

**CALIFORNIA COASTAL COMMISSION**

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Hearing Date: June 11, 2009  
Commission Action:



# Th9d-g

Click here to go  
to the staff report addendum.

## **STAFF REPORT: REGULAR CALENDAR (DUAL PERMITS) AND APPEALS - DE NOVO REVIEW**

**APPLICATION NUMBERS:** 5-08-313 (OPD 523) & 5-08-314 (OPD 522)

**APPEAL NUMBERS:** A-5-VEN-08-342 (CDP 08-09, OPD 522 - West Venice Area)  
A-5-VEN-08-343 (CDP 08-10, OPD 523 - East Venice Area)

**APPLICANT:** City of Los Angeles Department of Transportation (Allan Willis)

**PROJECT LOCATION:** Public streets throughout the Venice area, City of Los Angeles.

**PROJECT DESCRIPTION:** Establish Overnight Parking District (OPD) Nos. 522 and 523 with the restriction: "No Parking 2 a.m. to 6 a.m. Nightly - Vehicles with District Permits Exempted"; and the erection of signs for such.

**APPELLANTS (39):** Coastal Commission Executive Director Peter Douglas, Peggy Lee Kennedy, Debra Gavlak, Ayana D. Guy, Calvin E. Moss, Janice Yudell, Hope Hanafin, Mark Lipman, Delilah Gill, Neal D. Hasty, Karl Abrams, Rev. Thomas C. Ziegert, Eva Jane Williams, Donald Geagan, Antoinette Reynolds, Celia Williams, Terry L. Hendrickson, Janine K. Pierce, Carol E. Green, Ethel M. Gullette, Erica Snowlake, Jessica Aden, Fortunato Procopio, Melinda Ahrens, Emily Winters, Venice Housing Corporation Executive Director Steve Clare, Linda Lucks, Susan Millman, Eden Andes, Jim Bickhart, Sabrina Venskus, James R Smith, Ross Wilson, Pamela London, Ronald Charbonneau, Brett Barth, David Gueriera, Cindy Chambers, and John Davis.

## **SUMMARY OF STAFF RECOMMENDATION**

On February 4, 2009, the Commission determined that the appeals raised a substantial issue with respect to conformity with the public access policies of the Coastal Act because the 2 a.m. to 6 a.m. parking restrictions could adversely affect the public's ability to utilize public street parking in the early morning hours that supports access to the beach and other coastal recreation areas (for surfing, swimming, walking, exercising, fishing, etc.). On May 5, 2009, the City modified the proposal to include specific measures to mitigate the permit parking program's impact on the public parking supply (See Exhibit #5). Specifically, the City will allow four-hour parking in three public parking lots near the beach that will be open 24 hours a days, seven days a week, so that beachgoers who arrive before 6 a.m. will have a place to leave their vehicles for several hours while they recreate along the shoreline.

Staff is recommending that the Commission **APPROVE** the coastal development permits for the proposed permit parking program with special conditions to protect public access to shoreline recreation areas. **The recommended special conditions begin on Page Three. See Page Two for the motions to carry out the staff recommendation.**

**SUBSTANTIVE FILE DOCUMENTS:**

1. City of Los Angeles certified Land Use Plan for Venice, 6/14/2001.
2. City of Los Angeles Local Coastal Development Permit No. 08-09 (OPD 522).
3. City of Los Angeles Local Coastal Development Permit No. 08-10 (OPD 523).
4. Coastal Commission Staff Report for Appeal Nos. A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344 (Substantial Issue), 1/15/2009.
5. Coastal Development Permits A-5-VEN-08-340, A-5-VEN-08-341 and A-5-VEN-08-344.

**STAFF NOTE - DUAL PERMIT JURISDICTION:**

Pursuant to Coastal Act Section 30600(b), any development which receives a local coastal development permit from the City must also obtain a second (or “dual”) coastal development permit from the Coastal Commission if the development is within the areas specified in Section 30601 (e.g., within three hundred feet of the beach or sea). The areas specified in Section 30601 are known in the City of Los Angeles permit program as the *Dual Permit Jurisdiction* area. For projects located inland of the areas identified in Section 30601 (i.e., projects in the *Single Permit Jurisdiction*), the City of Los Angeles local coastal development permit is the only coastal development permit required. The local coastal development permits in both the single and dual jurisdiction areas are appealable to the Commission.

