

DRAFT

East Venice Community Plan - Land Use Recommendations

August 2026

A Community Plan/Local Coastal Program Ad Hoc Committee Report Venice Neighborhood Council

Background:

This report is prepared for the consideration and approval of the Venice Neighborhood Council by its Community Plan/Local Coastal Program Ad Hoc Committee. It reflects: a) the VNC's 2024 recommendations to City Planning; b) public comments given at the Committee's July 23rd meeting to review City Planning's revised 2026 land use proposals for East Venice; and c) the Committee's analysis of City Planning's new proposals.

City Planning is preparing a CEQA clearance over the next year of all Westside Community Plans together. This clearance process excludes the Venice Coastal Zone which first requires an approval of the update of its 2001 *Venice Land Use Plan* by the Coastal Commission. CEQA clearance does, however, include the Community Plan for East Venice, which is not in the Coastal Zone.

The present City Planning process focuses only on three planning metrics: density, height, and floor area ratio (FAR). Other basic measures such as lot coverage, lot consolidation, parking, and a myriad of smaller considerations are not being considered now.

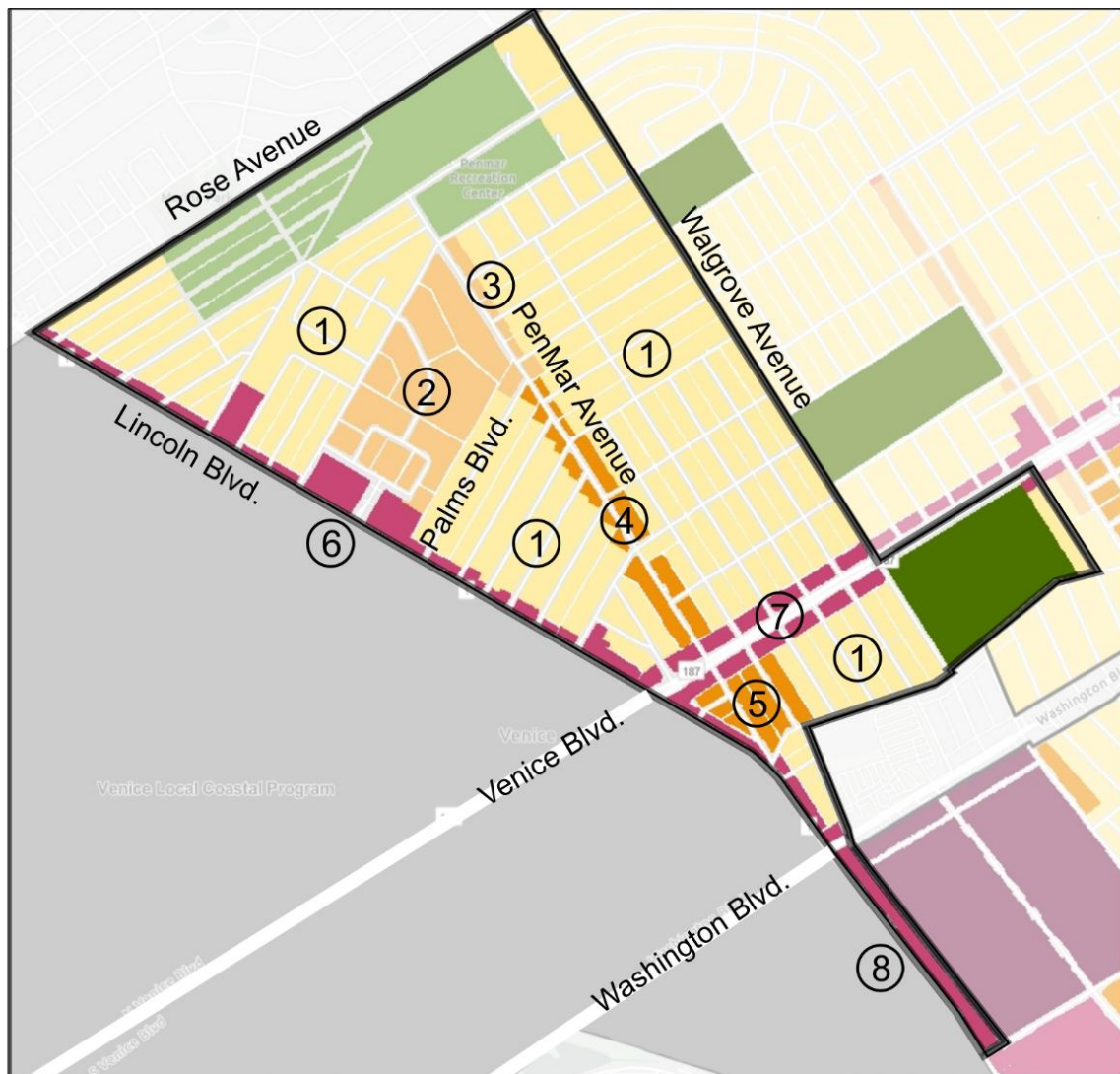
East Venice Analysis and Recommendations:

This report is divided into sections categorized by location and proposed land use classification within East Venice. These areas are located in Figure 1 by number and are as follows:

- 1) Single-Family Neighborhoods (Low Residential)
- 2) Lincoln Place (Low-Medium Residential)
- 3) Penmar Avenue adjacent to Lincoln Place (Low-Medium Residential)
- 4) Penmar Avenue south of Palms Avenue to Venice Boulevard (Medium Residential)
- 5) Walnut-Penmar neighborhood south of Venice Boulevard (Varies)
- 6) Lincoln Boulevard from Rose Avenue to Washington Boulevard (Commercial Center)
- 7) Venice Boulevard (Commercial Center)
- 8) Lincoln Boulevard between Washington Boulevard and Maxella (Commercial Center)

Figure 1 shows the latest City Planning proposed community plan for East Venice. The numbers in Figure 1 relate to the areas listed above and to the sections of this report that follow. To obtain details on any individual property one must access City Planning's Storymap. To do so, "control+click" on this link: [City Planning's 2026 StoryMap](#). To look at what City Planning proposed in 2024, use this link: [City Planning's 2024 StoryMap](#).

Figure 1: Areas in East Venice Discussed in Report



RHNA Allocation:

A major question during the 2024 community planning process concerned the RHNA (Regional Housing Needs Allocations) projected housing allocations required by the State. The Committee understood that Los Angeles' allocation for the 2023-2031 period was 456,643 new living units of which 25.4% should be for Very Low Income and 15.1% for Low Income households. There was no allocation provided for Venice in 2024, and there is no allocation provided for Venice in 2026. Therefore, the reasons why City Planning has substantially increased the density, height and FAR for most East Venice land uses remain unknown.

1) Single-Family Neighborhoods (Low Residential):

Most parcels in East Venice fall under this land use category, shown in light yellow on City Planning's Storymap. The category is reserved for single-family residences (SFR). In East

Venice most homes are still single-story with yard space front and back. Two-story homes have been built over the last several decades, but 3-story homes are rare.

