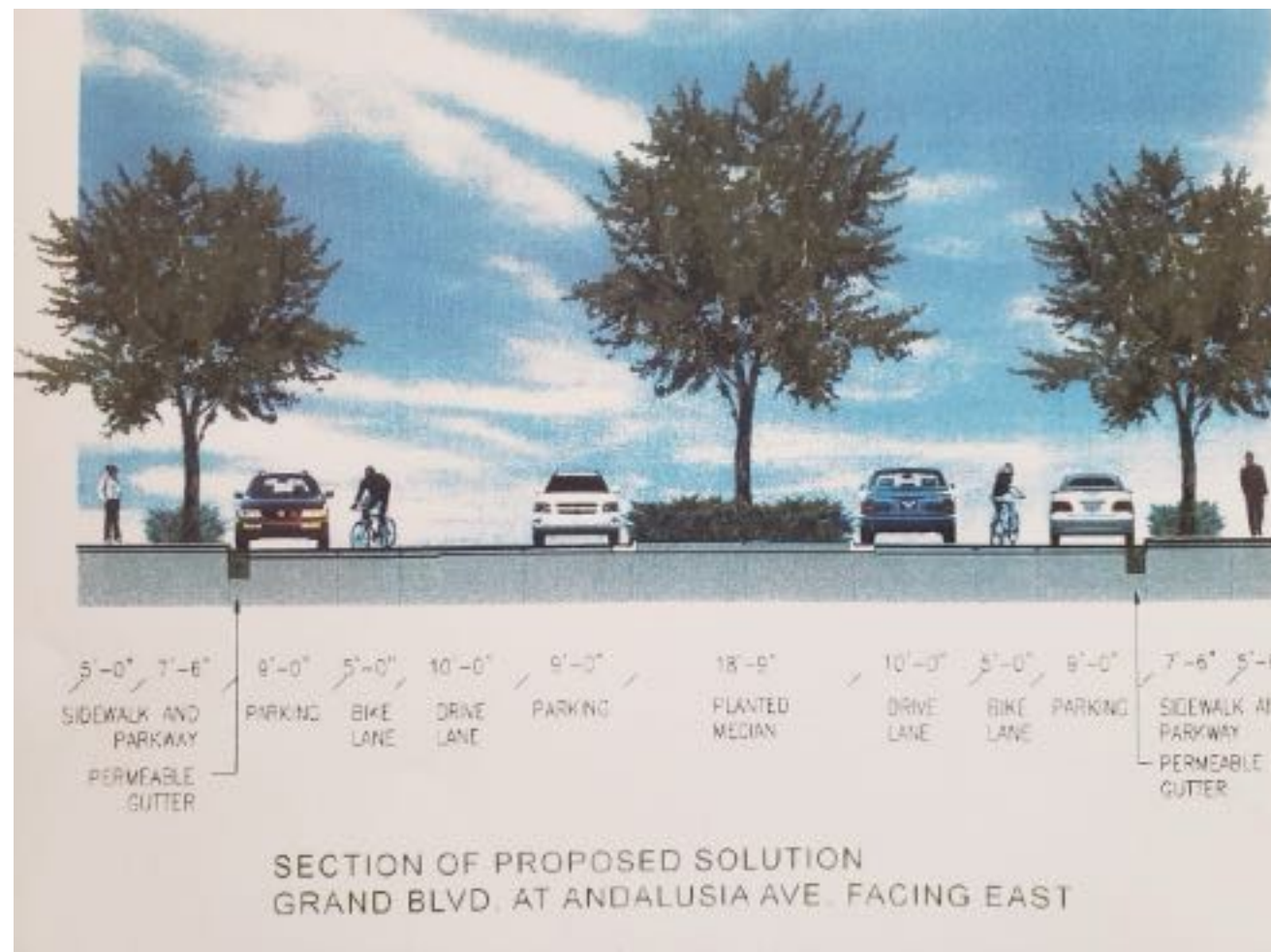
In September, the Parking, Transportation, and Infrastructure Committee put forward for VNC concurrence a list of projects it felt were important to pursue during its next 2-year cycle. One project was to implement the pedestrianization of Windward Avenue from Pacific Avenue to Speedway.

Plans to pedestrianize Windward Avenue further between Speedway and Pacific Avenue have been around since the 1990 Draft Waterfront Restoration Plan. The 2001 Venice Land Use Plan, certified by the Coastal Commission, noted it as a policy objective. It foresaw creating "an enhanced pedestrian area from Speedway to Pacific Avenue, and establish pedestrian connections along Windward Avenue to Main Street at Windward Circle."<sup>1</sup> Besides creating a formal plaza between Speedway and Ocean Front Walk, little has been done to make this objective happen (with the unintended possible exception of the al fresco dining policy during the COVID-19 period). For this reason, this analysis includes a pedestrian connection along Windward Avenue between Pacific Avenue and Windward Circle.

# Current Proposal for Grand Blvd

- **Increase the tree canopy to resist urban heat effects** and get closer to the goal of 30% coverage (currently 15%) with supporting irrigation system and runoff
- **Calm traffic / decrease the high frequency of traffic violations** (eg. ignoring of stop signs, doing wheelies on motorcycles, excessive speeding at all hours) creating a safer environment for cyclists and pedestrians
- **Encourage pedestrian and bicycle transportation** by limiting the expansion of space dedicated to vehicular parking (plentiful parking already exists)
- **Showcasing this historic thoroughfare** as one of the "Lost Canals of Venice", culminating at the Grand Lagoon (Windward Circle) and the famous tourist attraction, "The Venice Sign"

Conversely, the alternative plan seeks to **create a diagonal parking lot**, which not only is a major eye sore, but an idea that lives in the past of a reliance on motor vehicle transportation. There is ample parking on Grand Boulevard, year-round, so increasing the availability of parking does not add any value to this historic thoroughfare. Furthermore, under this "diagonal parking plan", residents of Grand Boulevard will be subject to headlights shining into our homes at night, further disrupting our ability to enjoy our spaces in peace.



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The Lost Canals Street Beautification Proposal [Request edit access](#) [Share](#) [Sign in](#)

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## Proposed Infrastructure Improvements

### 1. Tree-Lined Medians: Grand Blvd & Windward & Market St

To improve the "overall beauty" and safety of these residential corridors, we propose installing landscaped medians.

- Road Diet:** Reducing the current 4-lane configuration to more manageable travel lanes will naturally slow traffic.
- Beautification:** Planting native, drought-tolerant trees will provide a "canopy effect," echoing the waterfront appeal the original canals once offered. Ideally filled with native Californian trees and plants to provide a continuous shaded canopy and reduce the "heat island" effect.
- Venice Connectivity:** We can optionally add a pedestrian walkway in the median, which could provide a beautiful connective tissue for pedestrians to walk from Abbot Kinney to Windward Plaza.
- Safety Benefits:** Medians act as pedestrian refuges and provide physical separation between opposing traffic, significantly reducing the risk of high-speed collisions.

