

LOS ANGELES CITY PLANNING DEPARTMENT  
STAFF REPORT TO THE CITY PLANNING COMMISSION

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CASE NUMBER: CPC 98-0119

COMMISSION MEETING:

DATE: July 9, 1998  
TIME: \*After 9:30 A.M.  
PLACE: Dept & Building and Safety  
Commission Hearing Room  
201 N. Figueroa St. (South Tower)  
Ninth Floor, Rm. 900  
Los Angeles, CA. 90012

PUBLIC HEARING required  
(or)

COUNCIL DISTRICT: 6

Public Hearing completed  
or not required (public  
comment may be taken)  
 INFORMATION ONLY

PLAN AREA: VENICE

TO: City Planning Commission

FROM: Con Howe  
Director of Planning

SUBJECT: VENICE LOCAL COASTAL PROGRAM (LCP)

REQUEST: Establishment of a Land Use Plan (LUP) and enactment of an ordinance to establish the Local Implementation Program (LIP) within the Venice Coastal Zone. The two documents shall form the basis for the Local Coastal Program (LCP) for the Venice community.

SUBJECT LOCATION: All properties located within the Venice Coastal Zone (west of Lincoln Blvd.)

RECOMMENDATION: Staff recommends that the City Planning Commission approve the Land Use Plan and the Specific Plan Ordinance (LIP) as proposed.

STAFF, PHONE: Bob Duenas (213) 485-6901 or Haideh Aghassi (213) 485-4476

ADVICE TO PUBLIC: \*The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda.

Written communications may be mailed to: City Planning Commission, 221 N. Figueroa Street Room 1600, Los Angeles, CA 90012-2601. While all written communications are given to the Commission, the initial packets are sent the week prior to the Commission's meeting date. If you challenge this matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described here, or in written correspondence on the matter(s) delivered to this agency at or prior to the public hearing.

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## SUMMARY AND RECOMMENDATIONS

This plan has been prepared to comply with the California Coastal Act of 1976. The Coastal Act directs each local government lying wholly or partly within the coastal zone to prepare a Local Coastal Program (LCP) for those areas in the state's designated coastal zone. The Venice Coastal Zone is the area generally bounded by Marine Street on the north, the City-County boundary, Washington Street and Via Marina on the south, Lincoln Boulevard and Via Dolce on the east, and the Pacific Ocean on the west.

The Local Coastal Program (LCP) consists of a local government's land use plans, zoning ordinances, zoning district maps, and other actions which implement the provisions and policies of the California Coastal Act at the local level. The LCP contains a Land Use Plan (LUP) and a Local Implementation Plan (LIP), which is the proposed specific plan.

The LUP establishes plan goals and defines policy. It indicates the "kinds, location, and intensity of land uses, the applicable resource protection and development policies and, where necessary, a listing of implementing actions."

The LIP contains the regulatory controls and incentives for the systematic implementation of the LUP. The Specific Plan is intended to (1) replace the Venice Interim Control Ordinance and (2) serve as the portion of the LIP that establishes zoning and development standards within the Venice coastal zone.

**ACTIONS RECOMMENDED BY THE STAFF:** That the City Planning Commission:

APPROVE the staff report as the Commission's report on the matter; and

RECOMMEND that the City Council adopt the attached resolution approving the Land Use Plan attached as Exhibit "A"

APPROVE AND RECOMMEND that the City Council adopt the Land Use Plan attached as Exhibit "C".

APPROVE AND RECOMMEND that the City Council adopt the proposed Specific Plan ordinance (attached as Exhibit "D") as a portion of the Local Implementation Plan .

ADOPT the following findings:

1. That in accordance with Charter Section 96.5(5), the proposed LUP and the Specific Plan (LIP) are in substantial conformance with the purposes, intent and provisions of the General

Plan in that they regulate development in order to coordinate land use density and intensity with Coastal Act policies and guidelines; and


2. That in accordance with the provisions of Charter Section 97.2(1)(a), the proposed LUP and the proposed Specific Plan ordinance will not have an adverse effect upon the General Plan, the specific plans, coastal programs or any plan being prepared by the Department of City Planning in that the LUP and the proposed Specific Plan ordinance are consistent with the policies contained in the Venice Community Plan and the 1976 Coastal Act, and are based on the Coastal Commission's Interpretive Guidelines for granting permits within the Venice Coastal Zone; and
3. That in accordance with Charter Section 97.2(1)(b), the proposed LUP and proposed Specific Plan ordinance are in conformance with the public necessity, convenience, general welfare and good zoning practice, in that they will protect, maintain and enhance the balanced use of the environmental, land and recreational resources of the Venice canal zone; and
4. That the ordinance is a necessary component of the Venice Local Coastal Program (LCP), in that it is consistent with the guidelines for the implementation of the California Coastal Act of 1976 and it establishes a discretionary review procedure for projects which, prior to the adoption of the LCP, could potentially inhibit the city's ability to implement provisions of the LCP; and
5. That the Public Resources Code Section 21080.5 exempts local government from all CEQA requirements normally applicable to activities and approvals necessary for the preparation and adoption of a Local Coastal Program. On May 22, 1979 the Secretary for Resources certified as an "EIR equivalent" the program of the California Coastal Commission regarding Local Coastal Programs.
6. That the provisions of the Specific Plan and the Policies within the LUP regarding the Venice Canals and the Ballona Lagoon will protect them from the negative impacts of development within and around these sensitive coastal wetlands. The LUP and proposed Specific Plan regulate the location of buildings and site drainage along the banks of the Ballona Lagoon. These regulations and others will help preserve the ecology of the waterways and minimize pollution that may enter the marine environment.
7. The establishment of adequate on-site parking provisions will alleviate congestion on local streets and alleys, service commercial patrons thus enhancing the viability of the commercial uses, and enhance access and parking opportunities for beach visitors by reducing competition for existing on-street parking spaces. In addition, to minimize traffic conflicts the plan restricts vehicular access away from walkstreets and onto alleys and more vehicular compatible streets.
8. The provisions for additional height and bulk limits will control further increases in height

and density in order to be compatible with the small scale character of the existing community, ensure solar access and views of coastal resources and will permit dwelling units of adequate size and square footage.