Because OPD 522 (Exhibit #2) and OPD 523 (Exhibit #3) are partially located in the City’s and Commission’s “Dual Permit Jurisdiction” area, the City has submitted separate “dual” coastal development permit applications to the Commission (Coastal Development Permit Applications 5-08-313 and 5-08-314). The public hearings for the “dual” applications (5-08-313 and 5-08-314) and the de novo reviews of the appeals of the local coastal development permits (Appeal Nos. A-5-VEN-08-342 and A-5-VEN-08-343) will be combined.

**STAFF RECOMMENDATION:**

The staff recommends that the Commission adopt the following resolution to **APPROVE** each coastal development permit application with special conditions:

**MOTION I:** *"I move that the Commission approve with special conditions Coastal Development Permit 5-08-313 per the staff recommendation."*

**MOTION II:** *"I move that the Commission approve with special conditions Coastal Development Permit 5-08-314 per the staff recommendation."*

**MOTION III:** *"I move that the Commission approve with special conditions Coastal Development Permit A5-VEN-08-342 per the staff recommendation."*

**MOTION IV:** *"I move that the Commission approve with special conditions Coastal Development Permit A5-VEN-08-343 per the staff recommendation."*

The staff recommends a **YES** vote on each motion. Passage of the motions will result in **APPROVAL** of each of the coastal development permit applications with special conditions, and adoption of the following resolution and findings for each permit, as set forth in this staff report or as modified by staff prior to the Commission’s vote. The motions pass only by an affirmative vote of a majority of Commissioners present.

**I. Resolution: Approve Permits 5-08-313, 5-08-314, A-5-VEN-08-342 & A-5-VEN-08-343**

The Commission hereby **APPROVES** a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3 of the Coastal Act. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

**II. Standard Conditions**

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

**III. Special Conditions of Permits 5-08-313, 5-08-314, A-5-VEN-08-342 & A-5-VEN-08-343**

1. Open On-Street Parking to the Public at 5 a.m.

Within Overnight Parking District Nos. 522 and 523, the City shall not require a permit for a member of the general public to park a vehicle within a legal parking zone on the public right-of-way between the hours of 5 a.m. and 2 a.m. the following day. To this end, the City shall change the parking restriction within Overnight Parking District Nos. 522 and 523 to: "No Parking 2 a.m. to **5 a.m.** - Vehicles with District Permits Exempted."

2. Approved Development

Coastal Development Permits 5-08-313, 5-08-314, A-5-VEN-08-342 and A-5-VEN-08-342 approve the establishment of Overnight Parking District Nos. 522 and 523 with the following restriction: "No Parking 2 a.m. to 5 a.m. - Vehicles with District Permits Exempted". All development must occur in strict compliance with the special conditions and the final plans approved by the Executive Director. Any deviation from the approved Overnight Permit Parking Program (e.g., change in hours or district boundaries, or deviation from the operation of Public Parking Lot Nos. 740, 761 or 731 as described in **Exhibit #5 of the Staff Report dated May 21, 2009**) shall be submitted for review by the Executive Director to determine whether another amendment to this coastal development permit is necessary pursuant to the requirements of the Coastal Act and the California Code of Regulations. If the Executive Director determines that an amendment is necessary, no changes shall be made until a permit amendment is approved by the Commission and issued by the Executive Director.

3. Operation of Public Parking Lot Nos. 740, 761 and 731

Public Parking Lot Nos. 740, 761 and 731 shall remain open and available 24 hours a day for public parking as described in **Exhibit #5 of the Staff Report dated May 21, 2009**. The permittee shall post signs in each parking lot (at the entrance and exit of the parking lot and within the parking lot) which clearly announce:

- a) The availability of four hours of pre-paid parking for all visitors (at least until 9 a.m. when the daily flat rate must be paid in Lot Nos. 740 and 731);
- b) No nighttime parking for more than four hours;
- c) The parking fee rates.