**Example Visualizations for Grand Blvd**

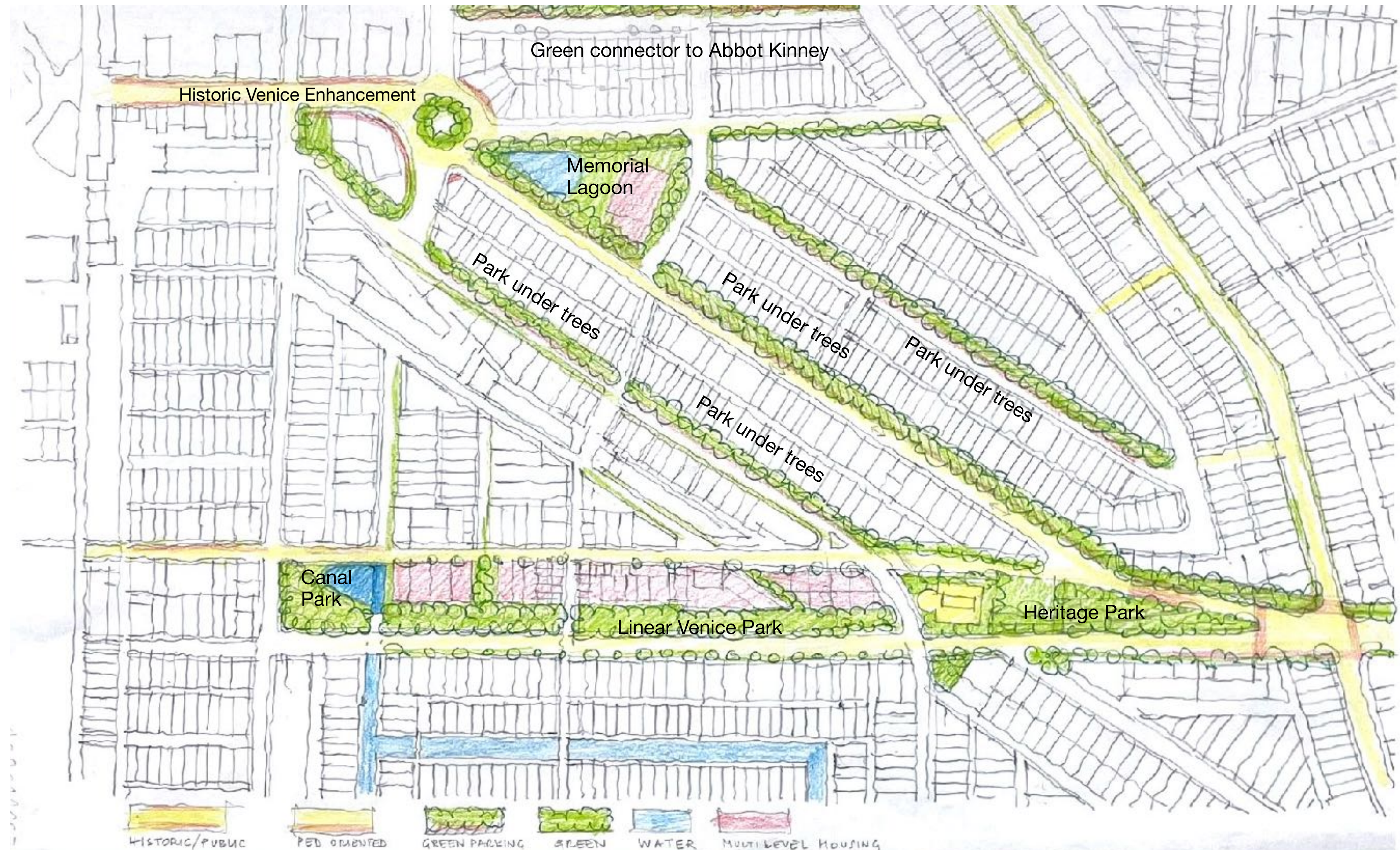
Note, these are AI generated so may not be fully realizable, hopefully used to inspire what could be!

Current	Proposed
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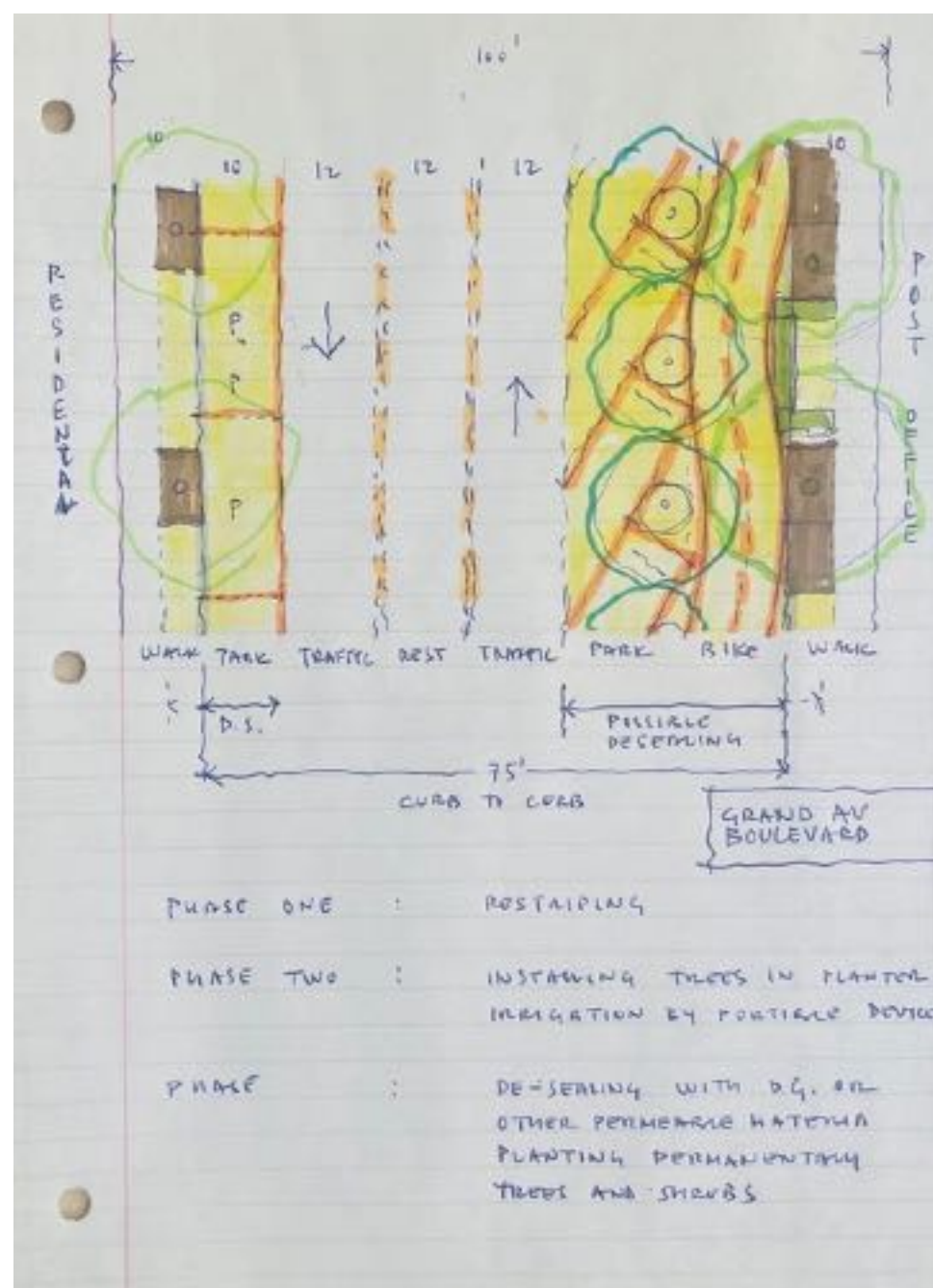
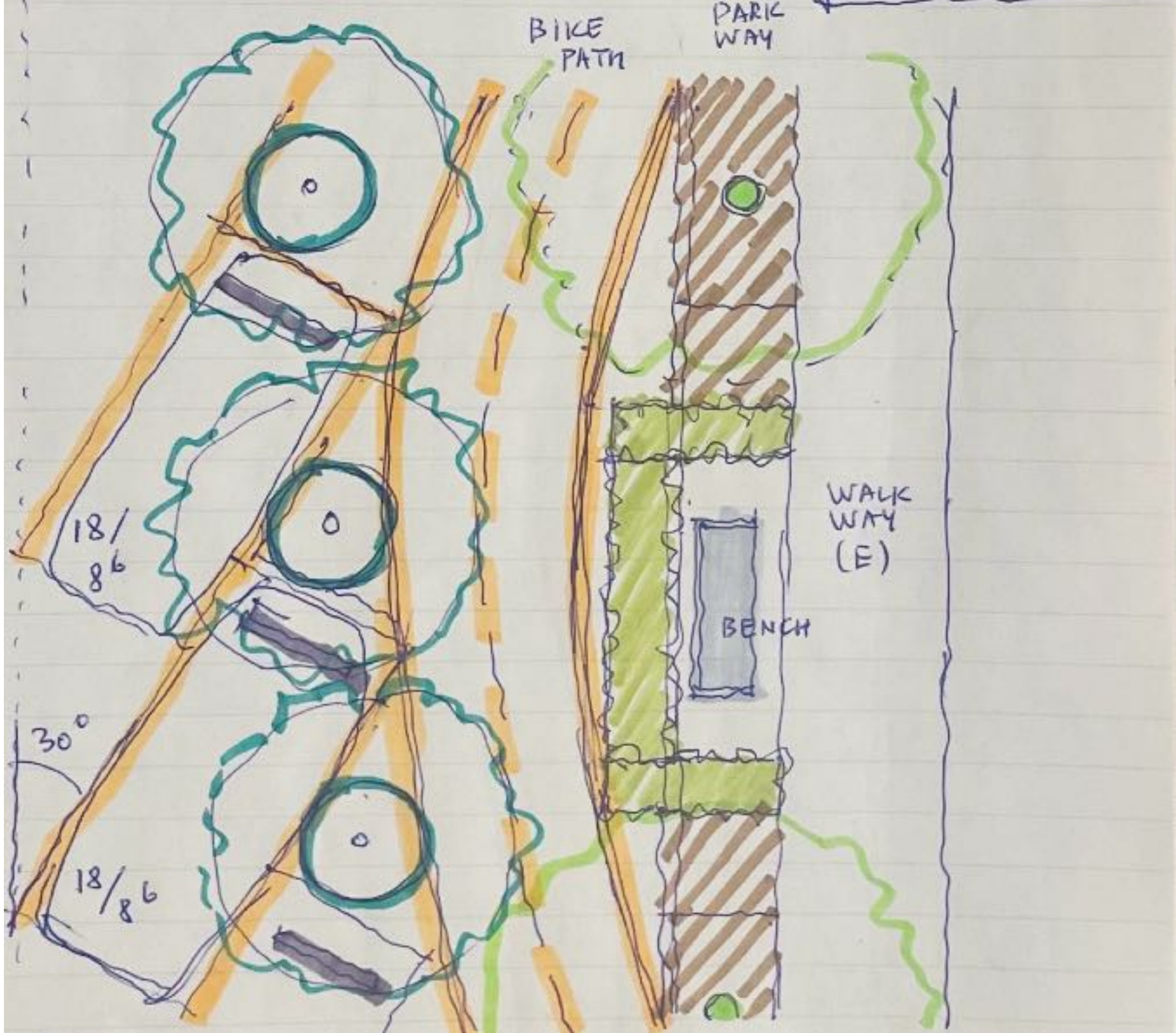


