

Project Impacts

• Will the development extend onto or adjoin any beach, tidelands, submerged lands or public trust lands?

No, the proposed project is located more than 300 feet from Venice beach and the development will not extend onto or adjoin any beach, tidelands, submerged lands or public trust lands.

• Will the development maintain, enhance, or conflict with public access to the shoreline and along the coast?

The proposed development will not extend onto or adjoin any beach, tidelands, submerged lands, or public trust lands. The Project site is located approximately 310 feet from the beach within a built urban environment. The proposed project will not alter any public access or public roadway.

• Will alternatives to private vehicle use be provided or facilitated? How will the development affect traffic on coastal access roads?

Yes, alternatives to private vehicle use will be provided and facilitated by the project via two (2) long-term and two (2) short-term bicycle parking spaces.

Section 30253 of the Coastal Act states, in part:

New development shall...Minimize energy consumption and vehicle miles traveled...

Studies have shown that having functional and conveniently located long and short-term bicycle parking in a development encourages the use of bicycles as an alternative form of transportation to the automobile. In particular, this is true in a community like Venice which is easily traversable by bicycle and is located in close proximity to bike lanes along Main Street, Windward Avenue, Grand Boulevard, and Venice Way that give access to a wide array of community-facing commercial and employment resources.

Metro Bike Share, which provides convenient electric and non-electric short term bicycle rental, features a station at Windward Circle, less than 500 linear feet from the proposed development.

At a distance of approximately 750 linear feet from the project site is the Marvin Braude Bike Trail, a Class 1 bikeway that extends 22 miles from Will Rogers State beach to Torrance Beach.

Additionally, the Los Angeles Mobility 2035 Plan designates the adjacent portion of Venice

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Boulevard as Comprehensive Transit Enhanced Street which will receive a Tier 1 protected Bike Lane. At a distance of less than 1,500 linear feet from the project site, Venice Boulevard will provide safe and convenient access to much of the City, including Downtown Los Angeles.

Aside from the project site's access to bicycle infrastructure, the adjacent Windward Circle is classified as a Major Transit Stop. According to the California Public Resources Code § 21064.3, a Major Transit Stop means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. Windward Circle qualifies due to the intersecting routes of the Culver City 1 Bus line, LA Metro Lines 1 and 33.

With the private vehicle alternatives available, as well as the general pedestrian orientation of the Venice Beach area, the proposed development is not expected to affect traffic on coastal access roads.

• Is the development proposed within, or in close proximity to, an existing developed area? Will it be visually compatible with the character of surrounding areas? If in a special community or neighborhood, how will it protect the unique local character? Development consisting of new construction or remodel/addition (resulting in an increase in height) will require the preparation of a Context/Character Analysis Form (CP-3615).

Yes, the proposed project is located along Market Street within an existing developed area. The proposed project is located in the North Venice subarea of the Venice Coastal Zone Specific Plan (VCZSP) in an area identified by the Venice Land Use Plan (LUP) for limited industrial and surrounded by artcraft uses. The project site is immediately surrounded by commercial, multifamily, single family residential uses.

The Venice LUP also identifies the project site as falling within the boundaries of the Windward Historic Arcade. Policy I. F. 4. Of the LUP states:

The Windward Historic Arcade District boundaries are the south side of Market Street between Pacific Avenue and Ocean Front Walk on the north, the east side of Ocean Front Walk between Horizon Avenue and the 17th Avenue on the West, both sides of Windward Avenue between Pacific Avenue and Ocean Front Walk on the south, and the east side of Pacific Avenue between Market Street and Windward Avenue on the east. New development shall maintain and preserve the historical arcade area of Venice and be required, where feasible, to restore or replicate the arcade if they fall within the historic arcade locations.

The project site currently features two (2) two-story residential buildings which do not replicate

the historic arcade. The proposed development's plans include restoring the historic arcade, thus protecting the unique local character of the area, as seen below.



Figure 3: A rendering of the proposed development featuring the restored arcade.

The two buildings to the east of the project site have already restored the historic arcade, thus the project plans represent a continuation of the arcade's restoration along Market Street.

In a 1990 letter to then-councilmember Ruth Galanter, the Venice Historical Society recommended the restoration of the historic arcade, specifically calling out the south side of Market Street between Pacific Avenue and Ocean Front Walk. They suggest that new projects in this area "upon application for any change in use or improvements requiring a building permit shall be required to reconstruct an arcade consistent in design and location with the original arcaded buildings."