The signs shall be posted in the parking lots prior to, or concurrent with, the implementation of the approved Overnight Permit Parking Program. The parking lot signs shall be maintained consistent with this condition.

4. Time Limit on Overnight Permit Parking Program

The Commission's approval for the Overnight Permit Parking Program shall expire five years after the date of the Commission's approval, unless the Commission approves a permit amendment to extend the time limit. If the permittee submits a permit amendment request (one application for each Overnight Parking District) before expiration of the time limit, the Executive Director may authorize the program to continue as authorized by this coastal development permit until the Commission can act on the future amendment request. If the Commission does not approve a permit amendment granting an extension of this time limit, the Overnight Permit Parking Program shall be discontinued, and all signs that prohibit parking without a permit shall be removed from the public streets.

#### **IV. Findings and Declarations**

The Commission hereby finds and declares:

##### **A. Project Description**

The City of Los Angeles proposes to establish five Overnight Parking Districts in the Venice area in order to prohibit nighttime and early morning parking on the public streets by non-residents (Exhibit #1). This staff report addresses the applications for Parking District Nos. 522 and 523, the districts that cover all of the beachfront neighborhoods north of Venice Pier (Exhibits #2&3).

The City proposes to post signs on the public streets throughout each district with the following restriction: “No Parking 2 a.m. to 6 a.m. Nightly - Vehicles with District No. XXX<sup>1</sup> Permits Exempted.” The City, however, states that the parking prohibitions would not be implemented throughout an entire district all at once. Instead, the City would post the signs on a block-by-block basis, upon written request from the 11<sup>th</sup> District City Council Office (Exhibit #5, p.7). The City has also indicated that the parking prohibitions would be implemented only on blocks where at least two-thirds of the residents sign a petition requesting the permit parking system. Parking permits will not be required to park a vehicle in any off-street public parking lots or in any on-street metered stalls, as these types of public parking spaces will not be subject to the proposed overnight parking prohibition.

The City has amended the proposal in order to move the western boundary of Parking District Nos. 522 and 523 from Speedway to Ocean Front Walk (a.k.a., the Venice Boardwalk), so that the residents who live between Ocean Front Walk and Speedway will not be prohibited from parking in the districts formerly limited to the area east of Speedway (Exhibit #5, p.5). Only persons who reside in a residential building within each parking district will be able to purchase a district parking permit which will exempt their vehicle from the proposed overnight parking prohibition in their district. See Exhibit #5 (ps.7&8) for details regarding the City’s issuance of the parking permits to the residents of each Overnight Parking District.

##### **B. Public Access and Recreation**

Although the appellants raised several issues with regard to the City’s proposed permit parking program, including allegations that the proposal violates the right of the general public to use the public rights-of-way and that it discriminates against homeless people who live in vehicles, the Coastal Act issue is public access.<sup>2</sup> On February 4, 2009, the Commission determined that the appeals raised a substantial issue with respect to conformity with the public access policies of the Coastal Act because the 2 a.m. to 6 a.m. parking restrictions could adversely affect the public’s ability to utilize the public street parking in the early morning hours that supports access to the beach and other coastal recreation areas (for surfing, swimming, walking, bicycling, skating, fishing, exercising, etc.).

Coastal Act Sections 30210, 30211, 30212.5, 30213, 30214, 30220, 30221, 30223 and 30224 protect public recreation and public access.

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<sup>1</sup> XXX = The Parking District No. in which the street is located.

<sup>2</sup> The City Council is separately exploring possible locations for overnight parking of recreational vehicles.

**Section 30210** In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse. (Amended by Ch. 1075, Stats. 1978.)

**Section 30211** Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

**Section 30212.5** Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

**Section 30213** Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

**Section 30214** (a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:

- (1) Topographic and geologic site characteristics.
- (2) The capacity of the site to sustain use and at what level of intensity.
- (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.
- (4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.

(b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.