Related Public Comments: none

Recommended Density, Maximum Height, and FAR:

Existing zoning requirements limit SFR heights to 30’ and, based on the 2024 community outreach, the community wants to stay with this existing height limit and only two stories. Raising the allowed height to 33’ does not add density, only bulk and a possible third story. Neither are desired.

East Venice – Single-Family Neighborhoods (Low Residential)			
Comparison of VNC 2024, City Planning 2026, and VNC 2026	Density - DU/lot (excluding ADUs)	Maximum Height	Floor Area Ratio (FAR):
VNC Recommendation (2024)	1 DU/Lot	2 stories, ≤30' no bonuses	0.45 - 0.55 no bonuses
City Planning Proposed (2026)	1 DU/lot	33' no bonuses	0.45 - 0.57 no bonuses
VNC Recommendation (2026)	1 DU/lot	2 stories, ≤30' no bonuses	0.45 – 0.55 no bonuses

2) Lincoln Place (Low Medium Residential):

Lincoln Place is on the National Register of Historic Places. East Venice takes due pride in its fight to save Lincoln Place from destruction and obtain its NRHP status. East Venice does not want any changes to Lincoln Place’s existing land use classification or metrics.

Related Public Comments:

- It should be noted that there's nice outdoor space and grilling areas on that Lincoln Place property. And part of land use and planning and what our communities look like has to do with community spaces, especially in a crisis of loneliness. We should flag that open space and say it should not be removed. It's an important, integral part of the community space.
- The dwelling unit per acre, or per square foot, isn't changing, only the height and FAR are changing. So, my understanding is that that would mean no net new units would be created there, because you can't create more housing, but only an increase in the size of the specific buildings, if they were allowed to rebuild. I don't know if they can get around the historic designation, but if they were allowed to rebuild, it would mean only denser [larger] buildings with no net new units, and so that would actually unlock [take away] additional open space if I'm understanding this correctly. I take my dogs and my daughter to play in that circle in Lincoln Place all the time, so I love the open space there, I love seeing people out barbecuing, hanging out, meeting each other. I'd love to preserve that.

- Since I moved here in 2009, the Lincoln Place apartments are a lovely place to walk by. I can't imagine it being upzoned like that.

Recommended Density, Maximum Height, and FAR:

East Venice (and the VNC) does not want the historic Lincoln Place to be changed by allowing the redevelopment of its existing buildings to 3 stories as a base and 4 stories as a Tier 1 bonus.

East Venice - Lincoln Place (Low Medium Residential)			
Comparison of VNC 2024, City Planning 2026, and VNC 2026	Density - DU/Lot (excluding ADUs)	Maximum Height: Tier 1 Bonus Tier 2 Bonus	Floor Area Ratio (FAR): Tier 1 Bonus Tier 2 Bonus
VNC Recommendation (2024)	1 DU/1,500 SF of lot	2 stories, ≤25' no bonuses	0.9 (1.0 with bonus)
City Planning Proposed (2026)	1 DU/1,500 SF of lot	3 stories (Tier 1 bonus = 4)	1.5 (Tier 1 bonus = 2.0)
VNC Recommendations (2026)	1 DU/1,500 SF of lot	2 stories, ≤25' (no bonuses)	0.9 (no bonuses)

3) Penmar Avenue Adjacent to Lincoln Place (Low Medium Residential):

This section of Penmar Avenue, between Lake Avenue and Palms Avenue mainly on its east side, is presently classified as Low-Medium Residential. In 2024 City Planning continued that classification and proposes to keep it that way in its 2026 proposal.

Related Public Comments: none

Recommended Density, Maximum Height, and FAR:

In 2024, the VNC agreed with City Planning to continue this section of Penmar Avenue as Low-Medium Residential. The VNC recommended, however, that any future apartments have a 2-story limit and the existing height limit of 25 feet. The Committee continues to support this position. It also recommends a slight increase in density and FAR to conform with City Planning's proposals.

East Venice - Penmar Avenue Adjacent to Lincoln Place (Low Medium Residential)			
Comparison of VNC 2024, City Planning 2026, and VNC 2026	Density - DU/Lot (excluding ADUs)	Maximum Height: Tier 1 Bonus Tier 2 Bonus	Floor Area Ratio (FAR): Tier 1 Bonus Tier 2 Bonus
VNC Recommendation (2024)	1 DU/1,500-3,000 SF of lot	2 stories, ≤25' (no bonuses)	0.9 (1.0 with bonus)
City Planning Proposed (2026)	1 DU/2,000 SF of lot	3 stories (no bonuses)	1.0 (Tier 1 bonus = 1.5)
VNC Recommendations (2026)	1 DU/2,000 SF of lot	2 stories, ≤25' (no bonuses)	0.9 (Tier 1 bonus = 1.0)

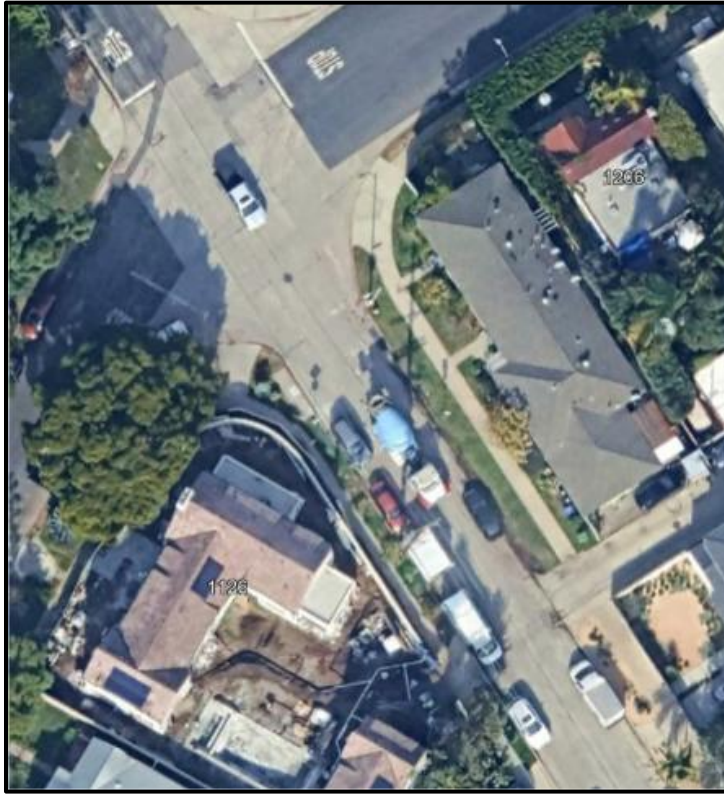
4) Penmar Avenue South of Palms Boulevard to Venice Boulevard (Medium Residential):

Penmar Avenue south of Palms Boulevard/Preston Way is seen by City Planning as a street capable of far denser development. The parcels along this section of Penmar Avenue have therefore been proposed for up-zoning to Medium Residential from City Planning's 2024 proposed designation of Low Medium Residential. The main justification seems to be the street's designation as a "collector" and the mistaken belief that it will be magically widened its entire length to 40 feet. Therefore, it is important to address Penmar Avenue's limitations.