Converting lost Canal Streets into Green corridors and pollination sanctuaries in addition to creating slower streets, protected bike ways, pedestrian walkways, increased permeable surfacing and MORE PARKING

Already a motion to that effect was past at LUPC and VNC in 2024



**Possible future Green Canopy enhancement for Mid Venice** / Connecting pathways form a green and traffic relaxed areas / Canopies of trees on wide streets can accept more parking if parked diagonally / Car parking is increased by better managed exiting lots and more innovative solutions / Canal park will serve as an entry to the Historic Venice canals with a children oriented access to mini boats / Linear park could accommodate reduced parking areas on permeable grounds / Converting some streets to one way streets will yield more planting areas and parkways / Heritage park could be connected to Abbott Kinney along North Venice Blvd. / Varied income Multi level Housing along North Venice and the Post office Property allow higher density development / Memorial Lagoon and the continuation of historic landmarks elements, Historic Colonades, could further identify the Venice Character / Traffic Islands can be integrated into the canopy landscape to allow continuous strolling under the trees to form pedestrian oriented corridors to the beach / **Mark Mack**, former Architect and Urban Planner living in the Canals who believes that Venice's small scale allows for a health Green Future



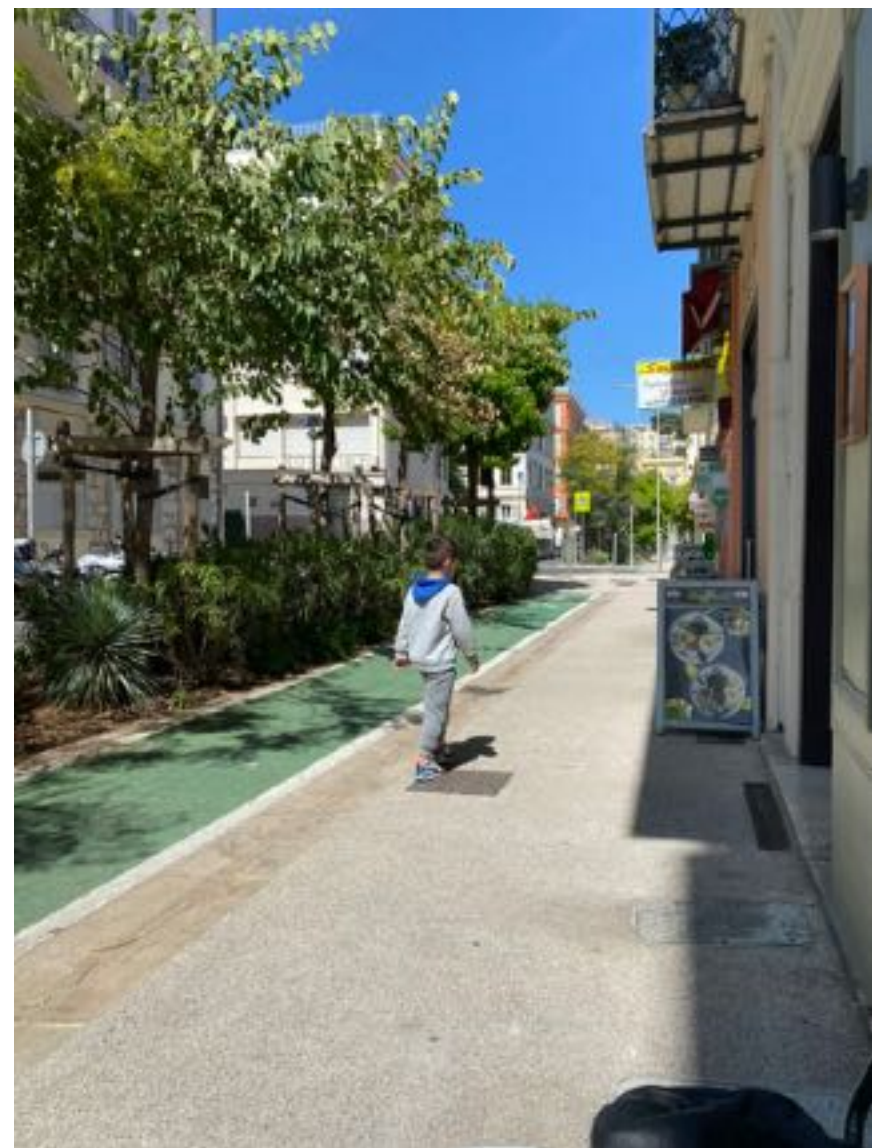
Case Study /Ventura Boulevard



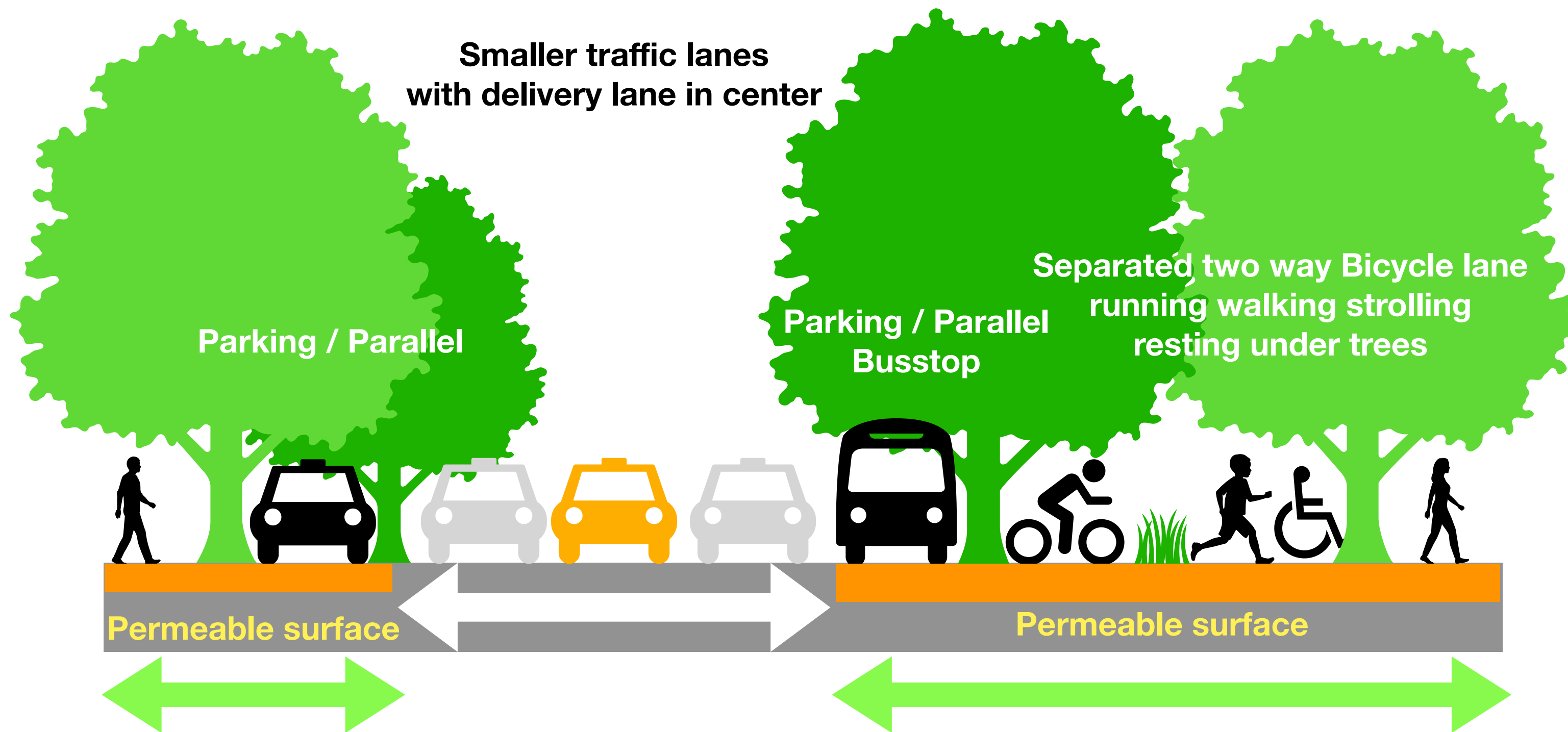
**22000 Block of Ventura Boulevard**  
**Diagonal parking with back-in parking (21' parking + 6' bike lane = 27' to travel lane)**  
**Total street width: 100'**