Height, Density, and Use

The surrounding area is made up of a range of low-mid density residential and commercial uses, including one-story retail buildings and two-story apartment houses, mixed-use, and office buildings. Market Street buildings range in height up to 40 feet. The proposed project involves extending the building envelope towards the front to accommodate a commercial ground floor space and more residential space, but does not involve changing the height of the existing structure. Each 3,511-square foot proposed building has a height of 20'-11.5" and a Floor Area Ratio of 1.3:1. Thus, the proposed project will be visually compatible with other commercial structures in the surrounding area.

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Parking

Typically, restaurants within the Venice Coastal Zone are mandated to provide off-street automobile parking at a rate of one space for each 50 square feet of Service Floor (including outdoor service areas). With 555 square feet of total Service Floor, each property would be required to provide **12 automobile parking spaces** for its restaurant use.

Commercial uses in the Beach Impact Zone (BIZ) are also required to provide one additional parking space for every 640 square feet of ground floor area for commercial Venice Coastal Development Projects. With a total commercial floor area on the ground floor of each building of 508 square feet, the BIZ parking requirement is **one parking space** for each building.

Although the VCZSP requires this amount of parking, California Assembly Bill 2097 (2022, Wicks) supersedes that requirement, and provides that residential and commercial developments within a half mile radius of a Major Transit Stop may *not* be subject to any parking requirements. The intersection of Windward Avenue, Main Street, and Grand Avenue at Windward Circle qualifies as a Major Transit Stop according to the April 24, 2024 memo from the director of the Los Angeles Planning Department.

For each building, the project proposes zero (0) parking spaces to be used in conjunction with its one commercial unit. The proposed project also provides two (2) long-term and two (2) short-term bicycle parking spaces. In order to achieve the highest public accessibility, the short-term bicycle parking will be located on the sidewalk in front of the building in the public right-of-way on Market Street.

This is consistent with Section 30252 of the LUP because it is: providing commercial facilities within or adjoining residential development, minimizing the use of coastal access roads; providing non automobile circulation within the development; providing adequate bicycle parking facilities which can be used as substitute means of serving the development and connect with public transportation; not a high intensity use that needs its own public transportation enhancements. Furthermore, the planned commercial establishment types are not of the nature that would prompt visitation with the sole purpose of patronizing the retail business contained therein, as Venice, Ocean Front Walk, and the Windward Community Center are all destination areas that draw coastal visitors. It is, therefore, not expected that visitors to the commercial units will require on-site parking at the proposed development.

• Describe how grading will be conducted so as to minimize alterations to land forms. If located on a bluff or in an area of high geologic risk, how will the project design assure stability and minimize erosion? For Projects located on a bluff or in an area of high geologic risk, provide a bluff delineation study and include the total number and location of all caissons and piles on a Grading Plan.

No re-grading of coastal lands will occur. The proposed project is the addition of a ground floor commercial retail space to an existing residential building which will not alter grade.

• Does the development involve diking, filling, or dredging of open coastal waters, wetlands, estuaries, or lakes? If so, what alternatives are available? How will the adverse environmental effects of this be minimized?

No it does not involve any of these activities.

• Is the proposed development coastal-dependent? Will it displace any coastal-dependent facilities?

No, the project is not coastal-dependent and will not affect coastal-dependent facilities.

• How will the development affect biological productivity of coastal waters?

The project will not affect biological productivity of coastal waters.

• Is the development proposed near parks or recreation areas or sensitive habitat areas? How will the project design prevent adverse environmental impacts on these areas?

Yes, the project is near Venice Beach which is a park and recreation area. The project proposes reduced parking and short- and long-term bicycle parking encouraging the use of alternative modes for park visitors. Furthermore, the development proposes community-facing retail opportunities including a restaurant (no drive-through window is proposed), further discouraging private vehicle use, which causes adverse environmental impacts through greenhouse gas emissions.

• Is the development proposed within or adjoining land suitable for agriculture? Will it convert agricultural land to another use? How is the project consistent with continued local agricultural viability?

The project is being built in an urban environment that is not suitable for agriculture.

• What water conservation features are included in the project?

Project will employ LID (low impact development) systems as a way to mitigate stormwater

runoff and maximize water efficiency and retention for landscaping purposes.

• What energy conservation features are included in the project?

The Project will observe all Title 24 required green building and energy codes applicable to residential buildings, and will feature skylights in the residential portion of the building which reduce dependence on electricity for indoor lighting.