Penmar Avenue:

NavigateLA, the City's comprehensive mapping tool, indicates that the entire length of Penmar Avenue has a "(designated)" right-of-way width of 66 feet and a "(designated)" roadway width of 40 feet. The "(designated)" label means that, in the future, the City plans those dimensions for the presently narrow Penmar Avenue. However, the existing Penmar Avenue's actual roadway width south of Palms Avenue/Preston Way narrows from 40 feet to 26 feet, with only short intermediate blocks having widths of 36 feet or more. South of Amoroso Place/Carlton Way, Penmar Avenue is 26-feet wide all the way to Venice Boulevard. Two rows of parking (7' each) and two lanes of traffic (minimal 10' each next to parking lanes) should require 34 feet minimum width. Penmar Avenue would barely be wide enough if all parking is eliminated. Figure 2 is a Google Earth image of Penmar Avenue south of Amoroso/Carlton (at Victoria Avenue) that happens to capture just how narrow Penmar Avenue actually is.

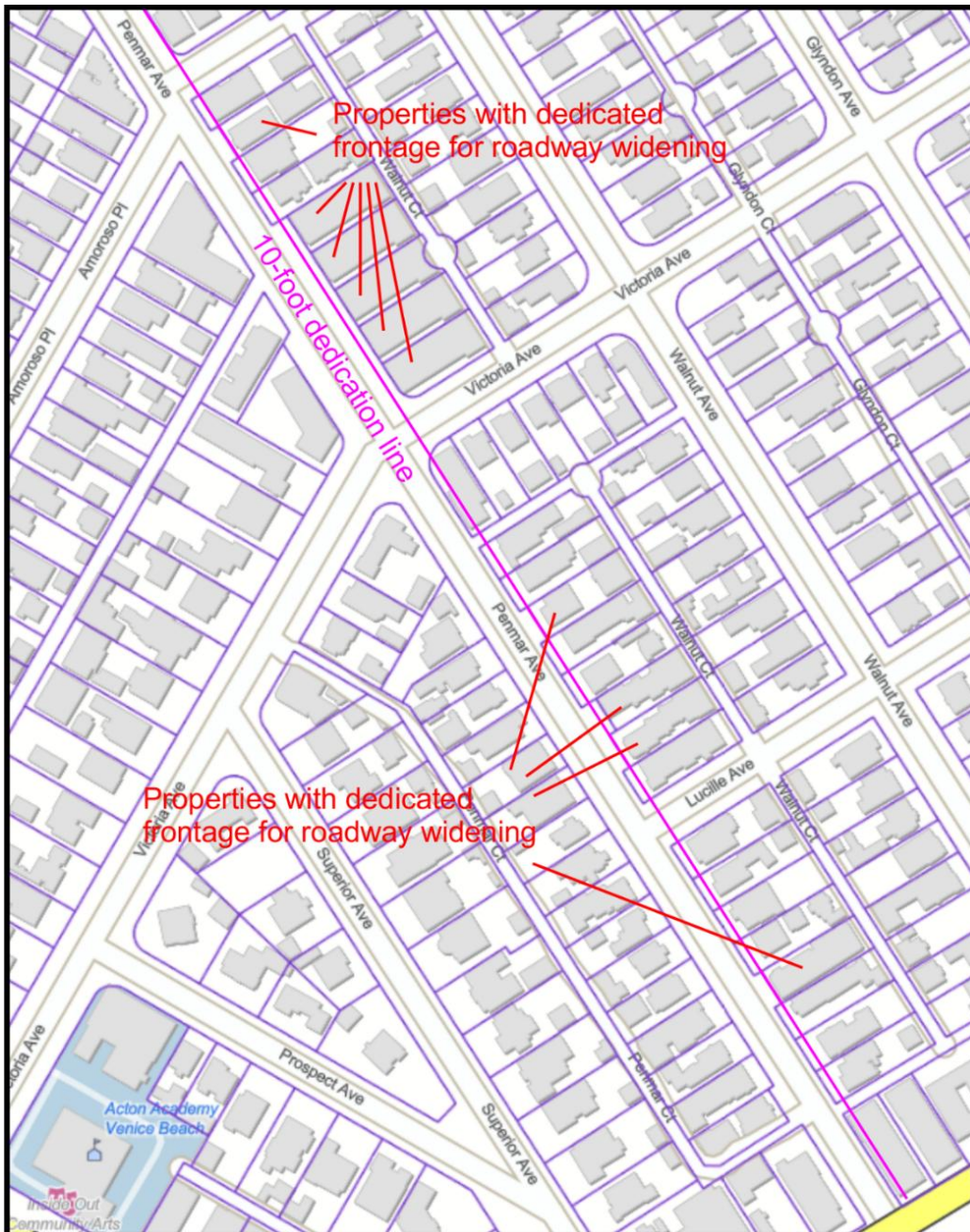
Figure 2: Google Image of 2-Way Penmar Avenue at Victoria Avenue



Since 1964, the City has required new developments along Penmar Avenue south of Amoroso Place to dedicate frontage so that the roadway can be widened at least 10 feet. However, after 62 years (the first development to set back its structures to allow a widened roadway was perhaps in 1964) only 10 of the 27 developments along this 0.3-mile section of Penmar Avenue have been built to allow for the future widening. Until all 27 properties are redeveloped, the road cannot be continuously widened. Figure 3 is a copy of L.A. County's Assessor's Map showing this section of Penmar Avenue and the present number of street dedications.

Although this narrow condition exists only on the last one-third of Penmar Avenue, it makes driving anywhere on Penmar Avenue to Venice Boulevard difficult because opposing vehicles must slow down and in most cases one of them has to pull over to the side so that both can pass. Moreover, drivers can only turn west at Venice Boulevard. As more development occurs along Penmar Avenue before it is widened, likely decades in the future, driving south to Venice will become increasingly untenable. That will cause more driving through local streets to reach Venice Boulevard.

Figure 3: Penmar Avenue Between Amoroso Place and Venice Boulevard



Related Public Comments:

- My house is on Walnut Avenue so I look right out onto Penmar. My backyard faces a little alley. But it's north of Venice Boulevard and just south of Vienna, so a little bit further up. The neighbors on the other side of the alley have a nice little condominium, separate little townhouses. There's about 8 of them on Penmar. It's basically the "east side fever." I understood Richard to say that that could be 8 stories high [7 stories if they qualify for a Tier 1 bonus and 8 stories if they qualify for both a Tier 1 and Tier 2 bonus], next to all of our single-family homes on Walnut Avenue. I don't love that idea. Our neighborhood is a lovely, quiet residential area. The Bodega & Palms [newly opened neighborhood market and café on Penmar] over there is lovely. It used to be Mitchell's Market.