# Le Grand Avenue vs Grand Avenue

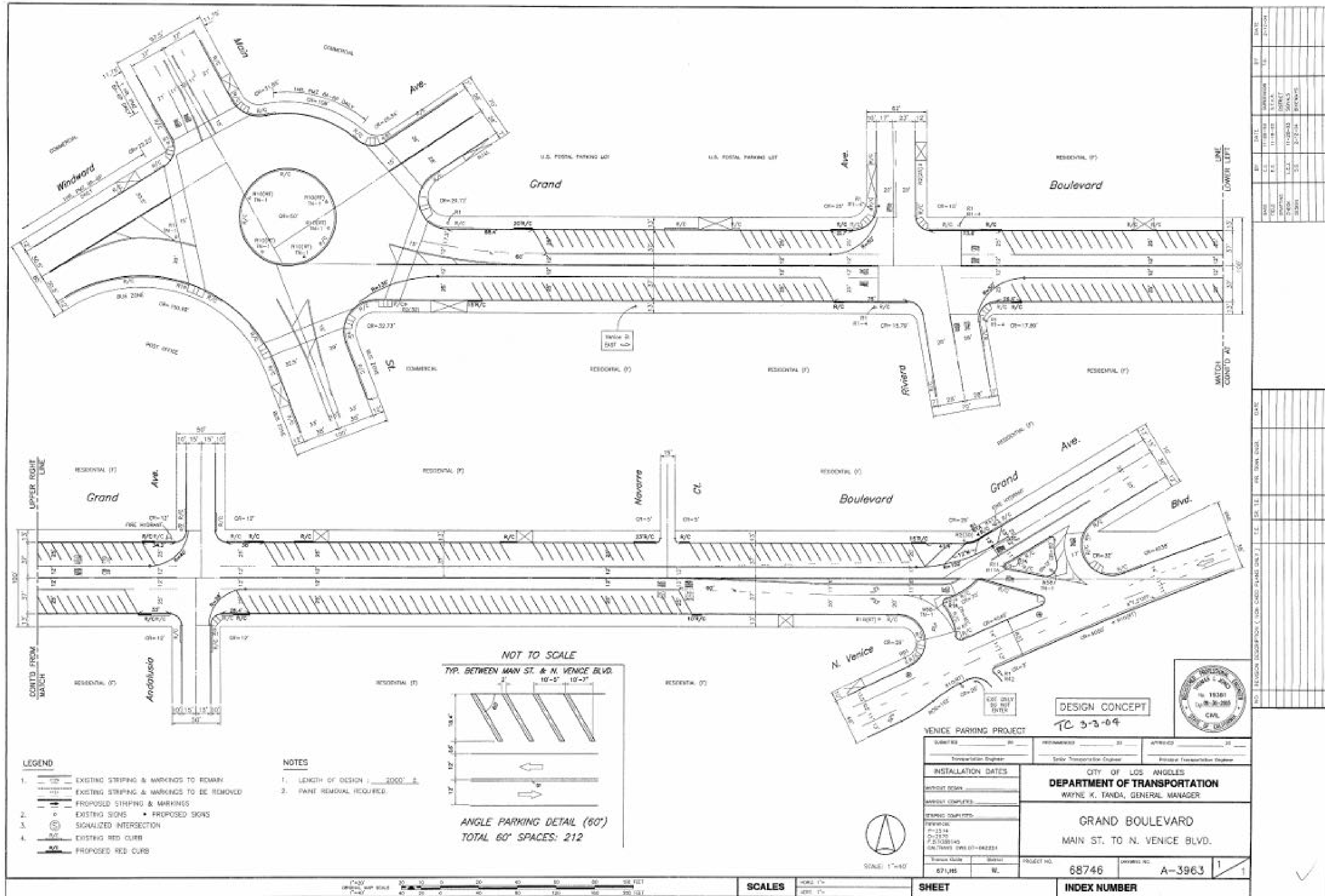
Instead of a median greening which only adds new trees on an inaccessible island and some parking more trees can be added when moving bicycle lanes and pedestrian access onto the north side of Grand Avenue incorporating accessibility, exercising, strolling in the shade and a protected bicycle path



Bike path in Nice FRA Photo: Sarah Wauters

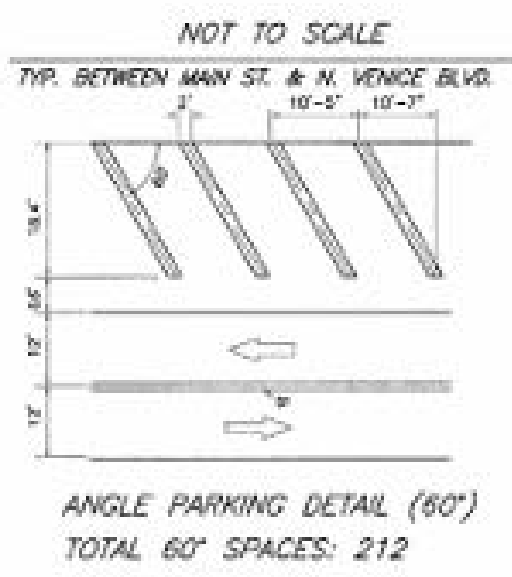


# Grand Av Diagonal Parking study DOT 2004



- LEGEND**
- 1. EXISTING STRIPING & MARKINGS TO REMAIN
  - EXISTING STRIPING & MARKINGS TO BE REMOVED
  - PROPOSED STRIPING & MARKINGS
  - 2. EXISTING SIGNS
  - PROPOSED SIGNS
  - 3. SIGNALIZED INTERSECTION
  - 4. EXISTING RED CURB
  - PROPOSED RED CURB

- NOTES**
1. LENGTH OF DESIGN: 2000'
  2. PAINT REMOVAL REQUIRED.