• Describe current location of service lines for necessary utility connections and any extensions or relocations of service lines.

Power poles serve the site from Zephyr Court. Adequate existing sewer connections along Market Street serve the site.

• Will the development protect existing lower cost visitor and recreational facilities? Will it provide public recreational opportunities?

The proposed development project includes two ground floor retail units that are planned to contain visitor-facing retail and restaurant opportunities at costs appropriate for the existing market, enhancing the current visitor and recreational facilities.

• Will the development protect or provide low- and moderate-income housing opportunities? Will it displace low or moderate-income housing?

The proposed development will add to the existing stock of available housing in Venice by maintaining its existing residential units and guest rooms, which have been vacant. The addition of the commercial use will not displace any housing units.

• Is the development proposed within or near a known archeological, paleontological, or historic site? How will impacts on such sites be minimized?

No, the proposed development is not within or near a known archeological, paleontological or historic site.

• List all permits, permissions or approvals required from public agencies for this development and indicate those already applied for or granted.

(1) Coastal Development Permit

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- (2) Project Permit Compliance for the Venice Coastal Zone Specific Plan
- (3) Specific Plan Exception (x2)
- (4) Waiver of Dedication and/or Improvement (x2)
- (5) CUB (x2)

- **Is the project located:**

- o **Between the sea and the first public road paralleling the sea?** No
- o **Within 300 ft of the inland extent of any beach?** No
- o **Within 300 ft of the top of a seaward face of any coastal bluff?** No

Findings

1) The development is in conformity with Chapter 3 of the California Coastal Act of 1976 (commencing with Section 30200 of the California Public Resources Code).

Shoreline Access

The proposed project does not obscure public access to the coastline in any way. The proposed project also does not interfere with waterfront oriented recreational activities or waterfront land suitable for recreational activities. The subject property is located on a privately-owned parcel approximately one thousand feet from the shoreline.

Furthermore, the proposed project is located less than 500 feet from Windward Circle, which, due to the convergence of the LA Metro Bus Lines 1 and 33, as well as the Culver City 1 Bus Line, qualifies as a Major Transit Stop. Therefore, the existing infrastructure will be able to accommodate the project use and the project will not have significant adverse effects, either individually or cumulatively, on coastal resources. As such, the proposed development will not interfere with or obstruct any access to coastal resources or ocean use.

Recreation and Visitor Facilities

The proposed development will provide visitor-facing retail opportunities that will enhance the surrounding existing commercial establishments and provide opportunities for retail and restaurant commerce for visitors to recreational facilities.

Water and Marine Resources

The proposed project will not impact any marine resources. The project is above the high tide line and will not have any effect on the Pacific Ocean, or on the sandy inter-tidal zone.

Environmentally Sensitive Habitat Area

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The project is within a fully developed commercial and residential neighborhood with no such areas nearby.

2) The permitted development will not prejudice the City of Los Angeles to prepare a Local Coastal Program that is in conformity with Chapter 3 of the California Coastal Act of 1976.

The proposed project will conform to the Venice Community Plan and the Venice Coastal Zone Specific Plan. The commercial unit will provide visitor-facing retail to enhance the economic strength of the recreational facilities.

The ground floor commercial units will provide visitor-facing retail to enhance the economic strength of the recreational facilities and the continued provision of the for-rent housing units will add to a wider range of residential opportunities, which is particularly important in the “high resource” coastal zone.

3) The Interpretive Guidelines for Coastal Planning and Permits as established by the California Coastal Commission dated February 11, 1977 and any subsequent amendments thereto have been reviewed, analyzed, and considered in light of the individual project in making its determination.

The proposed project does not conflict with any of the guideline provisions for the subject area.

4) The decision of the permit-granting agency has been guided by any applicable decision of the California Coastal Commission pursuant to Section 30625(c) of the Public Resources Code.

The California Coastal Commission Public Resources Code is concerned with improving recreational opportunities for the public and the impacts to marine resources or sensitive habitat.

Approval of the proposed project through the granting of a Coastal Development Permit would not establish a precedent that deteriorates local governments or port governing bodies in their future decisions to protect the beach or coastal waters and therefore should not conflict with any action or decision made by the California Coastal Commission pursuant to Section 30626(c) of the Public Resources Code.

5) If the development is located between the nearest public road and the sea or shoreline of any body of water located within the coastal zone, the development is in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act of 1976.

The proposed project is NOT located between the nearest public road and the sea or shoreline of any body of water. As such, the proposed development does not interfere with the public's right of access to the sea.