(c) In carrying out the public access policies of this article, the commission and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.

**Section 30220** Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

**Section 30221** Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

**Section 30223** Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

**Section 30224** Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

The certified City of Los Angeles Land Use Plan (LUP) for Venice also contains policies that protect access to the coast and public parking facilities. Those policies are listed in Section C (Local Coastal Program) of this staff report (See Page Nine). The standard of review for the coastal development permits is the Chapter 3 policies of the Coastal Act.

The City had asserted that there would be plenty of parking available for early-morning beachgoers (before 6 a.m. when permits would no longer be required to park on the streets) in the off-street public parking lots and in the on-street metered stalls, as these types of public parking spaces will not be subject to the proposed overnight parking prohibition. The City manages three public parking lots, each situated one block inland of the beach at Rose Avenue, Windward Avenue, and at North Venice Boulevard (Exhibit #4: Parking Lot Nos. 740, 761 & 731). There are also three paved parking lots on the beach that are managed by the County of Los Angeles Department of Beaches and Harbors, located on the beach at Rose Avenue, North Venice Boulevard and at Washington Boulevard/Venice Pier (Exhibit #2). The three County beach parking lots, however, do not open until 6 a.m., so beachgoers arriving before 6 a.m. are not able to use them.

The City also identified the commercial areas near the beach where metered parking spaces line the streets; pointing out that a permit will not be required to park in one of the metered spaces (or in a loading zone or taxi zone). Parking stall counts showed that most of the metered spaces were not occupied during the early morning hours (the parking meters do not have to be paid until 8 a.m.). Along Main Street, at Rose Avenue two blocks inland of the beach, there are 47 metered parking spaces (near Parking Lot No. 740). Along Windward Avenue and in the vicinity of Windward Circle, the City counts 97 metered parking spaces within three blocks of the beach. There are seven metered spaces situated on the first block of North Venice Boulevard, and 190 metered spaces lining Washington Boulevard for several blocks inland of the Venice Pier.

When it approved the local coastal development permits for the Overnight Parking Districts in November 2008, the City was counting on the hundreds of metered parking spaces and the public parking lots to provide an adequate parking supply for early morning beachgoers, since the number of early morning beachgoers driving to the beach is estimated to be no more than a few dozen (before 6 a.m.). The problem, however, is that there is no way to know how many

of the metered parking spaces will be available for early morning beachgoers when the proposed permit parking program is in effect. Once the City starts to require parking permits for parking on the streets at night, the metered parking spaces may become more heavily used and occupied each night by those residents and non-residents who do not have or cannot obtain a parking permit. The metered parking spaces may be the only place to park their vehicle at night in Venice if they don't have a parking permit. If the metered parking spaces become the new overnight parking areas for many of the vehicles that used to park elsewhere (before permits were required), then the metered parking spaces will not be available in the early morning hours for beachgoers.

Therefore, the proposed permit parking program could result in an inadequate parking supply for the beachgoers who drive to the shoreline area before 6 a.m. Even after 6 a.m. when the streets open for public parking (i.e., no permit required) under the City's proposed permit parking program, it may take another hour or more for some of the residents to vacate some of the parking spaces on the street that support coastal access. Therefore, the originally proposed overnight permit parking program would adversely impact coastal access by eliminating, or significantly reducing, the primary parking supply for early-morning beachgoers without providing any alternate or replacement parking supply.

The City has acknowledged the Commission's concern about the ability of the public to access the beach in the early morning when the general public will be prohibited from parking on the public streets. On May 5, 2009, the City modified its proposal to include specific measures to mitigate the permit parking program's impact on the public parking supply (See Exhibit #5). Specifically, the City will allow four-hour parking in three public parking lots near the beach that will be open 24 hours a days, seven days a week, so that beachgoers who arrive before 6 a.m. will have a place to leave their vehicles for several hours while they recreate at the shoreline.