**DESIGN CONCEPT**  
TC 3-3-04

**VENICE PARKING PROJECT**

DESIGNED BY	DATE	APPROVED BY	DATE
CONSTRUCTION ENGINEER		SENIOR TRANSPORTATION ENGINEER	
CITY OF LOS ANGELES <b>DEPARTMENT OF TRANSPORTATION</b> WAYNE K. TANDA, GENERAL MANAGER			
<b>GRAND BOULEVARD</b> MAIN ST. TO N. VENICE BLVD.			
PROJECT NO.	68746	DRAWING NO.	A-3963

1 of 1

NO.	REVISION DESCRIPTION (FOR CHANGES ONLY)	DATE
1	ISSUED FOR BIDDING	03/03/04
2	ISSUED FOR BIDDING	03/03/04
3	ISSUED FOR BIDDING	03/03/04
4	ISSUED FOR BIDDING	03/03/04
5	ISSUED FOR BIDDING	03/03/04
6	ISSUED FOR BIDDING	03/03/04
7	ISSUED FOR BIDDING	03/03/04
8	ISSUED FOR BIDDING	03/03/04
9	ISSUED FOR BIDDING	03/03/04
10	ISSUED FOR BIDDING	03/03/04

**LEGEND**

- Road
- Delivery/Service Lane
- Parking (Gravel or Pavers)
- Bike Lane (Permeable Concrete)
- Pedestrian Way (Decomposed Granite)
- Greenway
- Tree (E)
- Tree (N)

Le Grand Boulevard

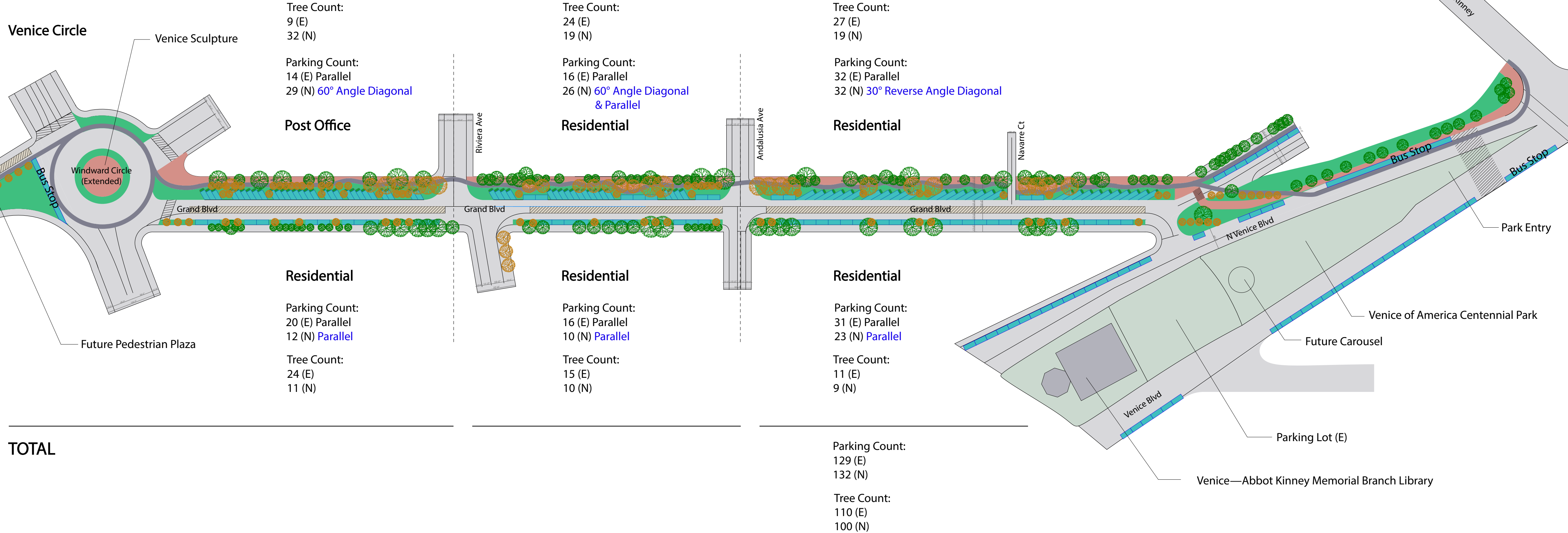
- Increase the tree canopy to resist urban heat effects and get closer to the goal of 30% coverage (currently 15%) with supporting irrigation system and runoff
- Calm traffic / decrease the high frequency of traffic violations (eg. ignoring of stop signs, doing wheelies on motorcycles, excessive speeding at all hours) creating a safer environment for cyclists and pedestrians
- Encourage pedestrian and bicycle transportation by limiting the expansion of space dedicated to vehicular parking (plentiful parking already exists)
- Showcasing this historic thoroughfare as one of the "Lost Canals of Venice", culminating at the Grand Lagoon (Windward Circle) and the famous tourist attraction, "The Venice Sign"

In addition this plan increases Parking availability, increases canopy coverage two fold, protective bike and pedestrian route and provides a pleasant pedestrian connection under tree cover from Abbott Kinney to Windward Ave.

**WINDWARD**

**RIVIERA**

**GRAND BLVD—ABBOTT KINNEY CONNECTION**



Venice Circle

Venice Sculpture

Tree Count:  
9 (E)  
32 (N)

Parking Count:  
14 (E) Parallel  
29 (N) 60° Angle Diagonal

Post Office

**Windward Circle  
and  
Grand Blvd**  
This section can transition  
from diagonal parking  
next to the Post Office Lot  
to a larger and greener  
Circle  
Increasing the permeable surfacing  
and featuring resting places  
with historical markers and local art

Windward Circle  
(Extended)

Bus Stop

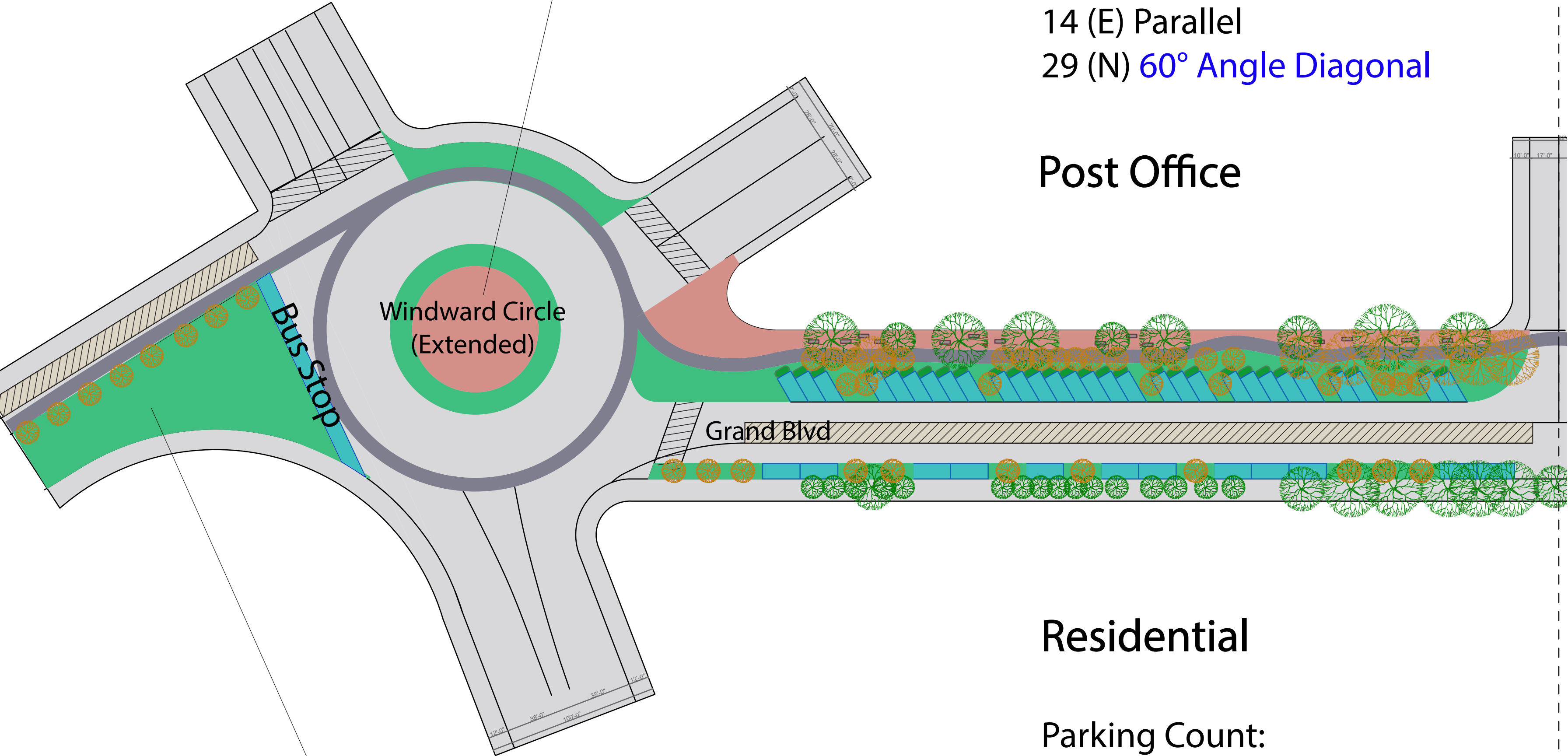
Grand Blvd

Future Pedestrian Plaza

Residential

Parking Count:  
20 (E) Parallel  
12 (N) Parallel

Tree Count:  
24 (E)  
11 (N)



This segment continues increased parking opportunities with a variety of parking arrangements, like backing in diagonal parking stalls as well as parallel parking for more green space near residential lots. Further pedestrian connections are made to the Centennial Park, the Venice Library and Abbot Kinney. Thus making Grand Avenue a viable pedestrian connect between the commercial and touristic hubs.

