

LOCAL IMPLEMENTATION PLAN
for
W. WASHINGTON BLVD. aka ABBOT KINNEY BLVD.
for inclusion in
Venice Coastal Land Use Plan

The following is an outline of W. Washington Blvd. sub-committee workshop topics and a summary of comments as of 11/1/88.

I. Use of Boulevard

A. All agreed that the entire Blvd. from Venice to Main St. should be zoned as "commercial/artcraft".

B. All agreed that the Blvd. should be designated as an historical district and renamed Abbot Kinney Blvd.

C. All agreed that the current designation of the Blvd. as a secondary highway must be rescinded and that the highway dedication requirement be deleted.

D. All agreed that a Design Review Board should be established for W. Washington Blvd. (between Venice Blvd. and Main St.), composed of 7 to 13 members who are representative of the Venice community, including residents, artists, architects, merchants, etc. The DRB's purview shall include the following:

1. site plan review and approval regarding architectural consistency, variety, and scale.
2. signage and accent lighting
3. ???
4. ???

A 1% added permit fee will be charged for the use and benefit of public art projects. Monies shall be held in trust by the City of Los Angeles for use on Venice art projects. Developers may utilize the 1% fee for art on the premises for which the permit fees are required.

II. Size and Density

A. It was agreed that a maximum total height of 35' should be established with a maximum of 30' at cornices.

B. Additional intensification is acceptable based upon a 1.5 FAR. Parking requirements shall be based upon section III below, and must be approved by the DRB.

C. Maximum lot consolidation shall be ten (10) lots.

Shuttles will stop at existing bus stops and four additional stops on W. Washington Blvd. (with appropriate signage).

Shuttles will be accessible to all public, not just visitors using designated lots.

B. To discourage the use of cars, we recommend that public access should be improved by the addition of bike parking facilities everywhere possible.

C. Electric Ave. should be one way northbound from N. Venice to Brooks.

D. All agreed that traffic must be slowed and controlled by additional crosswalks and a minimum of three additional stoplights or crossing signals on W. Washington Blvd. at Rialto, Andalusia, and San Juan. Also a minimum of 4 additional stop signs shall be installed on Electric Ave. at Milwood, Santa Clara, San Juan, and Broadway.

VI. Specific Design Proposals

A. traffic flow, stoplights, and shuttle stops (see map)

B. positive/negative examples of existing structures (see photos)

C. Electric triangle parking and affordable housing project:

Plan A: The city shall purchase the "Electric triangle" space (at fair market value) bounded by N. Venice Blvd., Electric Ave., and Palms, for use as multi-use beach impact parking in a four level parking structure not to exceed 35 ft. in height.

Plan B: A special multi-use commercial zone will be established which will allow for private development of a structure which will comprise three levels of parking, one level of commercial, and one level of affordable housing, the total structure not to exceed 35 ft. in height.

ACTION PLAN

All specific comments/recommendations must be submitted to the City on November 5, 1988. Also, this committee will submit inputs to Central, Milwood, and Oakwood Planning Committees for review and comment, not later than November 2nd.

John Kertisz 399-8188, Carol Tantau-Smith 392-9878

III. Parking

A. To alleviate the parking dilemma in Venice, and to comply with the LCP requirements for public access to the beach, all agreed that a Parking District should be established for all of Venice. This shall include the entire Beach Impact Zone and the Venice Median Strip. All monies from this district will be used for purchase of land and construction of facilities for parking in Venice.

B. All agreed that two-hour meters should be installed on the Blvd. and all parking lots on Electric.

C. All agreed that B.I.Z. parking requirements are not reasonable for W. Washington Blvd. because of prevailing lot sizes and access problems. State Coastal Code requirements are appropriate for W. Washington Blvd.

D. In lieu payments should be allowed for parking requirements at a rate of \$10,000/space, to be placed in the Parking Fund for the Parking District. Such payments shall be allowed for up to 50% for one lot, 40% for two lots, and 25% for 3 or more lots.

E. All agreed that permit parking for Venice residents should be established in the B.I.Z.

IV. Landscaping

A. All agreed that a greenspace specification should be established including trees. This requirement shall be 7-10% of lot square footage. The specific landscape plan shall be subject to approval of the Design Review Board.

B. Street lighting must be up-graded by at least fifty percent on W. Washington Blvd and all adjacent streets, including Alhambra Court, for public safety and crime prevention.

V. Traffic and Flow

A Public shuttles should be added to run

1. from terminus at N. Venice and Electric,
2. west on N. Venice to Pacific or Main,
3. north on Pacific or Main to Brooks,
4. east on Brooks to W. Washington
5. south on W. Washington, returning to S. Venice Blvd
6. east on S. Venice to "cutout" of median to join and return to terminus.

A second alternative route would turn off N. Venice Blvd. on to Grand Ave., and continue to the Windward traffic circle.

A third alternative route would turn off N. Venice Blvd. on to Venice Way, and continue to the Windward traffic circle.