The City's three public parking lots where limited-term parking will be available 24 hours a day are situated one block inland of the beach at Rose Avenue (Parking Lot No. 740 - 41 stalls), Windward Avenue (Parking Lot No. 761 - 14 stalls), and at North Venice Boulevard (Parking Lot No. 731 - 177 stalls) (See Exhibit #4). Since the time limit for parking in these three City parking lots at night and early morning will be four hours, this parking supply will not be able to be used for all-night parking, so the parking stalls will remain open and available for use by early morning beachgoers. The City is eliminating the requirement to vacate Parking Lot No. 740 at 7 a.m., which effectively made the parking lot unusable for anyone who wants to stay at the beach past 7 a.m. Parking fees (\$1 or \$2/hour at automated pay station, or daily seasonal flat rate of \$4 to \$12 paid to attendant) will be required for using the three City lots, and the vehicles in Parking Lot Nos. 740 and 731 will have to vacate the lots by 9 a.m. or pay the parking attendant the daily flat rate fee.

Still, there is an access problem for any beachgoer who arrives before 6 a.m. and wants to leave their vehicle for most of the day without returning to the metered space or City parking lot at 8 a.m. or 9 a.m. to move it (or pay again). Normally, an early morning visitor could find a parking spot on any one of the streets in the area and leave one's vehicle there the whole day while walking or riding down the bike path, fishing from the pier, or sunbathing on the beach. Under the proposed permit parking program, such a beachgoer would have to wait until 6 a.m. when the County beach lots open, or go to another beach (e.g., Long Beach, Manhattan Beach, Huntington Beach and Newport Beach) where no permit is required to park on the public streets.



Therefore, in order to provide for maximum access, as called for by Section 30210 of the Coastal Act, Special Condition One requires the City to change the hours when a permit is required to park on the public street. Instead of 2 a.m. to 6 a.m., the hours shall be changed to 2 a.m. to 5 a.m. within Overnight Parking District Nos. 522 and 523. This one-hour change will protect access for persons arriving at the beach before 6 a.m. who need to leave their vehicles for longer than three or four hours. The one-hour change should not conflict with the City's goal to eliminate non-residents from parking overnight on Venice streets since parking permits could still be required to park after 2 a.m. Only as conditioned do the permits conform with the requirement of Section 30210 of the Coastal Act.

Special Condition Three requires that the City manage Public Parking Lot Nos. 740, 761 and 731 as described in Exhibit #5, and post signs to inform the public of the availability of the public parking. Therefore, with the earlier 5 a.m. opening of the streets to public parking (with no permit required), and with the City's revised proposal to provide the limited-term public parking supply in Parking Lot Nos. 740, 761 and 731 for early morning beachgoers (as described in Exhibit #5), the public's ability to access the coast is being protected as required by the above-stated sections of the Coastal Act. Special Condition Four limits the term of the Commission's approval to five years so that the approved permit parking program can be reviewed in order to determine if there have been any changed circumstances or unforeseen adverse impacts to coastal resources after five years. As conditioned, the proposed project is consistent with the Public Access and Recreation policies of the Coastal Act.

### **C. Local Coastal Program**

Section 30604(a) of the Coastal Act provides that the Commission shall issue a coastal development permit only if the project will not prejudice the ability of the local government having jurisdiction to prepare a Local Coastal Program (LCP) that conforms with Chapter 3 policies of the Coastal Act:

(a) Prior to certification of the Local Coastal Program, a coastal development permit shall be issued if the issuing agency, or the commission on appeal, finds that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200). A denial of a coastal development permit on grounds it would prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200) shall be accompanied by a specific finding which sets forth the basis for such conclusion.

The City of Los Angeles does not have a certified Local Coastal Program for the Venice area. The City of Los Angeles Land Use Plan (LUP) for Venice was effectively certified on June 14, 2001. The certified Venice LUP sets forth the following policies that are relevant to the proposed project:

**Policy II. A. 1. General.** It is the policy of the City to provide increased parking opportunities for both visitors and residents of Venice, and improve summer weekend conditions with respect to Venice Beach parking and traffic control. A comprehensive

package of parking measures and strategies that addresses the needs and balances the competing demands of residents and beach visitors is proposed. Parking facilities shall be increased, subject to the availability of funding, to meet existing unmet needs for residents and beach visitors in order to improve public access opportunities and reduce conflicts between residential and beach visitor parking. Parking facilities for beach overload parking shall be located outside of the Beach Impact Zone. To facilitate ingress and egress to the beach area, a shuttle system that serves outlying parking areas, lots or structures should be developed and maintained. The development of parking facilities shall be consistent with Coastal Act policies.