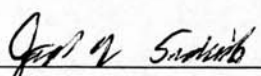
9. That the proposed specific plan encourages a mixed-use type of commercial uses so that the residential uses and small commercial shops are in proximity. This proximity will also help reduce vehicular traffic and preserve the pedestrian oriented shopping districts. The height restrictions and common wall construction restrictions will prevent out of scale developments from disrupting the area's physical character.
10. Access provisions will maintain and enhance the amount of access to the public beaches, canals and lagoons without an over-burden on the existing facilities or a detrimental effect on the community.
11. The recommendations for zone changes from C2 to C4 for various commercial areas will restrict automobile oriented uses and encourage retail and service uses which serve the community consistent with the adopted Venice Community Plan.
12. That the proposed ordinance reaffirms development standards for the previously adopted Oxford Triangle Specific Plan C4(OX)2D-zoned area. A height limitation has been added to single-family (R1) residential zones to maintain the existing residential scale and to the C2 zone along Washington Blvd. to ensure compatible scale with the adjacent neighborhood.
13. That Venice is identified as an area of special significance which requires additional zoning regulations as determined by public meetings to identify coastal issues and to develop a specific plan to address major issues.
14. That creating a Land Use Plan for Venice has been designated the most appropriate mechanism for preparing the policy portion of the Local Coastal Program.
15. That creating a Specific Plan for Venice has been designated the most appropriate mechanism for implementing the Local Coastal Program; and

16. That the Land Use Plan and Specific Plan ordinance, together with Post-Certification Coastal Development Permit Procedures, are intended to constitute the City's Venice Local Coastal Program.


CON HOWE  
Director of Planning

  
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Robert H. Sutton  
Deputy Director

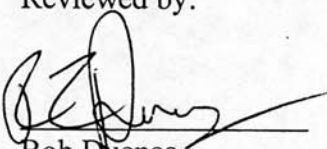
APPROVED BY:

  
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Jack C. Sedwick  
Principal City Planner

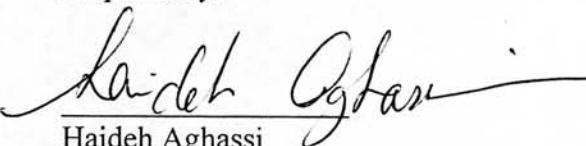
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## STAFF REPORT

### Request

Preparation of a Local Coastal Plan for all properties located within the Venice Coastal Zone, generally bounded by Marine Street on the north, the city-county boundary, Washington Boulevard and Via Marina on the south, Lincoln Boulevard and Via Dolce on the east and Pacific Ocean on the west.

### Background

The planning process undertaken by the city is intended to accommodate both the Coastal Act's objective of preserving coastal amenities and increasing public access to the shoreline, and the city's need to plan for the improvement of the physical, social and economic environment of the Venice Community in an orderly manner.

As directed by the California Coastal Act, the first step in developing a Local Coastal Program (LCP) for Venice was the identification, in 1979, of coastal conservation and development issues to determine which of the Coastal Act policies applied in Venice. These issues were then translated into a work program which was subsequently approved by both the City Council and the California Coastal Commission.

The Department of City Planning has had an ongoing program of citizen involvement. In 1988, a total of 27 public meetings and workshops were held to solicit information from the community and to present the Venice Coastal Draft Land Use Plan (LUP) which was released to the public in April 1988. Numerous public comments were received on the Draft LUP between April and August 1988. The comments were summarized and organized by coastal policy group. A Preliminary LUP was prepared and released to the public in March 1990. The Preliminary LUP incorporated information contained in the April 1988 Draft LUP and the summary of comments.

A public workshop on the Preliminary LUP was held on March 19, 1990. The workshop was attended by approximately 100 individuals. A public hearing was held on March 28, 1990, during which 65 of the approximately 150 individuals who attended, testified.

In January of 1991, a Planning Commission hearing was held on the draft Venice Coastal Land Use Plan (LUP), a document which serves as the framework for overall plan goals and policies and serves as a conceptual guide for the second phase of the program, the Local Implementation Plan (LIP). The Commission instructed staff to proceed with work on the LIP and to bring both the LUP and the completed LIP back to them for a hearing at the same time. The LIP consists of a specific plan and related implementing ordinances, zoning map and plan amendments. These will establish land use designations, zoning, and development standards for all uses within the Venice Coastal Zone.

Staff completed a series of nine workshops in the community to discuss development standard recommendations for the various sub-areas within the coastal zone. The Planning Department received the Coastal Commission comments in June 1994. The final phase of a three-year parking and traffic study for Venice was completed in April 1995. A revised LUP based on the community workshops, the Coastal Commission comments and the traffic analysis was sent to other City Departments for review in May 1996. After incorporating comments from these departments the Planning Department held two workshops on the Revised Preliminary Venice LUP in November and December 1996. The Preliminary LUP was further revised and along with the draft Specific Plan were released in April 1998.

#### Venice Interim Control Ordinance (ICO)

The Venice ICO is entering its 10<sup>th</sup> year and was recently approved in May 1998 to be extended until June 1999 with two ninety day extensions. The Venice ICO established temporary development standards which helped prevent over development of Venice until a Local Coastal Program could be developed for the community. Many of the standards within the ICO have been carried over into the proposed specific plan along with additional standards which have been developed during the coastal planning process. It is intended that when the City Council adopts the proposed specific plan it will supersede the ICO.

#### General Plan Advisory Board

The LUP helps identify and establish policies for many departments in the City which have projects in the coastal zone. On March 15, 1995, the Planning staff met with the General Plan Advisory Board and presented a draft LUP to the Board. The Board was asked to review the document and submit detailed policies and implementation strategies for the Venice area, relative to their departments. Over the next 6-8 months the various departments and planning staff were able to translate the work programs of the departments into policies to be followed in the LUP.

#### Environmental Status

Public Resources Code Section 21080.5 exempts local government from all CEQA requirements normally applicable to activities and approvals necessary for the preparation and adoption of a Local Coastal Program. On May 22, 1979 the Secretary for Resources certified as an "EIR equivalent" the program of the California Coastal Commission regarding Local Coastal Programs.