- I have a couple of questions regarding the transportation aspects of these developments. The first is that everyone who lives anywhere near it knows that the small stretch of Penmar, from about the end of Lincoln Place all the way down to Superba, is very, very narrow. It's not wide enough for two cars to pass in opposite directions. And with anywhere near this development, there will be an increased number of vehicles using that roadway. Is it part of the obligation of any developer to mitigate that, to expand the roadway capacity, in especially that real tight bottleneck? My second question is regarding parking in the new buildings. My understanding of the state law is that there would be very little parking actually required, that it might be billed optionally based on market demand, but not as a requirement. So, if that's the case, will there be permit parking on the streets to prevent a huge amount of spillover parking from the [new] buildings? And lastly, we're going to need better sidewalks for people to walk from the new Penmar "super developments" to Lincoln, where the stores are. Are there any provisions for improving the sidewalks on many of the streets, certainly on Superba, where we live. I have some secondary questions on roadway capacity, parking requirements, and sidewalks. Are they being looked at?
- I get that we need more housing, but that stretch between Palms and Venice on Penmar is so tight. There's no way we could handle 8-story, 10-story buildings, It's already a major cut-through. People are trying to get by not dealing with Lincoln, and they're coming down Penmar. It's always bottlenecked, and then they're driving super fast through the neighborhood, trying to get around, and it's not safe. I can't imagine how they think this is going to work. So, yeah, we need housing, but I don't think that's the spot for it.
- My primary concern is that the re-zoning puts my house [one of the 4 properties facing Victoria between Penmar & Walnut] right in-between 2 other properties that are being re-zoned from Low-Medium Residential to Medium Residential, with the potential of having 7-8 story buildings on either side [to the north & south] of my single-story house. I am also concerned about the green space. I'm also very concerned about having to live next to 7-8 story buildings while I have a one-story house on either side of my house (to the east & west]. That would be very interesting. But at the same time, I want to make sure I'm clear that I am supportive of creating more opportunities for low-income housing and allowing more people to enjoy our wonderful community. But there are definitely a lot of concerns.

Recommended Density, Maximum Height, and FAR:

Two years ago, the VNC recommended keeping properties along Penmar Avenue classified as Low Medium Residential, in effect, small 2-story apartment complexes. City Planning now proposes up to 7- to 8-story buildings (including bonuses) and much higher FARs. This classification will allow for absurd densities along Penmar Avenue. As explained above, however, most of Penmar south of Palms Avenue will continue to be its existing 26-foot width for many decades. Penmar Avenue simply cannot handle the level of traffic a continuous row of 7-8 story apartments would generate – it can barely handle today's level of traffic.

This section of Penmar Avenue should remain Low Medium Residential as City Planning proposed two years ago. City Planning has not provided any justification for the up-zoning. In 2024, City Planning proposed 3 stories (no bonuses) and a maximum FAR of 1.5.

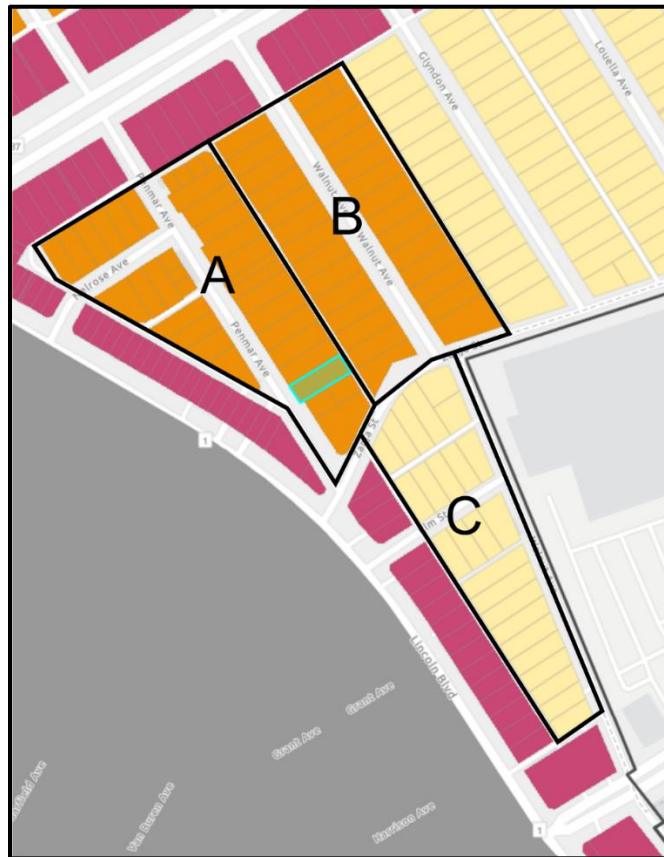
East Venice - Penmar Ave South of Palms Blvd to Venice Blvd (Low Medium Residential)			
Comparison of VNC 2024, City Planning 2026, and VNC 2026	Density - DU/lot (excluding ADUs)	Maximum Height: Tier 1 Bonus Tier 2 Bonus	Floor Area Ratio (FAR): Tier 1 Bonus Tier 2 Bonus
VNC Recommendation (2024)	1 DU/1,500 SF of lot and 2 DU/lot	2 stories, ≤25' no bonuses	0.75 (1.0 bonus)
City Planning Proposed (2026)	1 DU/1,000 SF of lot, 1DU/3,000 SF of lot in places	3 stories (Tier 1 bonus = 7) (Tier 2 bonus = 8)	1.5 (Tier 1 bonus = 4.5) (Tier 2 bonus = 5.0)
VNC Recommendation (2026)	1 DU/1,500 SF of lot	2 stories, ≤25' (Tier 1 bonus = 3, ≤33') (no Tier 2 bonus)	0.75 (Tier 1 bonus = 1.5) (no Tier 2 bonus)

5) Neighborhood South of Venice Boulevard and North of Washington Boulevard (Varies):

Although small, this area will be discussed in three parts: A. Penmar Avenue between Venice Boulevard and Zanja Street and Nelrose Avenue, B. Walnut Avenue between Venice Boulevard and Zanja Street, and C. Walnut Avenue south of Zanja Street including Elm Street. See Figure 4.

- A. **Penmar Avenue and Nelrose Avenue north of Zanja Street:** This area is presently classified as Low-Medium Residential and City Planning proposes now to up-zone it to Medium Residential. That would allow apartment/condos to be up to 8 stories (including bonuses).
- B. **Walnut Avenue north of Zanja Street:** This street is far less built up than Penmar Avenue. It is still characterized by 1- and 2-story homes.
- C. **Walnut Avenue and Elm Street south of Zanja Street:** This small single-family enclave will be bounded by very tall buildings proposed by City Planning along Lincoln Boulevard and by the high walls of Costco on its east side – hardly conducive to single-family living.

Figure 4: East Venice Neighborhoods Between Venice Blvd and Washington Blvd



Related Public Comments:

A. Penmar Avenue and Nelrose Avenue north of Zanja Street:

- From what I've gleaned, south of Washington, on Lincoln, that maroon color area, they can only build 6 stories with Tier 1 and no Tier 2, right? But in our neighborhood, my property backs Walnut Avenue. They are saying, if I'm not mistaken, that I could, in theory, have a 7-8 foot building built on Walnut, with all of the Tier 1, Tier 2 add-on stuff, in my backyard, not even a setback from the alley.
- What initially, years ago (and I have followed it), was supposed to happen was 5 stories on Lincoln, and they were going to do a step down and Penmar was going to be lower, and then Walnut would be lower, so it was a graduated change. Basically, the whole western view, my sunlight will be gone. Everyone's sunlight will be gone. Secondly, my neighbor Jade and I noticed that somehow, they have also split it up between CT-3 versus CT-2. And so there will be varying heights. So, for example, I think I'll be able to have an 8-story building behind me, but because it's... I don't know, 250 feet from the bus service at Lincoln and Venice. For my neighbor down the street, more toward Costco, there's inconsistency in the number of stories, it seems to me. But overall, it's way too much anyway. It was never supposed to be 8 stories. I mean, come on now.