The City's policy is to provide sufficient parking for beach goers outside of local streets, and encourage the use of this parking (simply restricting use of on-street parking without providing an alternative would diminish public access to the beach). An integrated plan should contain the following types of measures:

- Provision of new parking supply for beach goers;
- Measures to encourage beach goers to use the new supply;
- Measures to reduce parking demand; and
- Management and coordination of the parking and traffic system.

**Policy II. A. 6. Preferential Parking.** Establishment of residential preferential parking districts shall be contingent upon replacing displaced public parking spaces with new public parking at a minimum one-to-one ratio.

**Implementation strategies**

To provide adequate visitor parking, the preferential parking district(s) should be operated as follows:

- Parking restriction shall not be less than 4-hour within designated residential district(s); meters, if provided, shall be priced and enforced to encourage use of off-street lots and shall accept payment for time increments up to 4 hours.
- Require that the general public maintain the right to buy a day-permit allowing parking on all streets within the zone.

**Policy II. A. 9. Protection of Public Parking.** The following policies shall be implemented and enforced in order to protect and enhance public parking opportunities provided on public rights-of-way and in off-street parking areas:

- a. **Beach Parking Lots.** The beach parking lots located at Washington Boulevard, Venice Boulevard and Rose Avenue shall be protected for long-term (4-8 hours) public beach parking. No parking spaces in the beach parking lots shall be used to satisfy the parking requirements of Policies II.A.3 and II.A.4 (*Parking for Residential, Commercial and Industrial Uses, etc.*). The temporary short-term lease or reservation of parking spaces in the beach parking lots may be permitted if the proposed temporary use of the parking supply does not conflict with the need for public parking by beach goers. Any proposal to allow overnight residential parking in the beach parking lots shall include provisions to enforce a prohibition against the storage of vehicles in the lots during the daylight hours by non-beach goers.

- b. **Street Ends.** It is the policy of the City to not permit privatization of street ends. Public parking opportunities shall be protected and encouraged at improved and unimproved street-ends that abut Ocean Front Walk and/or the beach.
- c. **Rights-of-way.** In order to maintain and increase the public parking supply, the City shall maximize and protect the availability of public parking opportunities on City streets that currently accommodate vehicular traffic.
- d. **Curb cuts.** In order to protect on-street parking opportunities, curb cuts shall not be permitted where vehicular access can be provided from an alley. When vehicular access cannot be safely provided from an alley, curb cuts shall be limited to the minimum amount necessary to provide safe vehicular access to a site. Old curb cuts shall be restored to curbside public parking when feasible.
- e. **Private parking.** Existing ordinances shall be enforced to ensure that parking areas situated on street-ends and on public rights-of-way are protected for public use and shall not be privatized or posted for private use.

The proposed project, as conditioned to protect the public's ability to access the coast, conforms to the policies of the certified Venice LUP. Therefore, approval of the project, as conditioned, will not prejudice the ability of the local government to prepare an LCP that is in conformity with the provisions of Chapter 3 of the Coastal Act.