#### Public Testimony

Two Community Open Houses were held on April 29, and May 12, 1998. A public hearing was conducted on May 21, 1998. The notice of the Public Hearing was published on April 24, 1998 in the Metropolitan News. Press coverage of the Open Houses and Public Hearing was provided in the Argonaut on May 7, 1998 and the Los Angeles Times, Metro Section, on May 12 and 21, 1998. The



notices of the Open Houses and Public Hearing were mailed to community residents, homeowner groups, people who had attended the workshops held in 1996 and 1997, and other interested groups and individuals. All property owners located within 500 feet of properties proposed for zone change were also mailed a notice of Public Hearing. A total of 3734 notices were mailed for the Public Hearing.

The public hearing was attended by approximately 55 people. There were 26 people who gave oral testimony. Written comments were taken at the hearing. It was announced at the hearing that written comments from the public would be accepted for another two (2) weeks until June 4, 1998. Staff received 16 letters after the public hearing and two letter after June 4, 1998.

In addition, the Planning Department staff met with a member of the Venice CPAC, Community Plan Advisory Committee, to discuss and clarify certain issues. The member's comments and the Planning Department responses are included in the "Response to testimony".

### **RESPONSE TO TESTIMONY/COMMUNICATIONS:**

The following is a summary of the testimony presented, letters received and staff's response/recommendations. Exhibit "E" of this report is a key map to locations mentioned in the comments.

#### 1) **Zone Change from C2 to C4 Along Rose Avenue**

##### Comments:

At the Public Hearing, 7 people spoke in opposition to the zone change. There were also 4 letters submitted in opposition. Several residents claimed that the zone change allows for a large number of high volume business ventures that will severely impact the surrounding residential area with the parked cars of both employees and customers.

One property owner was concerned that the change of zone from C2 to C4 may effect the integrity of the neighborhood and street by making second hand shops non-conforming uses.

One commentator would like to see commercial uses with artist lofts on the top and little shops below.

In addition several people suggested that the properties along Rose Avenue between 4th and 7th Streets be rezoned from C2 to RD1.5.

##### Response:

The properties along Rose Avenue, between 4th and 7th Streets are designated as General Commercial (Highway Commercial) and zoned C2.

The Preliminary Working Papers, prepared based on the community workshop in 1993, recommended community retail and service uses for this area. To allow for more community uses, and reduce the intensity of commercial uses, the proposed LCP designates the area as community commercial and would rezone it C4 which is a more restrictive zone than "C2". Section 12.16 of the LAMC (C4 zone) regarding the permitted uses in the C4 zone states:

"2. Any use permitted in the C2 Zone provided that all regulations and limitations of said C2 Commercial Zone are complied with, except the following uses....."

C4 Zone was recommended to limit the auto related and more intensive uses.

Regarding the artist lofts on the top and a commercial use below, this area is not appropriate for Artist-Residence Overlay Zone because the area is improved with retail uses, community services and multi-family dwelling units and is compatible for community uses.

Down zoning the area from commercial zone, C2, to residential zone, RD1.5 would make all existing retail and service uses non-conforming. Section 12.23B1(a) of the LAMC states that any non-conforming commercial or industrial use in the R Zones shall be discontinued within five years from the date the use becomes non-conforming.

2) **Bikeway along Ocean Front Walk**

Comments:

At the Public Hearing, 6 people spoke in opposition to the extension of a bikeway along Ocean Front Walk south of Washington Boulevard to the Marina Jetty. There were also 4 letters submitted in opposition. The following are the commentators' concerns:

- There is already unlimited and easy access by buses, cars, bikes and skating.
- Although the bikeway has been previously approved, the issues it raises should be addressed here and now.
- If the bikeway is a commuter bikeway, it should be on Speedway and integrated with the adjacent communities.
- The extension of the bikeway violates the Coastal Act Policies and destroys the natural beauty and existing quiet, pristine, untouched character of the Marina Peninsula Beach.
- The Marina Peninsula beach is serene and traditionally a family beach, where children can play without interference by bicyclist and roller skaters.

- The bikeway would actually be directly adjacent to, if not overlapping, the least tern bird sanctuary, located on the beach north of the Marina Jetty. There is not enough space for the bikeway to go through without adversely affecting the birds.
- There is no provision for an Environmental Impact Report.
- The extension of the bikeway into the Marina Peninsula beach increases crime, noise, vandalism, trash, and graffiti.
- There is neither enough money to maintain the bikeway nor police to protect it.

Response:

The City of Los Angeles Bicycle Plan, a portion of the Transportation Element of the General Plan, adopted on August 6, 1996, designated the beach bike path as part of the Citywide Bikeway System. The subject bikeway is also shown as a bikeway on the existing Community Plan Map. However, the City Bicycle Plan does not have any policy statement as to the type of use of the bikeways (e.g. recreational vs. commuter). Therefore, the Exhibit 15 and 15a of the LUP has been revised to delete "commuter".

One of the Coastal Act's objectives is to provide maximum public access to recreational facilities at the beaches. The extension of this bike path south of Washington Boulevard is proposed to help alleviate overcrowding in the area north of Washington Boulevard and to provide adequate and safe public recreational access for both residents and visitors alike to the area south of Washington Boulevard.

There is approximately 70 feet of the beach between least tern sanctuary and Ocean Front Walk which is currently being used for beach volleyball. A portion of this area can be used for a 10 to 14 foot bike path.

At the time of the construction of the bike path an initial study will be prepared to determine if an Environmental Impact Report is necessary. The Planning Department is in favor of the extension of the bike path, because it is one of the essential parts of the Shoreline Access Section of the Venice Coastal Plan.

3) **Ocean Front Walk**

Comments:

At the Public Hearing, two people spoke in opposition to the extension of the Ocean Front Walk South of Washington Boulevard to the Marina Jetty. There were also two letters submitted in opposition.

The following are the Commentators' concerns:

- The City or County should not spend any public funds to extend the Ocean Front Walk unless they also have funds to maintain it dirt free, litter free and free of vandalism.
- The extension of Ocean Front Walk is dangerous to elderly and children.
- The extension of Ocean Front Walk violates the Coastal Act Policies and destroys the natural beauty of the Marina Peninsula beach.
- The Ocean Front Walk would be adjacent to, if not overlapping, the least tern sanctuary.
- All the maps of the Marina Peninsula show an Ocean Front Walk like it already exists, where there is nothing but sand.