- What we have back from the City feels very out of place in this neighborhood, and it really feels like it wouldn't really benefit any community members at any income levels. I really do understand and am in support of additional housing in Venice at all levels. But these areas, especially these single-family home streets, like areas of Walnut and Penmar that have been mentioned, they're already tight, the roads are really narrow, the parking's limited, and there's very minimal green space. I'm raising a family and walking babies and dogs, so preserving the integrity of why we moved into this neighborhood to raise our family feels really important here. The plan feels a bit unfinished and kind of drastic, not mentioning things like parking and green space and space between buildings.
- My questions are: How would the City manage the drastic difference with a 10-story building next to a single-family home, assuring the quality of living is the same for all? Does the City plan to significantly increase the infrastructure and roads in this area to allow for these mega-buildings to function? Will the City reconsider the proposal to better reflect the structure size of the neighborhood, a more realistic step from what we see for the commercial buildings on Lincoln, something more gradual and natural feeling, so that it doesn't feel like a single-family home, then a 10-story building. I'm very in support of community, like mixed-use buildings and retail as well, but it just doesn't need to be at such a massive scale. If there is a new building, does it need to be 10 stories and have to fill the lot? I know we're also talking height, but from the presentation I learned a lot about how much of square feet, how much they're building out these properties. So, with this proposal, what will the City do to best preserve our green spaces and space between buildings so that we don't become one giant shadow? So, just ending, I want to double down. We're off of Walnut Ave, so it does feel like that area is almost like a mistake in this, but I think overall, I just hope that the City will give our community more time to speak up.
- None of the speakers are against higher density, so we're not NIMBYs, so to speak. I just wanted to emphasize that traffic on Lincoln between Venice and Washington is already horrendous. And east [north] of Washington, now we're planning to add 8- and 10-story buildings, for 3 blocks in [north of Zanja], so how is that going to affect all the already horrible traffic?

B. Walnut Avenue north of Zanja Street:

- My question is about the area on Walnut Avenue between Venice Boulevard and Zanja Street. I'm shocked to see this area was even included in the upzoning and allowing up to 6 or 7 stories in that area. I was trying to make sense of why it was included and I checked the corridor transit map in the City Planning map. It's categorized as CT-3, which means it is 250 feet from major transportation. I believe they're talking about the Venice and Lincoln bus stop, but it is not within 250 feet of that area. This area is a really nice single-family dwelling low residential area. It almost looks like an error for this small section of Walnut between Venice Boulevard and Zanja Street to be included in upzoning. I'm curious to know the idea behind candidating this area for upzoning and I want to express my concern about how this will impact the residential areas around it, because this is not that close to Lincoln Boulevard and although it is close to Costco there are a lot of traffic mitigations around it [to protect it from excessive traffic].

- The one anomaly on Walnut Avenue, both on the east and west side of Walnut Avenue, south of Venice, is that this is the only section that also gets zoned for these very consequential additional units. It literally butts up adjacent to a charming single-family residential zone that will be greatly affected, if I understand correctly, potentially with 7 and 8 story buildings.

C. **Walnut Avenue and Elm Street south of Zanja Street:**

- I'm wondering whether there's a place that has been missed by this map, and that area is on Walnut Avenue, located behind the Lincoln commercial zone and also adjacent to Costco. That little section is R1 and it's very low density but it is sandwiched between two commercial zones. To the west of that block of homes is commercial in the City of L.A. and the other side is commercial in Culver City. I think the City's Planning department isn't looking at a bigger map including Culver City and thus isn't considering the commercial zone on the east side, on the other side of the boundary between Los Angeles and Culver City. So, considering the bigger picture, I think that little section needs to be higher zoned. Also, being so close to the Lincoln and Washington intersection with many buses and heavy traffic, keeping it an R1 zone is really a mistake. I wasn't involved in previous gatherings and discussions about this zoning and planning, but now I am so I thought I could share my thoughts about that location and see if you do have any plans with that little row of R1 zoning between Elm St and Washington Blvd.
- I think we do need housing, absolutely, but this is like housing on steroids, the change of this whole plan. I'm not saying no housing, but come on now, let's be real. I live on Glendon Avenue, south of Venice Boulevard, in the pocket neighborhood behind Costco. Yep, that's the one. And it has changed.
- I own a home on 2551 Walnut Avenue, which is south of Zanja. They somehow or other have not been included in the upzoning plan, despite being sandwiched between Costco on one side and the AT&T store and other commercial properties on Lincoln. Ironically, I would argue it's the area most impacted by commercial. We have already dealt with Costco repositioning their loading zone adjacent to our homes and have recently appealed their plan for relocation of their gas station to a 30-pump mega station adjacent to our block. At the same time, The Lincoln bar has applied for a live music permit to allow them to have daily music until 2 am! Having lived at this property for the past 11 years, I truly cannot believe that it has not been incorporated into the re zoning plan! It literally feels like a commercial zone in its current state - not to mention how much more impacted it will be as Lincoln gets larger and more dense. I am dumbfounded and frustrated.

Recommended Density, Maximum Height, and FAR:

- Penmar Avenue and NelRose Avenue north of Zanja Street:** Penmar Avenue south of Venice Boulevard is about 28 feet wide, already too narrow for the many existing 3-4 story apartments along it (Nelrose Avenue is slightly wider). It is negligent to think that they will be able to handle the traffic of 7-8 story buildings. Thus, the Committee now recommends a density, height, and FAR only slightly higher than what it recommended in 2024, to reflect the reality of what exists there now.

- B. **Walnut Avenue north of Sanja Street:** The recommendation is to continue the existing Low Medium Residential classification that the VNC (and City Planning) recommended in 2024: a density of 2 DUs per lot, a maximum height of 3 stories $\leq 33'$ and a FAR of 0.75. This is what City Planning proposed in 2024.
- C. **Walnut Avenue and Elm Street south of Zanja Street:** The recommendation is that properties on Walnut Avenue and Elm Street south of Zanja Street be up-zoned from Low Residential to Medium Residential.