RIVIERA

GRAND BLVD—ABBOTT KINNEY CONNECTION

Tree Count:  
24 (E)  
19 (N)

Parking Count:  
16 (E) Parallel  
26 (N) 60° Angle Diagonal & Parallel

Residential

Tree Count:  
27 (E)  
19 (N)

Parking Count:  
32 (E) Parallel  
32 (N) 30° Reverse Angle Diagonal

Residential

Residential

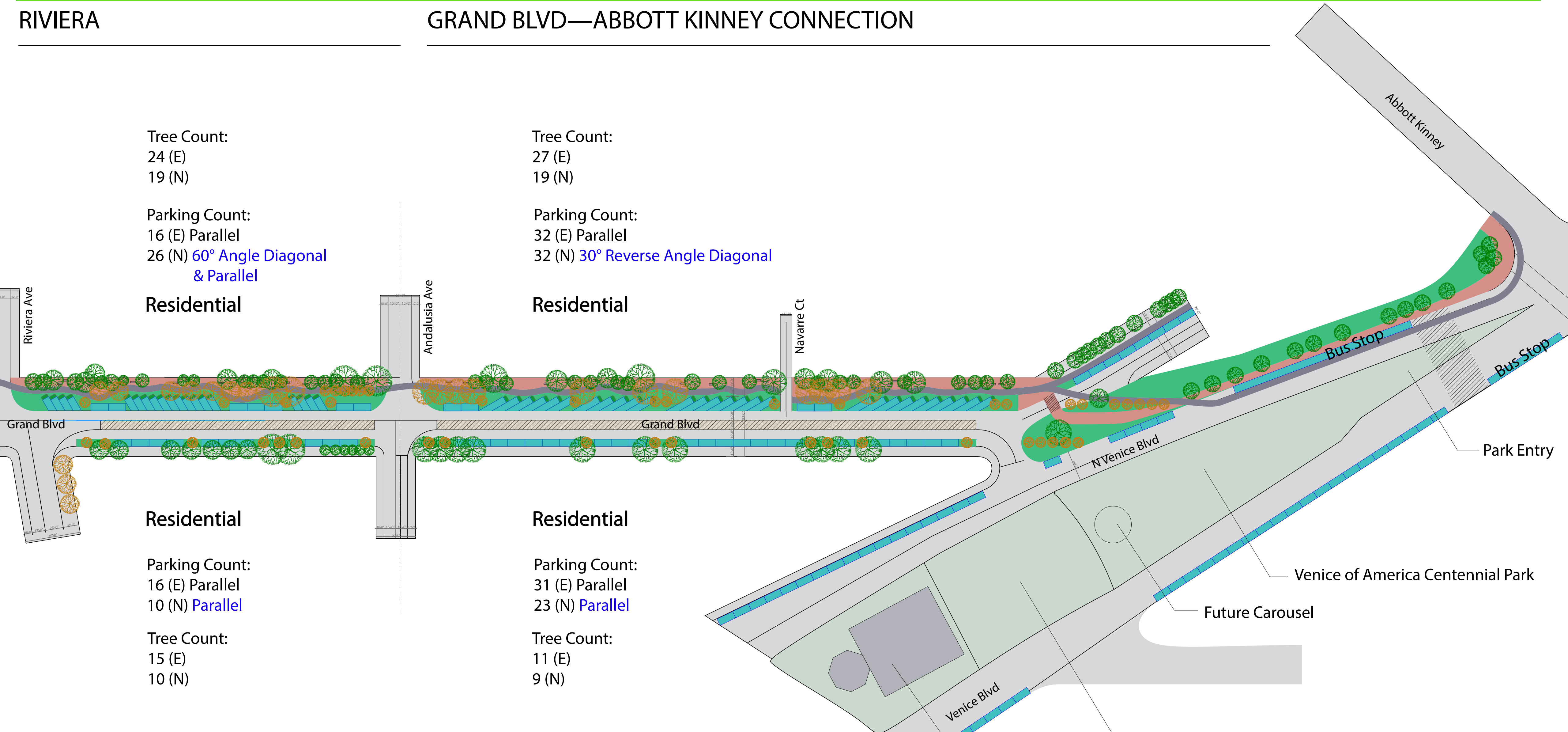
Parking Count:  
16 (E) Parallel  
10 (N) Parallel

Tree Count:  
15 (E)  
10 (N)

Residential

Parking Count:  
31 (E) Parallel  
23 (N) Parallel

Tree Count:  
11 (E)  
9 (N)

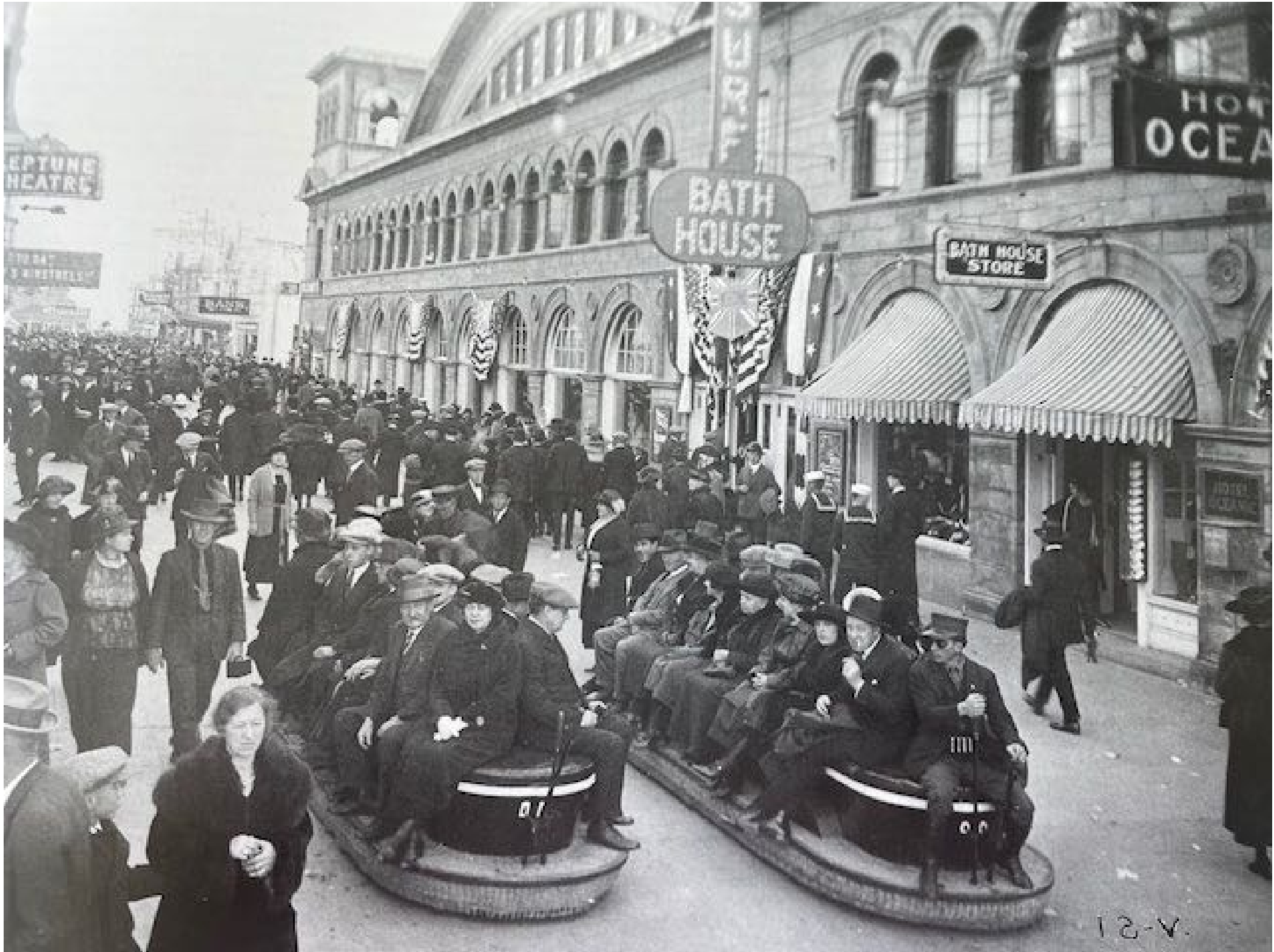


# **Solidify the Historic Places within Venice and create guidelines and policies that make these Places more visible**

**Continue the Venice Arcades were applicable  
Mark Historic Places with Informational Plaques or Signs  
Support and contribute artifacts of Venice History to the Venice Heritage Museum  
Etc.**