Response:

The Ocean Front Walk is a designated pedestrian path along the beach, next to the private properties facing the beach. It provides access both to the buildings adjacent to it and to the sand. The portion north of Washington Boulevard is entirely improved, crowded and overused. The portion south of Washington Boulevard is partially improved and rarely used. It has been confirmed by the Bureau of Engineering, West Los Angeles Office, that the entire Ocean Front Walk has been dedicated or there is an easement for the pedestrian path. The extension of Ocean Front Walk is required to improve lateral pedestrian access to the beach and is one of the essential parts of the Shoreline Access to the Marina Peninsula.

4) **Properties facing Ballona Lagoon, in Marina Peninsula, between Ironside and Topsail Streets - known as Alphabet lots.**

Comments:

Several Community residents supported the proposed zone change from RW1 (residential waterfront) to OS (open space) in this area.

One of the Venice CPAC members commented that the Alphabet lots land swap and their designation as OS were not reflected in the LCP.

Response:

The commentator omitted noticing Policy I.A.4.d of the LUP which addresses the land swap of the Alphabet lots. Also the Specific Plan includes a proposed zone change to OS (Exhibit

6).

5) **Ballona Lagoon Bridge at Lighthouse Street**

Comments:

The Ballona Lagoon bridge at Lighthouse Street should be shown on the LUP maps.

Response:

The bridge, being a pedestrian one, was shown only on Exhibit 16b of the LUP as a pedestrian path. The LCP maps have been revised to show it on all maps.

6) **Public Notice**

Comments:

- The amount of public notice mailed out was not enough. Every household should receive one. The public notice should be mailed in a timely manner and the materials should be represented in a way that they can be easily understood.

- Public notice was confusing. The commentator was not sure whether he should be at the Public Hearing the entire time, 4:30 pm - 7:30 pm, or if he could come in only to give his testimony.

- It was unfair to hold the public hearing at 4:30 pm to 7:30 pm because most people work until 7:00 pm.

Response:

Proper notification for the Open Houses and Public Hearing was mailed out. The public notice for the Open House, held on April 29 and May 12, 1998, was mailed two weeks prior to the first Open House, and the notice for the Public Hearing, held on May 21, 1998, was mailed out twenty-four days prior to the meeting day.

Several announcements and articles were published in Metropolitan News, Los Angeles Times (Metro Section) and the Venice Argonaut newspapers indicating the time and place for the Open Houses and Public Hearing.

In addition, the revised LUP and Draft LIP have been available for review and pick-up by the public since April 28, 1998, at the Venice Library, the Council Office (CD6) and the Planning Department.

7) **The proposed Zone Change from C2 to C4 at Pacific Avenue and Washington Boulevard.**

Comments:

The owner of a pet shop and pet grooming business on the northeast corner of Pacific Avenue and Washington Boulevard wrote in opposition to the proposed change claiming that it would effect his business and was concerned about his entitlement.

Response:

All the properties along Washington Boulevard between Strong Drive and Ocean Front Walk are zoned C2 and improved mostly with neighborhood retail, restaurant, and visitor serving commercial.

In a community workshop in 1993, the residents recommended neighborhood and visitor serving commercial and personal service uses for this area. The new zone, C4, is more compatible with the desired uses, and restricts automobile oriented uses, but it would make the pet shop a non-conforming use. However the pet shop can be continued indefinitely as a non-conforming use according to Section 12.23B1 of the LAMC.

8) **The proposed Zone Change from C2 to R3 along Pacific Avenue between Catamaran and Driftwood Streets**

Comments:

The owner of the property located on the southwest corner of Catamaran Street and Pacific Avenue spoke against the zone change from C2 to R3. She claimed that they were requested to build a mixed-use building, two residential units plus two commercial units, which they did. She requested that the property remain commercial.

Response:

The properties in the subject area are designated neighborhood commercial and zoned C2. The lots located east of Pacific Avenue and the north westerly corner of Driftwood Avenue are improved with multi-family dwellings. The subject property is improved with a mixed-use building. The surrounding area is also improved with multi-family dwellings.

In a community workshop, the community residents recommended [Q] R3 for this area. Due to the existing mixed use on one of the properties, the recommendation is revised to [Q]C2. The [Q] condition would allow mixed-use and R3 residential uses.

9) **Marina Peninsula, Residential Density**

Comments:

Two property owners in the Marina Peninsula Subarea sent correspondence stating that the proposed density of one dwelling unit per 1500 square feet on R3 zoned lots, would cause significant financial hardship by reducing the potential value of the properties. A 2700 square feet lot, 30' x 90', is the standard size lot for this area. Most of the area's lots are improved with duplexes.

The density of 1500 square feet would allow only one dwelling unit on a 2700 square foot lot. It is unfair to place restrictions on the properties which would not allow the owners to build what is currently the standard type of dwelling in this neighborhood, two dwelling units per lot.

Response:

Staff reviewed the pattern of lot sizes and determined that there were a number of lots less than 3,000 square feet in size that would be affected. The prevailing development pattern and policy is to support two units per lot. Therefore, the LUP text (policy I.A.7.c) and proposed Specific Plan ordinance (Section 9.D.2b) have been revised to allow a density of 1200 square feet per unit on R3 zoned lots. A limit of two units per lots less than 4,000 square feet is still proposed.

10) **Downzoning**

Comments:

One person testified that the City has systematically downzoned the community of Venice, taking the value of our properties and giving it to the Playa Vista Project. The commentator stated that former Councilwoman Pat Russell viewed Venice as a service area for Marina Del Rey. We do not want to be servant to anybody. If the City is going to downzone the area from R4 Zone to R3, the City is taking 1/3 of our property's value. Ms. Galanter should do something about landscaping Venice Boulevard.

Response:

Changing the zone from R4 to R3 is consistent with the ICO in place for 10 years, and was recommended by the community residents to preserve the scale and character of the community. In addition, because of circulation and infrastructure limitations, the assigned Land Use categories in the LCP results in substantially lower build out density than existing zoning. Plans for landscaping Venice Boulevard have been prepared and have been approved by the Coastal Commission.

11) **Windward Avenue Zone Change**

Comment:

Both side of Windward Avenue, between Speedway and Pacific Avenue, should be rezoned to C4 Zone. The C4 Zone is more in character with the existing uses.