East Venice - Neighborhood South of Venice Blvd and North of Washington Blvd (Varies)			
Comparison of VNC 2024, City Planning 2026, and VNC 2026	Density - DU/Lot (excluding ADUs)	Maximum Height: Tier 1 Bonus Tier 2 Bonus	Floor Area Ratio (FAR): Tier 1 Bonus Tier 2 Bonus
VNC Recommendation (2024)	1 DU/1,500 SF of lot and 2 DU/lot (Walnut)	2 stories, $\leq 25'$ no bonuses	0.75 (1.0 bonus, exc. Walnut)
City Planning Proposed (2026)	1 DU/1,000 SF of lot	3 stories (Tier 1 bonus = 7) (Tier 2 bonus = 8)	1.5 (Tier 1 bonus = 4.5) (Tier 2 bonus = 5.0)
A. Penmar Ave and Nelrose Ave north of Zanja Street (Low Medium Residential)			
VNC Recommendations (2026)	1 DU/1,000 SF of lot	2 stories, $\leq 25'$ (Tier 1 bonus = 3, $\leq 33'$) (no Tier 2 bonus)	0.75 (Tier 1 bonus = 1.5) (no Tier 2 bonus)
B. Walnut Avenue north of Zanja Street (Low Residential)			
VNC Recommendations (2026)	2 DUs per lot	2 stories, $\leq 30'$ (no bonuses)	0.75 (no bonuses)
C. Walnut Avenue and Elm Street South of Zanja Street (Medium Residential)			
VNC Recommendations (2026)	1 DU/1,000 SF of lot	3 stories, $\leq 33'$ (Tier 1 = 6 stories) (Tier 2 = 7 stories)	1.5 (Tier 1 bonus = 3.5) (Tier 2 bonus = 4.0)

6) Lincoln Boulevard from Rose Avenue to Washington Boulevard (Community Center):

In 2024, City Planning proposed that the small lots along the east side of Lincoln Boulevard be classified as "Village", the few large lots as "Community Center". Both classifications allowed a hybrid mix of commercial and residential uses with the Village developments lower-scaled than the Community Center properties. In 2026, however,

City Planning up-zoned the smaller lots to Community Center. It also appears to have dropped the Village classification as very few properties with this designation can be found on the 2026 Storymap.

Related Public Comments:

- I live on Flower Avenue. I'm the first house east of Lincoln, so I'm right there, on the alley. I'm just really concerned about potentially having a building up to 10 stories tall within 20 feet of my property. I just can't imagine that. We have a lovely residential street here. It's always been difficult living next to St. Joseph Center. Now we're talking about what could potentially be a huge development with these three big pieces of property between the Chicken Cafe and the St. Joseph Center, all of which was purchased recently. And what can we do? I've been in this house for decades. I've put in years and years to build a monarch sanctuary here, that's registered. It would change everything, including the amount of sunlight I could get on my property, as it would just be towering over me. I see what they did at Marco Place, where I think it's 5 stories tall, and I feel that even that must be a challenge for the closest residents behind that, and what's proposed here could be double that. It's heartbreaking. So, I just really want to stress that it feels like this could be a real potential crisis for all these little streets that are right off of Lincoln Boulevard that are completely residential.
- There's no logical transition from a 10-story building on Lincoln to a 5-story to a 3-story. It's just very tall, very tall, very tall, and then you're right next to a single-family home on Flower, and that is going to severely impact home values, for people in the area.
- I think that having retail in more walkable proximity to our neighborhood, like Bodega & Palms that just opened up and is amazing, would not require us to get in our car and pollute the area, but rather we can walk and bike in our own neighborhood to retail that serves our own community. I know I saw there were bonuses allowed for community-serving uses, like daycare, which would be incredible. I have a 20-month-old and another one on the way. I think that this would add a tremendous amount of value to the neighborhood and the residents that live here.

Recommended Density, Maximum Height, and FAR:

Although City Planning has increased the height and FAR of all properties along the east side of Lincoln Boulevard, lots vary widely in size. Only the largest lots should have the tallest structures; smaller lots may not even be able to accommodate tall structures. Moreover, until the need for 8-10 story structures can be justified – and City Planning has indicated no reason for them – then maximum heights and FARs should be lower.

East Venice - Lincoln Blvd from Rose Ave to Washington Blvd (Village & Community Center)			
Comparison of VNC 2024, City Planning 2026, and VNC 2026	Density - DU/Lot (excluding ADUs)	Maximum Height: Tier 1 Bonus Tier 2 Bonus	Floor Area Ratio (FAR): Tier 1 Bonus Tier 2 Bonus
VNC Recommendation (2024)	800SF/DU	3 stories, ≤33' (5 stories, ≤55' with bonus)	1.25 (2.0 with bonus)
City Planning Proposed (2026)	1 DU/400 SF of lot	3 stories (Tier 1 bonus = 7 or 8) (Tier 2 bonus = 8 or 10)	1.5 (Tier 1 bonus: 4.5 or 5.0) (Tier 2 bonus: 5.0 or 5.5)
VNC Recommendations (2026) for lots ≤20,000SF	1 DU/400 SF of lot	3 stories, ≤33' (Tier 1 bonus = 6 stories, ≤66') (Tier 2 bonus = 7 stories, ≤77')	2.5 (Tier 1 bonus = 3.5) (Tier 2 bonus = 4.0)
VNC Recommendations (2026) for lots ≥20,000SF	1 DU/400 SF of lot	3 stories, ≤33' (Tier 1 bonus = 7 stories, ≤77') (Tier 2 bonus = 8 stories, ≤88')	2.0 (Tier 1 bonus = 4.0) (Tier 2 bonus = 4.5)

7) Venice Boulevard (Community Center):

City Planning has classified all properties along Venice Boulevard on both sides as Community Center both in its 2024 and 2026 version of the East Venice Community Plan. That designation would now allow 8-10 story mixed-use commercial/residential developments (with bonuses).

Related Public Comments:

- I also wonder about the zoning on Venice Blvd, where my business happens to be. It is zoned one way, but there are variances that allow people like me to operate my business, so I'm curious if that is being proposed to change. With this type of upzoning, what occurs with that? I'm very familiar with these neighborhoods because I have had my business in the same location on Venice Boulevard for over 40 years, and I also live there--I'm a double renter. Also, there are projects that have come forward that are now built (that were controversial) that are shorter than the 8 and 10 story tall options that they're looking at now. I really think that the City might want to be evaluating what's happened with these other projects and the impacts they've had and the issues they're facing because of the fact that the other buildings around them are shorter, and how it has affected the neighborhoods in many different ways.

Recommended Density, Maximum Height, and FAR:

City Planning has offered no reason to justify 8-10 story buildings on Venice Boulevard. Adjacent to single-family homes to the north, these structures will block sunlight from many of them throughout the year.

East Venice - Venice Boulevard (Neighborhood Center)			
Comparison of VNC 2024, City Planning 2026, and VNC 2026	Density - DU/Lot (excluding ADUs)	Maximum Height: Tier 1 Bonus Tier 2 Bonus	Floor Area Ratio (FAR): Tier 1 Bonus Tier 2 Bonus
VNC Recommendation (2024)	800SF/DU	3 stories, ≤33' (5 stories, ≤55' with bonus)	1.25 (2.0 with bonus)
City Planning Proposed (2026)	1 DU/400 SF of lot	3 stories (Tier 1 bonus = 7 or 8) (Tier 2 bonus = 8 or 10)	1.5 (Tier 1 bonus: 4.5 or 5.0) (Tier 2 bonus: 5.0 or 5.5)
VNC Recommendations (2026)	800SF/DU	3 stories, ≤33' (Tier 1 bonus = 5 stories, ≤55')	1.5 (Tier 1 bonus = 3.0)

8) Lincoln Boulevard between Washington Boulevard and Maxella Avenue (Community Center):

In 2024, City Planning proposed to classify the east side of Lincoln Boulevard between Washington Boulevard and Maxella Avenue as Hybrid Industrial. This conformed to the classification of the two blocks east of Lincoln Boulevard in the Del Rey neighborhood. Density was limited to 800SF/DU, maximum height to 5 stories (including bonus), and a maximum FAR of 3.0.