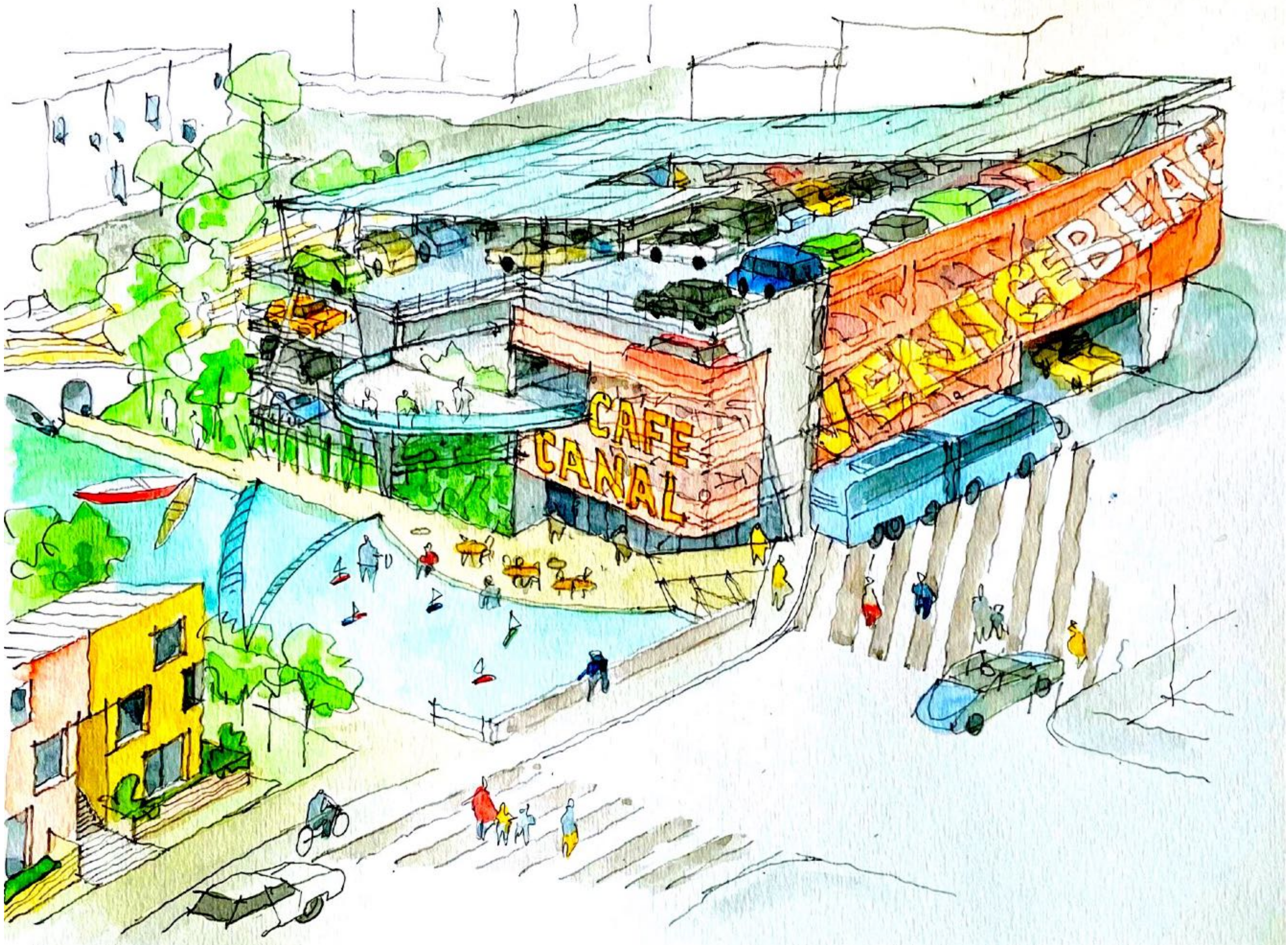


**Early modes of transportation in Venice**



# Revitalization of the Venice Canals with additional Housing and a Mobility Hub





**Mobility Hub and Children Canal  
Access on North Venice Blvd and  
Pacific Avenue**

As a resident of Venice, I would like to congratulate you on your success in being selected to represent the Venice community. To that end I would like to share with you the was and is of the Venice community via my recollection and what the census data tells us.

**Historical personal driven observation:**

Through my eyes, this is as I experienced the history of Venice specifically and LA as a whole. I moved out here in 1975 from St. Louis Missouri. Venice, California was a challenging wonderful place to live. It was a challenging place. Vibrant people were here on their own terms, doing their own things, to their own benefit. Character was abundant, Character was undeniable, and Color was not to be denied or discouraged, hard fought for sure on all accounts. That was the 70's and 80's as I came to know them.

On the other hand, the period from 1990-2020 painted a very different picture. We became protective of place and type, scared of others and change. Things as they were being lost. We became the wealth enhancers and shunned the value creators. Our collaborations instead of being raucous and productive became petty and sanctimonious. Instead of confronting and solving problems the problems became more entrenched. We became old and weak, afraid of the young and vibrant. The very character, creativity and color that was so much a part of us has been rooted out of us. We have become a caricature of what we were. We have become a shadow of what we once were.

So, WTF Happened? My perception of WTF Happened may have had something to do with my stopping drinking in 1981, married in 93 and even though I was a resident of Venice, California, things might not have been quite the way they were. But my curiosity got the better of me and I decided to see what the data had to say. That's when things got really interesting.

**Historical data driven observation:**

By observing the data we can tell a hell of a lot about what really did happen. I'll just highlight a few points here

As to our population:

- 1990-2020 - World saw a 48% increase, US +35%, City of LA +11%, Venice -4%.
- 1960-1990 - World +75%, US +39%, City of LA +41%, Venice +4%.

As to our Black population:

- 1990-2020 – US +37%, Calif. +1%, City of LA -31%, Venice -45%
- 1960-1990 – US +59%, Calif. +150%, City of LA +45%, Venice +105%

As to our Hispanic population:

- 1990-2020 – US +177%, Calif. +102%, City of LA +105%, Venice +105%

As to our housing:

- 1990-2020 – US +39%, Calif. +29%, City of LA +15%, Venice +5%
- 1960-1990 – US +75%, Calif. +29%, City of LA +31%, Venice +20%

Scarcity in housing is driving the price of housing up

A few other points to note:

- The City of LA from 1960-1990 there still exists 483,315 dwelling units produced then.
- There are only 2 Major US cities that have lost Black population for 3 consecutive decades, 1990-2020, San Francisco and Los Angeles.
- 2010-2020 saw the Hispanic population decline in the City of LA.
- Tracking the Black population in the City of LA shows an abundance of evidence as to the plight of the working and middle class.

**Take away:**

We have become such artful deniers, so proficient at our skill that we don't even know problems exist. What are we going to do as our ass wipers and gardeners, our police, fireman and teachers are just giving up on us. The rents too high, the commute too far, the access to the American dream way too far out of reach. Ah, the solution, as has been so virtuously advanced, let's build subjugating subsidized containers for the poor and working class. At least they will have a place to live while satisfying our needs and wants. Have you noticed, in the 60's and 70's we built gated communities to keep the undesirables out now we build them to keep them in? In the 60's and 70's those undesirables could live and own here and in adjacent neighborhoods. Now we have to reintroduce them like endangered species to be coddled and helped because they are no longer welcome here on their own terms. All the while protecting and preserving the preciousness of the past.