Response:

This area is designated Art craft Commercial by the community plan and the LUP Land Use Plan Maps and is zoned C2. The area of Windward and Ocean Front walk designated Art craft Commercial in the surrounding area is also zoned C2. The C4 zone intends to encourage local services for the residents of the area. Merchants/artist within a Art craft area will service a larger area and not just the local residents. Section 9.F.1.b of the Specific Plan sets forth land use limitations in the area as follows: "artcraft acitivities including mixed-use, combining residential and commercial uses which emphasize artist-in-residence uses, small businesses, light industrial and artisan activities shall be permitted in these areas." Joint living and working quarters for artists and artisans are permitted in the C2 zone by Sections 12.27 I 21 and 12.13.A 2( a) 27.

12) **Ocean Front Walk Building Height**

Comment:

A maximum 30 foot height limitation for Ocean Front Walk is unreasonable. In order to be able to build two units per lot, the maximum height should be at least 36 feet.

Response:

Section 9.F.3a of the proposed Specific Plan and Exhibits 11a and 11b, and Policies I.A.7d & I.A.8c of the Land Use Plan have been revised to permit a maximum height of 35 feet for North Venice.

13) **Parking Space Required**

Comments:

The minimum parking space requirement for Venice is too high. The parking table should be revised. Parking requirements should be abolished. Accessibility should be provided by more bus services and bikeways.

Lots range in size from less than 3000 square feet to 5000 square feet. The required parking spaces for such a small lot is unreasonable.



Response:

The required parking spaces in the Venice Coastal Zone was prepared in consultation with the Coastal Commission and it has been enforced by the Venice Interim Control Ordinance (ICO) for the past ten years. The purpose is to provide adequate parking for residents of the community and still have available public parking to enable public access to the coastal zone.

14) **Existing Public Parking Lots**

Comments:

All existing public lots should be shown on the Coastal Access Map, Parking and Beach Impact Zone. Several parking spaces at the street ends, between Jib and Topsail Streets, where they terminate into the Ballona Lagoon at the west bank, and the parking spaces at the street ends where they terminate into the Ballona Lagoon at the east bank, should be shown on the map. The parking lots along North and South Venice Boulevards between Abbot Kinney Boulevard, and Electric Avenue are not shown on the map.

Response:

Exhibits 13a & b of the LUP have been revised to show the existing public parking lots on the map.

The parking spaces at the Ballona Lagoon east bank were mentioned in the Specific Plan, but not shown on the Coastal Access Map. The map has been revised to show these parking spaces. However, there is no improved parking spaces at the street ends at the west bank of the lagoon at this time. Because of the steep embankment and the need to provide some buffering from the automobile traffic along Pacific Avenue, the strategy along the western shore is to limit physical access at this time. It is premature to designate parking spaces at the street-ends in this area without a further study. (See the Response to Comment 26. See also the Response to Comment 20.)

15) **Parking District/Preferential Parking**

If any preferential parking district is established, they should improve the shoreline access by ensuring better turnover of vehicle parking for non-residents and protecting the shore and community in the evening when access to the beaches is illegal.

Response:

Parking policy II.A.6 of the LUP states that "Establishment of residential preferential parking districts shall be contingent upon providing adequate visitor parking or replacing displaced public parking spaces." Coastal Commission approval is required to establish a district. The

detailed plan for the implementation of preferential parking district will be studied at the time of each preferential parking district establishment. Conditions may include permitting the public to buy a day permit, or metering of street spaces.

16) **Beach Parking Lot at the Jetty**

Comment:

Several residents supported the removal of the proposed parking lot on the beach next to the Marina Jetty.

Response:

The parking lot has been deleted.

17) **Shuttle Bus**

Comment:

The city needs more parking lots located out of the Coastal Zone, which are connected to the beach with small shuttle buses.

Response:

Policy II.A.5 of the LUP proposes the utilization of the existing parking lots and structures available inside or outside of the Coastal Zone and use of shuttle buses to connect these lots to the beach in summer.

18) **Street Closure to Traffic**

Comments:

Studies should be made for feasibility of closing Pacific Avenue, Main Street and Speedway except for the residents, in the summer time.

The Marina Peninsula has to be closed on all holidays because it is dangerous. It is detrimental to the safety of not only those of use who live here, but to the people who come to visit. The part of Venice east of Lincoln Boulevard, from the Santa Monica border to Washington Boulevard should be designated as a walking, biking and skating zone.

Response:

The closure of Pacific Avenue, Main Street, Speedway and Marina Peninsula to traffic on

a regular basis is contrary to Coastal Act policy, which requires that maximum access be provided to the coastal area for all the people.

19) **MTA Bus Yard**

Comment:

The lot located between Pacific Avenue and Main Street, south of Sunset Avenue, is operated and owned by the Metropolitan Transportation Agency. The site is used as a bus garage and maintenance yard. The use does not comply with the Coastal Act. The location is inappropriate for such a use, because it is in a residential area. There is no reason that the buses start at 4:30 am in a residential neighborhood. The LUP has never reflected any of community's concern regarding this lot. The MTA bus yard should be removed from its present site.

Response:

The site is zoned [T][Q]CM. The [Q] conditions regulate landscaping, walls, fences, screening, access, signs, lighting, noise and uses. However, MTA owns the lot and the bus yard has been at its present location for many years. Even if the use is a non-conforming use, the Venice LCP cannot enforce removal of non-conforming uses in Venice. Contrary to the comment, the LUP Policy I.C.7 addresses the bus yard. Policy I.C.7 indicates that should the site become available, priority uses for the future redevelopment of the site include affordable housing, mixed uses, and a parking structure. In addition to the permanent [Q] conditions, there are also development standards for parking structures in the Venice LIP if this lot were to be used as one.

PUBLIC  
PARKING

20) **Venice Boulevard**

Comments:

The maps showing Venice Boulevard realignment are incorrect. Venice Boulevard is 350 feet wide between Pacific Avenue and Lincoln Boulevard. As part of the Venice Boulevard realignment, open space lots along North and South Venice Boulevards and the access road parking lots between Abbot Kinney Boulevard and Electric Avenue have been proposed, which are not shown in LCP Map.