Related Public Comments:

- In the area on Lincoln Boulevard south of Washington, they can only go up to, at most, 6 stories with these tier bonuses. But if you look at Lincoln Boulevard from Rose to Washington, they can go up to 10 stories. And the difference here is that south of Washington, there isn't anywhere where Lincoln intersects with the end of a residential street. So, they might build six stories, but it's not going to be just 10 feet from single-family homes. Whereas on Lincoln Boulevard, you have all of these little residential streets intersecting. You have Flower, Sunset, Vernon, Indiana, Nowita, Superba, Amoroso, all of these streets, and then you have even tinier streets where there are going to be up to 10 stories, right next to single-family homes. And so, why is it taller here next to the single-family homes [between Rose & Washington], but potentially shorter next to streets that are not right on top of families [between Washington & Maxella]? It seems like maybe there should be some flipping there, because you're talking about all these little streets

that are going to be living in a shadow, and yet over here, the height limits are shorter where there's no homes.

Recommended Density, Maximum Height, and FAR:

This stretch of Lincoln Boulevard is now classified as Community Center along with the rest of Lincoln Boulevard. City Planning proposes a height limit of 6 stories. To the east of this stretch of Lincoln Boulevard, along Glencoe and Redwood Avenues, City Planning classifies these properties Hybrid Industrial, also with an allowed height of 6 stories (including bonus).

By comparison, all along Lincoln Boulevard between Rose Avenue and Washington Boulevard similarly-classified Community Center properties have heights of 8-10 stories even though to their east are single-family, 1-2 story homes. It would seem more logical to have lower building heights in the Rose-Washington length of Lincoln Boulevard than in the Washington-Maxella segment. Therefore, this report recommends increasing the allowed building heights and FARs south of Washington Boulevard to Maxella to 8 stories (including bonuses) instead of 6 stories.

East Venice - Lincoln Blvd between Washington Blvd and Maxella Ave (Community Center)			
Comparison of VNC 2024, City Planning 2026, and VNC 2026	Density - DU/Lot (excluding ADUs)	Maximum Height: Tier 1 Bonus Tier 2 Bonus	Floor Area Ratio (FAR): Tier 1 Bonus Tier 2 Bonus
VNC Recommendation (2024)	800SF/DU	3 stories, ≤33' (5 stories, ≤55' with bonus)	1.0 (1.5 with bonus)
City Planning Proposed (2026)	1 DU/400 SF of lot	3 stories (Tier 1 bonus = 6)	1.5 (Tier 1 bonus = 4.0)
VNC Recommendations (2026)	800SF/DU	3 stories (Tier 1 bonus = 6) (Tier 2 bonus = 8)	1.5 (Tier 1 bonus: 3.5) (Tier 2 bonus: 5.0)

Summary:

In July 2024, the VNC recommended changes to City Planning's proposed 2024 land use plans and metrics. The intent of the East Venice/VNC recommendations was to support the character of its inner neighborhoods and yet allow reasonable height and density increases along its arterial roadways. City Planning's new, 2026 proposed land uses significantly increase the density, height, and FARs of most of its 2024 classifications. It remains unclear what the reasons are for these large increases in the past two years.

Detailed recommendations are in the area-by-area tables above.

However, **there are four changes by City Planning that the Committee recommends that the VNC absolutely not support:**

- **Increasing Building Heights in Lincoln Place:** This property is on the National Register of Historic Places thanks to the hard work of many of East Venice's citizens. To allow its structures to be raised to three stories as a base condition, and four stories with a developer bonus, completely undercuts the NRHP status and the protection of Lincoln Place.
- **Medium Residential Classification of Land Uses along Penmar Avenue south of Palms Avenue/Preston Avenue:** This 0.56-mile stretch of Penmar Avenue is effectively 26 feet wide, although several blocks have been somewhat widened in places. This condition has existed for decades and will persist and likely worsen for decades more. Therefore, to line Penmar Avenue with 6-7 story apartment/condos is absurd, yet that is what City Planning proposes.
- **Excessive Heights of Buildings along Lincoln Boulevard:** City Planning now proposes 8-10 story buildings (including bonuses) along the east side of Lincoln Boulevard from Rose Avenue to Washington Boulevard and along Venice Boulevard. These structures will tower over adjacent single-family neighborhoods. They are guaranteed to generate traffic impacts on local streets, block direct sunlight from many properties throughout the year, and provide direct sightlines into innumerable back yards. The East Venice community and the VNC accepted some of City Planning's height increases along Lincoln and Venice Boulevards in 2024. The new 2026 proposed higher allowances for 8-10 stories are excessive and, as far as can be determined, unjustified.

Bonuses:

The Committee realizes that the topic of bonuses is a complicated and contentious issue that has been decided by the City Council. Nevertheless, it wants to question this direction.

The Committee's understanding is that a project would be entitled to a Tier 1 bonus if it commits at least 5% of its living units to Very-Low Income (VLI) tenants, or 10% to Low-Income (LI) or Moderate Income (MI) tenants. The Tier 1 bonus increases the allowable height from 3 stories to 6+ for a project on a "Medium Residential" property, 3 stories to 7+ stories on a "Community Center" property. These are increases of 100% and more. This seems to be an extraordinary bonus for a very marginal commitment toward meeting the RHNA objectives of 25.4% VLI or 15.1% LI.

The Tier 2 bonus is triggered by the addition of any of the following: specific community and civic facilities (e.g., childcare facilities, full-service grocery stores, health centers, social service centers, schools, and libraries), privately-owned public space, transfer of development rights, other public benefits as outlined in the new zoning code. For these added community-oriented improvements, a project may add just 1 additional story. This 1-story bonus is significantly lower than the Tier 1 bonuses allowed. That again raises the question of why Tier 1 bonuses are so generous?

APPENDIX

Other Important Community Comments

Density:

- I'm also speaking in strong support of the zoning changes on behalf of Inner City Law Center. We're a nonprofit organization that advocates for more housing and an end to homelessness here in Los Angeles. This zoning plan will allow more homes to be built in the neighborhood. It targets blocks that are already walkable, close to high-quality transit and protected bike infrastructure. And that's exactly where new homes should go. So, I understand the concerns about density and change. And I want to offer a different view. The character of this neighborhood was never really the buildings, it's the people. Young families, service workers, and long-time renters are being priced out every year, and that's a change that's already happening, whether we build or not. Building more housing at all income levels lowers rents by relieving displacement pressure throughout a neighborhood. It gives people options. And saying no to housing here doesn't preserve Venice, it just decides who gets to stay. So, in conclusion, our organization, Inner City Law Center, strongly supports this zoning plan because building more housing and denser, walkable neighborhoods will allow us to preserve the character of the neighborhood by making it a friendly and affordable place to live.
- I've got a 4-year-old daughter, and I want her to be able to live here one day. We need this housing desperately. I'm excited as an owner in East Venice to see this getting upzoned. I am very supportive of this. I do think that there are some legitimate concerns, obviously, having a 10-story building 10 feet from your house is a tough one, and I think one that can and should be solved.
- Another thing I've heard, just in the comments tonight that I think is a valid point, is the amount of low income that developers are required to do. Some of the smartest development I've seen in other cities is a combination of low income, affordable income, and market rate, because that helps support the cost of low income, and it also helps maintain the value. It's not like, not in my backyard. We need all levels of housing, from affordable to market rate, and the services to support that, and mixed-use restaurants, places for people to go. It seems like this whole plan is a little bit short-sighted, and it's rushed to change the zoning without really taking into consideration all the impacts and the true cost of putting this number of residents in these areas.
- I know people are worried about traffic and parking. I experience a lot of those concerns as well, but I do think we need to ask why traffic on the Westside has become so challenging. Over the years, we've added tons of jobs and restaurants, all of the businesses that make Venice such a great place to be, but there isn't enough housing for the people who work here. So, thousands of people are commuting into and out of the Westside every day because they can't afford to live there, live near their jobs. To me, upzoning is part of the solution, and a lot of these proposals are adding housing where it makes the most sense. They're along major transit corridors, which gives people the opportunity to live closer to where they work. It gives people the opportunity to walk, bike, and take transit, instead of having to drive across the City every day. A lot of the status quo solutions haven't solved the traffic problem, but creating homes near jobs and transportation is a smart investment. Selfishly, I want to be able to build a future for myself on the Westside. I want all of my friends and all of the people that make Venice, Venice to be able to do so. For me, really, the only way to do that is to support these updates and to support upzoning.
- While I understand and support the need for more housing, and particularly housing that is affordable to those who are not part of the wealthy class of our society, the City of Los Angeles has numerous options to locate such housing. It is not clear to me or my neighbors as to why this has to be built here in East Venice.

Environment:

- What really upsets me is that no matter how hard we try to get street trees, existing large mature street trees, preserved, like on Venice Boulevard where they built all those new buildings over by Venice High School, they damaged the tree roots badly. We just don't have any rules to require the developer and the contractor to protect the trees the way Santa Monica does. And then there are new buildings that are going up on Lincoln Boulevard, the 5- to 6-story buildings that people have been talking about, that have slightly larger front yard setbacks, but they don't have any trees at all. I just don't understand this. Low-income people should also be able to live in a comfortable building that has a beautiful tree canopy outside of it. So, my main comment is that the City needs to do a much better job incorporating the public open space in the building and taking care of the trees that are existing.
- We have no vision, no actual storyboards for what they see for this community. So, for example, you drive down Overland and you see walls of black buildings in the middle of a hot City. What are these inland deserts that we're creating?

- Nature: if you look at a pond that has all sorts of ecosystem in it, you have apex predators and smaller fish and algae and whatnot, and when the pond becomes too crowded the ecosystem starts to collapse and die. There is an actual capacity to what a community can hold.
- It is very disheartening to learn that the City administration doesn't much care for the East Venice neighborhood or its residents. For e.g., residents of East Venice have been trying to reduce the air and noise pollution from the Santa Monica airport for several years; instead of seeing any change that improves the air quality or reduces the noise pollution, we see it increase every day. Now it appears that we will just have to put up with having to share a fence with 7+ story buildings if we choose to continue to live here.
- Similar to some of my neighbors, I have tried to create a space for the local wildlife, especially birds and insects, including the monarch butterflies. We need more spaces for nature to flourish; yet the City seems bent on creating less.

Infrastructure:

- I agree we need more housing, but what about all the infrastructure? And people touched on it. I know for a fact my connection to my sewer line is 100 years old. How are they going to sustain all these people in all these units? And it doesn't even look like apartment buildings will need any parking at all. How are they going to accommodate all the people and all the cars? So, infrastructure is the issue.
- There's a concern about the height increase, the lack of parking for some of these proposed zoning changes, the increase in traffic, the impact on utilities, sidewalks, and trees. That's huge. Some of the aspects that make cities really nice are planned spaces where there are parks, or green space, or an area where people can convene, where it feels like a very natural environment. I haven't heard anything about that. All I've heard is, let's raise the roof. I'm also already concerned about the condition of all the roads, and what happens when we increase and add... I don't know how many thousands of residents they are talking about in these corridors, but it's substantial.
- I would like to register a strong opposition to the rezoning proposal. I don't even know why we need more housing here. That's not our problem to solve. We already have residents, and they're the ones the City Council should be serving. New construction and taller buildings will change the character of the neighborhood, and it won't really benefit the people who already live here and already pay high property taxes into the City. And honestly, if we look around before adding density, our roads are in terrible shape, we don't have adequate tree canopy, and the walking and bike path along Penmar Golf Course on Rose has been stalled for years, with nothing to show for it. So, before the City takes on ambitious rezoning, I just want to see it deliver on the basics--safe streets, clean neighborhoods, and finishing projects that had already started. Those are the services that we're paying for and not getting. So, to be clear, my point isn't about who got here first. I'm an immigrant myself, and I wasn't here first either, and this isn't about exclusion, I just think it's about a City's obligation to the people who live here now and pay into this community, pay really high property taxes. And regardless of how long we've been here or how we got here, every resident, immigrant or not, deserves a City that keeps its roads paved, plants its trees, and finishes projects it starts before it takes on new ones. And that's not exclusion; that's just responsible governance.
- In this proposal will the issue of streetlights be addressed? And then secondly, regarding density and construction on Lincoln, I noticed that in Santa Monica there's almost mandated subterranean parking. Will there be mandates for any large, high-density buildings that subterranean parking be included to accommodate the tenants?
- The current infrastructure (all categories) in the East Venice neighborhood already seems to be stressed beyond its limits. There isn't a single sidewalk in the neighborhood that one can walk on safely; I know of 4 people (including myself) who have fallen while walking, hurting themselves with either a sprained ankle, severe bruising, or broken bones. The public section of our sewer pipes are constantly in need of work. Every alley between streets is a complete mess; not just because it's barely walkable, but it is also constantly being used by individuals who come by to throw away their trash or start small fires. There isn't enough street parking for the residents who currently live here. Traffic on our streets has already increased significantly, to the point of us risking our lives and those of our children and pets when we cross the streets. Additionally, most drivers do not seem to obey the speed limits especially during the morning and evening hours. There is no real dog park anywhere near our neighborhood; all we have are open patches of grass next to streets with heavy traffic at all times. Many trees have been cut down and not replaced. Almost every older house in the neighborhood that has been sold has been replaced with a multi-story structure that takes up almost the entire property, thus leaving very little to no space for plants or trees. We pay some of the highest property taxes in the country, without receiving much community benefit in return.

Process:

- We're stronger as a group, but I'm sure there's a process where you guys can write in as well as coming to these hearings. Maybe sooner is better, so let us consider that and we'll find out from Planning if there's a certain place people can write into now.
- As a stakeholder in this decision-making process, what options for action do we have regarding the block where my home is, if we feel strongly that not being included in the upzoning is inconsistent with everything that's happening in and around that zone, specifically Costco and the Lincoln Bar.