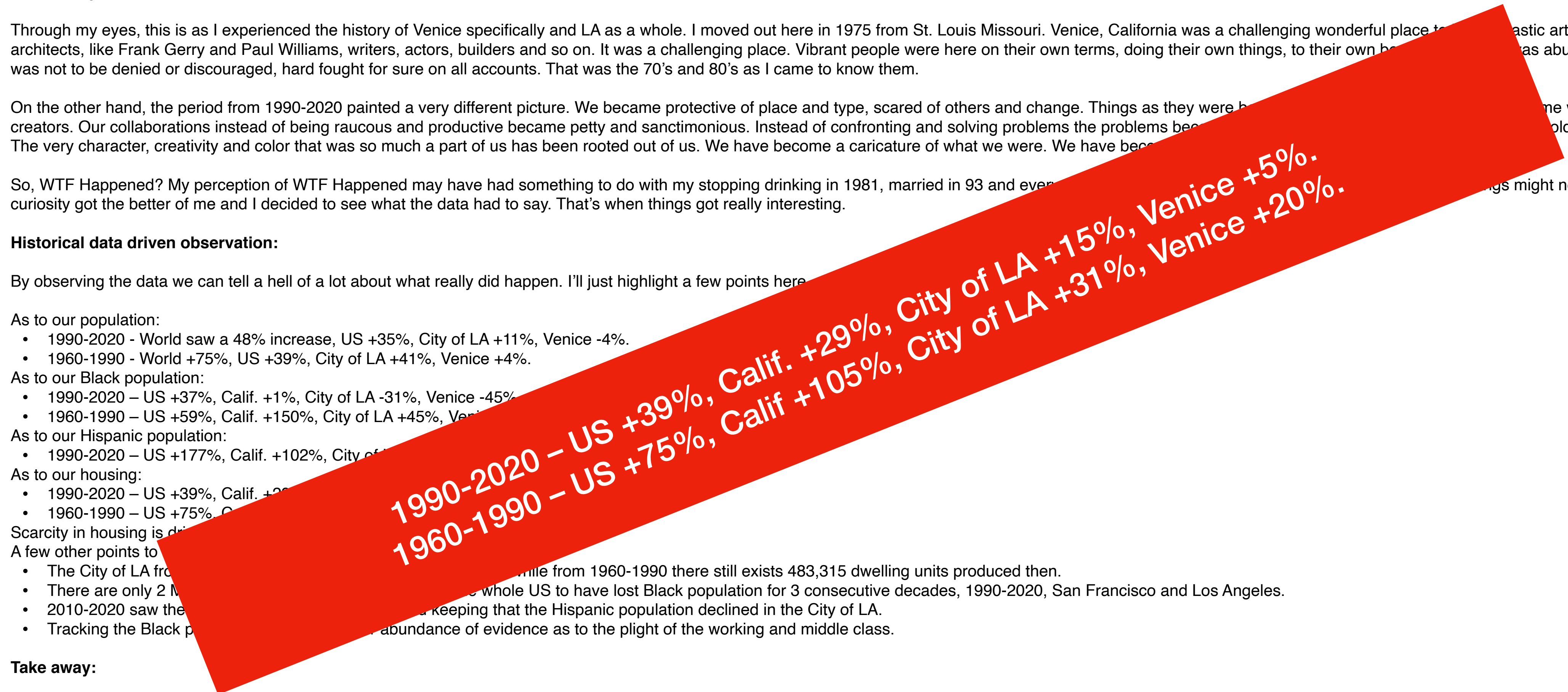
As to demographics and population, we in Venice and the LA region, thru our housing policies of scarcity and control with the most virtuous of intentions, have systemically created one of the most exclusive, classist, racist, fear-based metro areas in the United States.

**In Summary:**

I feel confident that you as representatives of our Venice community can challenge us, our neighboring communities, and the city as a whole to confront these issues and advise us as to how to help the entire community solve our scarcity in housing.

Respectfully,

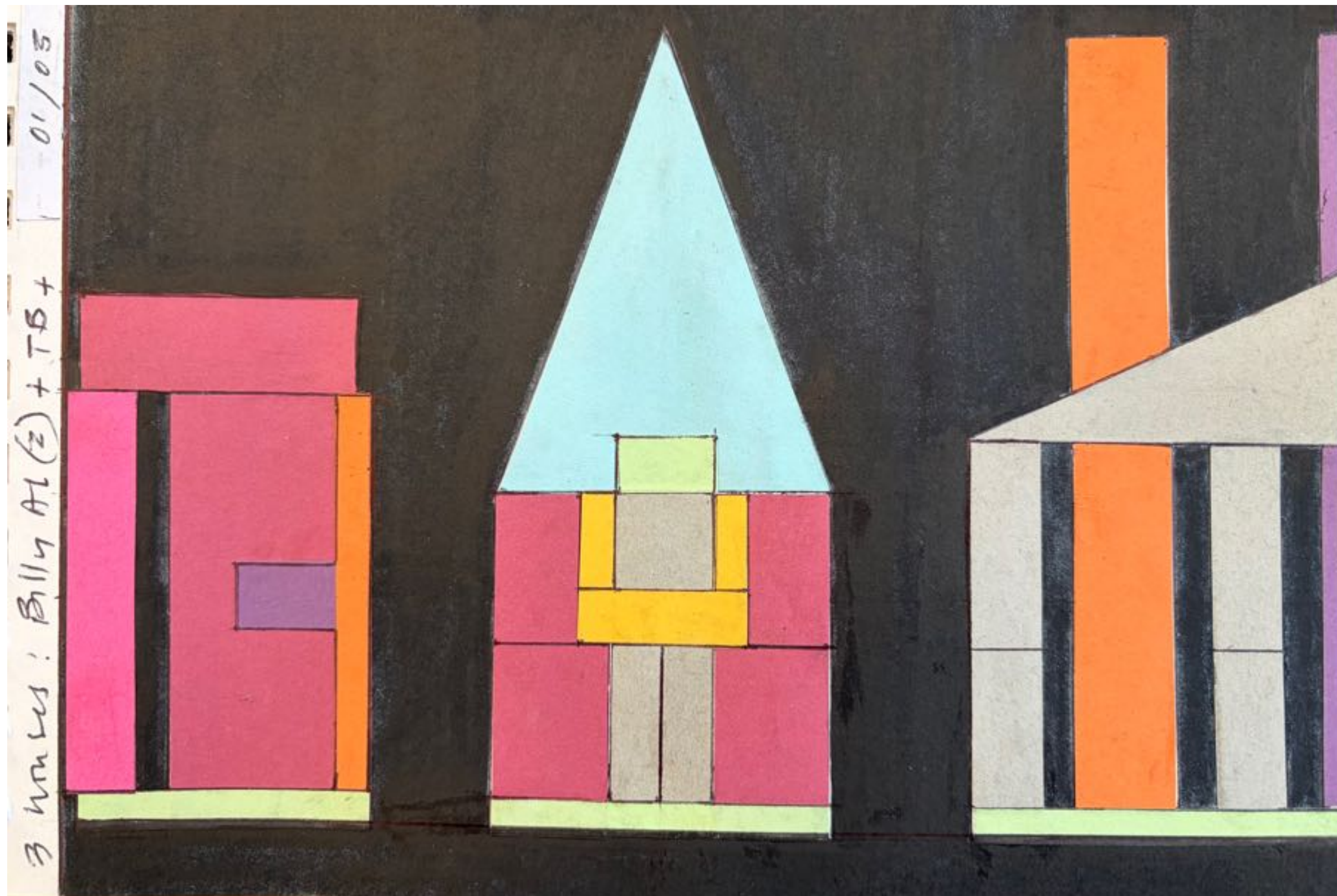
Frank Murphy



# ADU Guidelines and worthwhile Examples

Drawings by David Turnbull

Create a guide for Stakeholders on how to design and plan ADU's that will benefit the neighborhood  
Encourage good design through interesting samples and explore the future of a neighborhood that is built out with ADU's. Introduce ways and means to capture the potential of Alley adjacencies and greening opportunities





Examples of Smart and Innovative small home additions to the Venice Neighborhood



**The Future of Venice lies in the recognition of its past merging with the challenges of our future in terms of environmental, infrastructural and housing challenges.**

**All future projects shall be forward looking, addressing these challenges in an innovative and respectful way to ensure a better future for generations to come.**