Response:

It has been found that Venice Boulevard is not 350 feet wide. The right-of-way shown on LCP maps is correct. However, the location of the open space should be checked. We agreed that open space locations would be studied for accuracy in Venice Community Plan Update (CPU) process. The updating of the Community Plan Land Use and the clean up of

non-related coastal uses are the task of the Venice CPU, which will start in the summer of 1998. If necessary, the result of the CPU process will be incorporated into the LCP documents.

The Planning Department has checked with the Department of Transportation and found no evidence that there has been any access road/parking lot designated along North and South Venice Boulevards between Abbot Kinney Boulevard and Electric Avenue.

21) **Venice Boulevard Public Library**

Comments:

The library building and its parking lot are not shown on the land use map. The land use map also shows the library site designated as open space.

Response:

The library building is neither a coastal facility nor required to be shown on the LUP Land Use Map. It will be shown on the Community Plan Land Use map. The Public Facilities and Open Space Clean-Up process, City Plan Case No. 95-0148 GPC, designated the library site as open space. This will be studied and corrected, as necessary, under the Venice CPU. (See also the Response to Comment 20).

22) **Venice Pavilion**

Comments:

The Venice Pavilion should be renovated to create an arts complex that is made of several parts. Now that the Venice Arts Mecca is not using the Pavilion, it should not be removed.

Response:

The LUP has been updated to indicate that the Venice Arts Mecca was not successful in their efforts to utilize the Pavilion. The Department of Recreation and Parks staff and a consultant in cooperation with the council office, are currently exploring alternatives for the site.

23) **Windward Circle**

Comments:

Windward Circle is not shown on the LUP maps.

Response:

The maps have been revised to show the Windward Circle.

24) **Regional Trip Mitigation Fee**

Comment:

The Los Angeles County of Department of Beaches and Harbor is concerned specifically about regional trip mitigation fee. They feel is not adequately identified in the Venice LCP as they are specifically identified in the County of Los Angeles Marina Del Rey LCP. The fee is to mitigate the trips generated by the development in the Venice area. They are concerned about the intersection of Lincoln and Washington Boulevards. They want adequate mitigation for that intersection. The trip mitigation fees should be assessed for development in the Venice LCP area in the same manner that they are assessed in the Marina Del Rey area, so that there is an equitable distribution of fees charged to all the development including residential regardless of the particular type of land use.

Response:

While the County of Los Angeles identifies and deals with the regional trip mitigation fee in the Marina Del Rey LCP, the City of Los Angeles identifies and deals with the fee in a separate specific plan which covers a wider region from Venice to LAX, west of the 405 freeway (the Coastal Transportation Corridor Specific Plan). The CTCSP is the funding implementation ordinance for the regional transportation improvements in the LCP area. The CTCSP applies to development on C, M or P zoned lands. Mitigation measures are required which may include TDM, dedication, improvements and payment of a trip fee (TIA fee). However, local-serving commercial uses and residential projects are exempt from the TIA fees. These projects nevertheless are required to implement mitigation measures related to the project impacts. The City's policy has been to encourage affordable housing and therefore not charge trip fees to residential projects. The City supports a study of mitigation alternatives at Lincoln and Washington, but reserves the right to establish its own source(s) of any fair share of funding.

However, it should be mentioned that the Venice LCP density is based on land use categories which substantially lower build out densities than current zoning. In comparison, the Marina del Rey increased their residential density in their LCP.

25) **Grand Canal**

Comment:

Please identify and highlight that the Canal portion between Washington and Hurricane Streets has not been restored and needs to be set at the highest priority to be accomplished.

Response:

The canal portion identified above is known as Grand Canal. Policy IV.B.7 of the LUP recommends the restoration and maintenance of the Grand Canal.

26) **Paths Along Grand Canal and Ballona Lagoon**

Comment:

On Exhibit 16b of the LUP, there are two paths that are not shown. One is on the east side of Grand Canal, between Washington Boulevard and Driftwood Street. The second one is on the west side of Ballona Lagoon, between Jib and Lighthouse Streets.

Response:

The exhibit has been revised to show the path on the east side of Grand Canal. However, because of the steep embankment at the west bank of Ballona Lagoon, there is no path proposed for this sensitive area at this time. The improvement of this area needs a future study as part of the Ballona Lagoon Enhancement Plan which was adopted by the Coastal Conservancy in October 1993. See also comment # 14.

27) **Walkstreets**

Comments:

The resident on one of the walkstreets was opposed to the idea of taking away the front yard of his property and adding it to the walkstreet, widening the improved portion from 10' to 28'. Another commentator opposed to the widening of the existing walkstreets, requesting that they be left the way they are.

Response:

The LCP would not alter the location of public vs. private lands, and Section 11.A.2 of the Specific Plan specifically supports preserving existing gardens and patios. The focus of the LCP is to preserve and maintain the walkstreets at their present width for public access to the shoreline. No widening of the walkstreets has been proposed. See Policy II.C.7 of the LUP, and Section 11 of the Specific Plan.

28) **Existing Bike path Location**

Comment:

On Exhibit 17b, the location of existing bike path is incorrect. The existing bike path goes

along the sidewalk and enters Washington Street.

Response:

The exhibit has been corrected to show the existing location of the bike path.

29) **Restroom**

Comment:

There is no reason to add a new restroom along the beach in the middle of Marina Peninsula. The existing restroom at the end of the peninsula is underutilized.

Response:

The Marina Peninsula beach has less recreational facilities than the northern beach areas of Venice. An additional restroom facility in the middle of the peninsula would support beach access and protect public health.

30) **The Open Space lots on Reef Street**

Comment:

Please clarify if the two lots on Reef Street, stated to be open space, are to be allowed for future parking development.

Response:

The implementation strategies of Policy II.A.2 of the LUP have been revised to delete the reference. Due to environmental conditions, the lots easterly of Pacific Avenue should be retained as open space.

31) **Venice Pier**

Comment:

The LUP does not reflect that the Venice Pier has been restored. The Pier has been restored, but the concession stand has not.

Response:

The LUP has been revised to reflect the completion of the Venice Pier construction, see

Policy III. B. 2.

32) **Speed Bumps, Stop Signs**

Comment:

Provide more speed bumps and stop signs to reduce traffic speed.

Response

Point noted. The provision of speed bumps and stop signs is not a coastal issue. The City of Los Angeles, Department of Transportation will be notified regarding these issue.

33) **Bay Cities Laundry**

Comment:

The owner of Bay Cities Laundry submitted a letter stating that the Bay Cities Laundry should be removed from the list of significant architectural, historical and cultural landmarks in the Venice LUP. The building engineers informed the owner that the building has no significant architectural qualities.

Response:

Bay Cities Laundry, was identified through efforts of surveys by the Venice Historical Society, City of Los Angeles and others as a significant architectural/ historical landmark. The LUP does not, by itself, result in a designation as an official City Historic-Cultural Monument. If the site were to be nominated, information on its's quality would be reviewed by the City's Cultural Heritage Commission. The LUP policy I.F.2 supports, whenever possible, the reuse and renovation of historic structures.

Discussion of the Proposed Specific Plan Ordinance and Land Use Plan

The policies of the LUP encourage: "the preservation of the unique characteristics of the Community, including historical buildings within the Community, the protection of low-density areas, the conservation of designated open space lands, the preservation and strengthening of community service facilities, the provision of industrial lands to provide employment opportunities for residents and an adequate economic base for the Community, and implementation of appropriate coastal policies." The Plan also encourages "coastal-dependent development in preference to other development and recognizes coastal recreational facilities and beach-oriented commercial activities as preferable coastal-dependent uses", in addition to preservation of estuaries and wetlands and protection of Venice Beach as a natural and recreational resource.



The proposed ordinance will provide a development guide for the community to help it retain its unique and desirable character. The physical development of the community will be able to better reflect the goals and objectives of the community residents and business owners. The standards of the ordinance reflect some of what is in the Venice Interim Control Ordinance in addition to standards which have been refined by the community and the Coastal Commission. The structure of the ordinance reflects the distinct neighborhoods within Venice such as, North Venice, Oakwood-Millwood-Southeast Venice, Oxford Triangle, Venice Canals, Ballona Lagoon East and West, and the Marina Peninsula. The ordinance recognizes the subtle differences of the neighborhoods and makes changes in heights and setbacks to reflect those differences.

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EXHIBIT A

RESOLUTION

**WHEREAS**, the California Coastal Act of 1976 has declared that the California Coastal Zone is a distinct and valuable resource of vital and enduring interest to all the people and exists as a delicately balanced ecosystem; and

**WHEREAS**, one of the basic goals of the State is to protect, maintain, and where feasible, enhance and restore the overall quality of the Coastal Zone environment and its natural and manmade resources; and

**WHEREAS**, the California Coastal Act of 1976 requires each local government lying, in whole or in part, within the Coastal Zone to prepare a Local Coastal Program for that portion of the Coastal Zone within its jurisdiction to assure that maximum public access to the coast and public recreation areas is provided, consistent with Chapter 3 of the Act; and

**WHEREAS**, portions of the Venice Community Plan lie within the Coastal Zone, as designated by the State Legislature; and

**WHEREAS**, the portion of Venice west of Lincoln Boulevard lie within the Coastal Zone; and

**WHEREAS**, Venice is identified as an area of special significance which required zoning regulations beyond that the traditional zoning code as determined after conducting several public meetings in coastal communities to identify coastal issues of major concern and after conducting several public workshops in coastal communities to develop a Specific Plan to address major issues; and

**WHEREAS**, creating a Land Use Plan for Venice has been designated the most appropriate mechanism for preparing the policy portion of the Local Coastal Program; and

**WHEREAS**, creating a Specific Plan for Venice has been designated the most appropriate mechanism for implementing the Local Coastal Program; and

**WHEREAS**, the Land Use Plan and Specific Plan ordinance, together with the proposed Post-Certification Coastal Development Permit Procedures, are intended to constitute the City's Venice Local Coastal Program; and

**NOW, THEREFORE, BE IT RESOLVED** that pursuant to California Public Resources Code Section 30510(a), the City Council of the City of Los Angeles hereby certifies that the Land Use Plan of the Venice Local Coastal Program is consistent with the California Coastal Act of 1976.

**BE IT FURTHER RESOLVED** that pursuant to California Public Resources Code Section 30510(b) and to Section 00071 of the **Local** Coastal Program Regulations of the California Coastal Commission, the City Council herewith submits the Land Use Plan of the Venice Local Coastal Program.

## EXHIBIT B

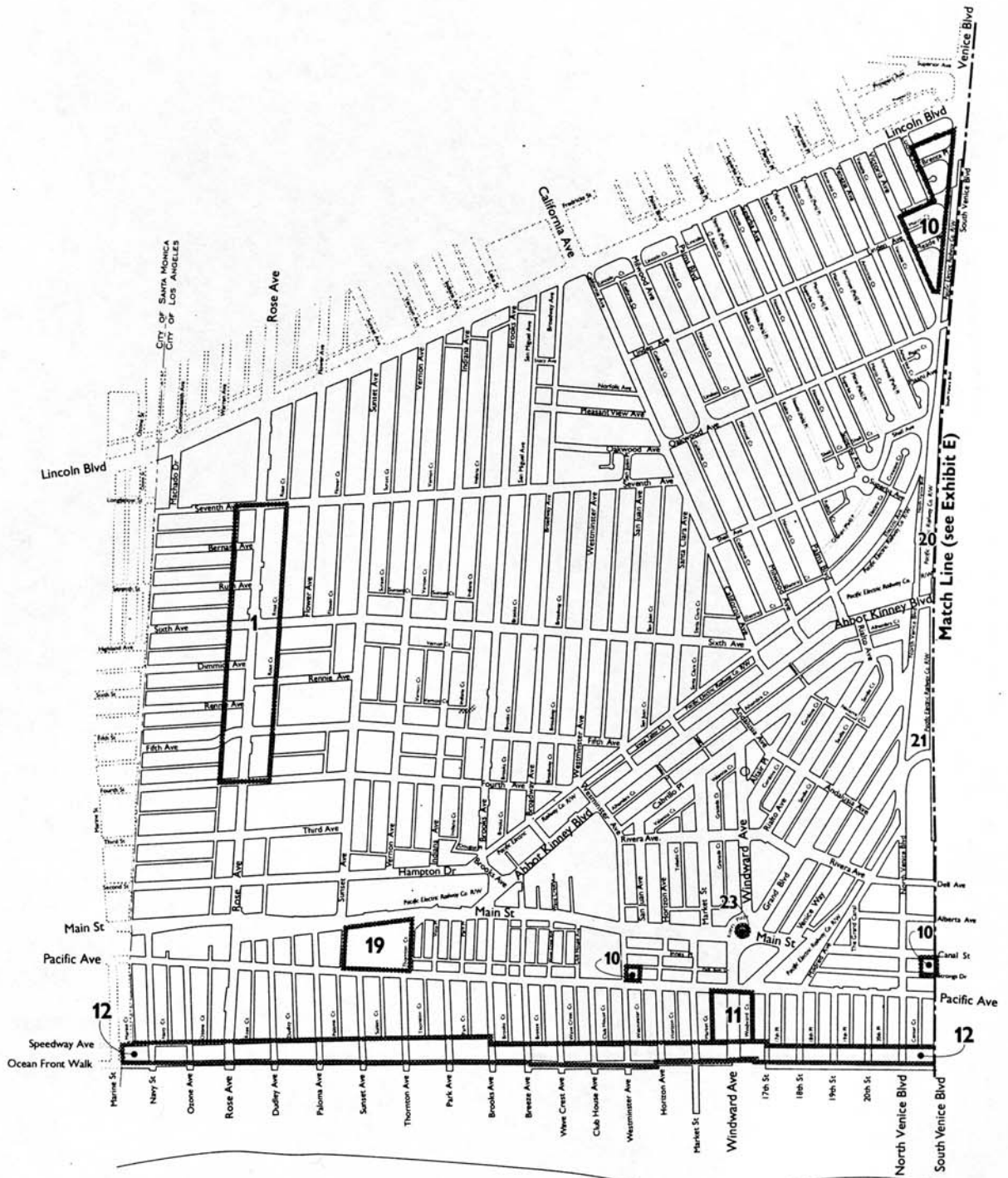
### **PERMANENT [Q] QUALIFIED PERMANENT CONDITION OF APPROVAL**

Pursuant to Section 12.32 K of the Los Angeles Municipal Code, the following limitation is hereby imposed upon the use of the property zoned [Q]C2:

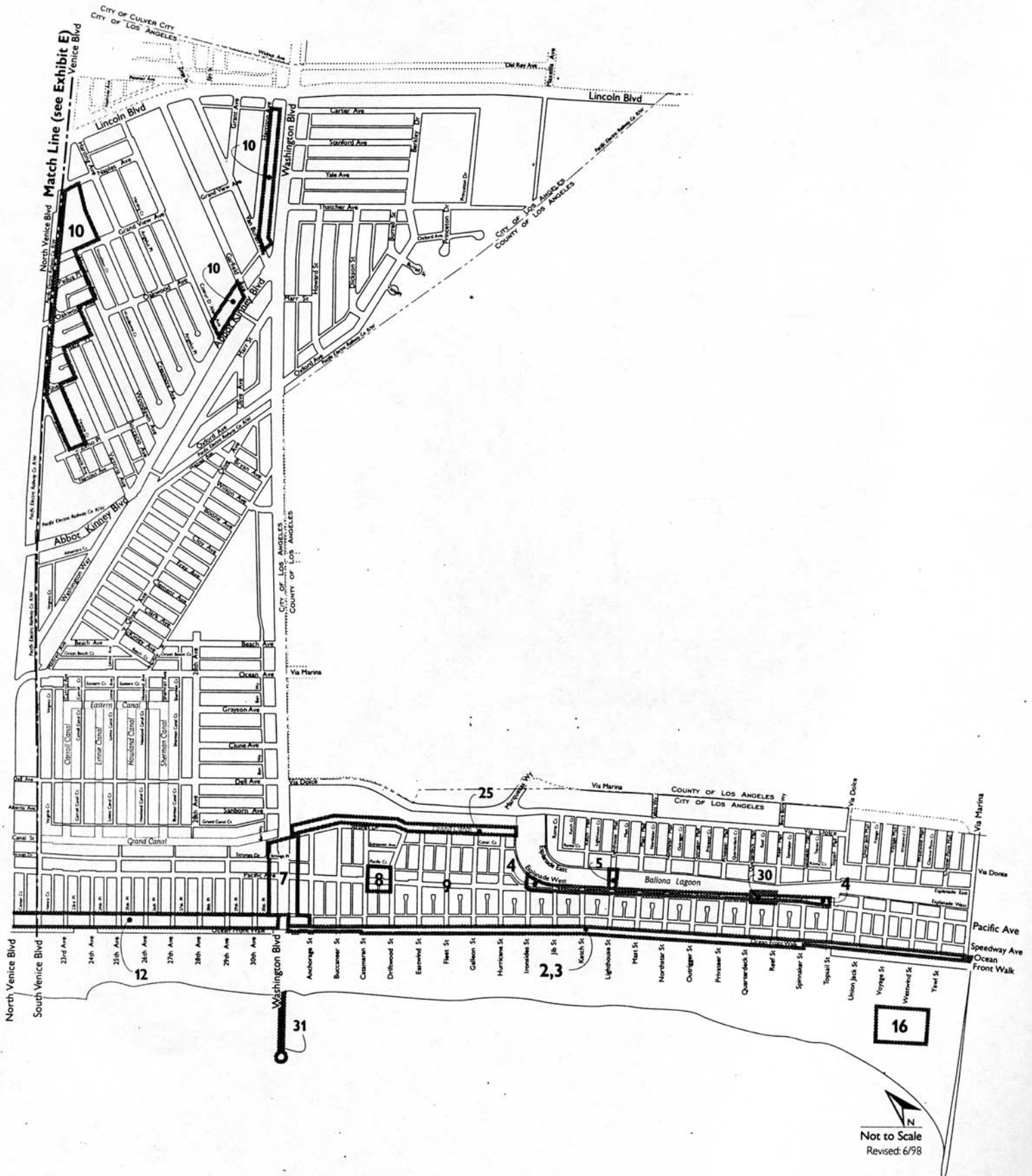
1. The properties along Pacific Avenue, between Catamaran and Driftwood Streets (Comment #8), shall observe the following [Q] condition:

The use of the property shall be limited to mixed-use commercial/residential or residential uses. Residential uses shall be limited to R3 density.

# EXHIBIT E Comment Key Map



# EXHIBIT E Comment Key Map



N  
Not to Scale  
Revised: 6/98