#### **D. California Environmental Quality Act (CEQA)**

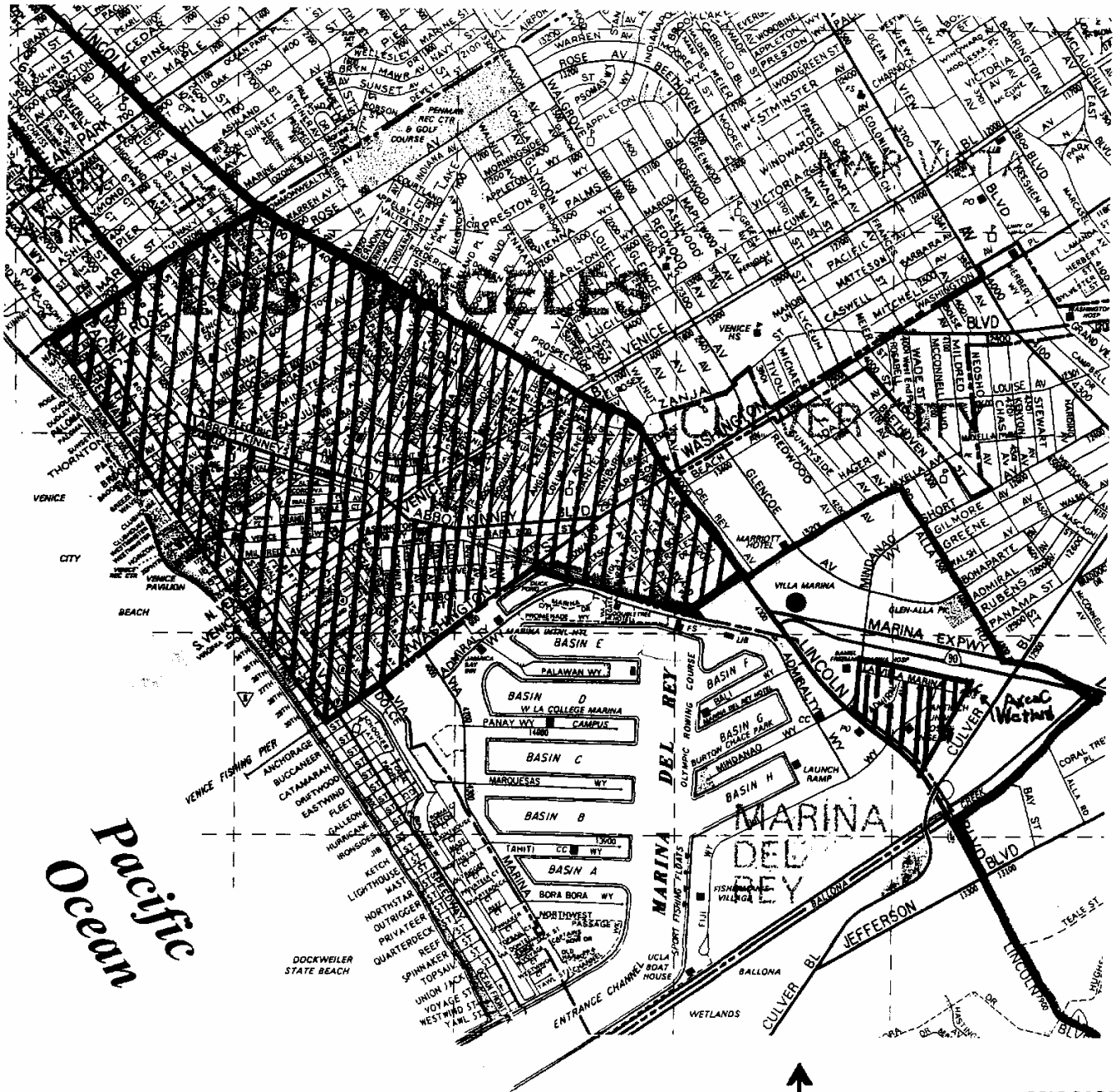
Section 13096 Title 14 of the California Code of Regulations requires Commission approval of a coastal development permit application to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

In this case, the City of Los Angeles is the lead agency for the purposes of CEQA. The City determined that the project is exempt from CEQA under a General Exemption set forth in Article II, Section I of the 2002 Los Angeles City CEQA Guidelines.

The proposed project, as conditioned, has been found consistent with the Chapter 3 policies of the Coastal Act. All adverse impacts have been minimized by the recommended conditions of approval and there are no feasible alternatives or additional feasible mitigation measures available which would substantially lessen any significant adverse impact that the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned, can be found consistent with the requirements of the Coastal Act to conform to CEQA.

# VENICE, CA

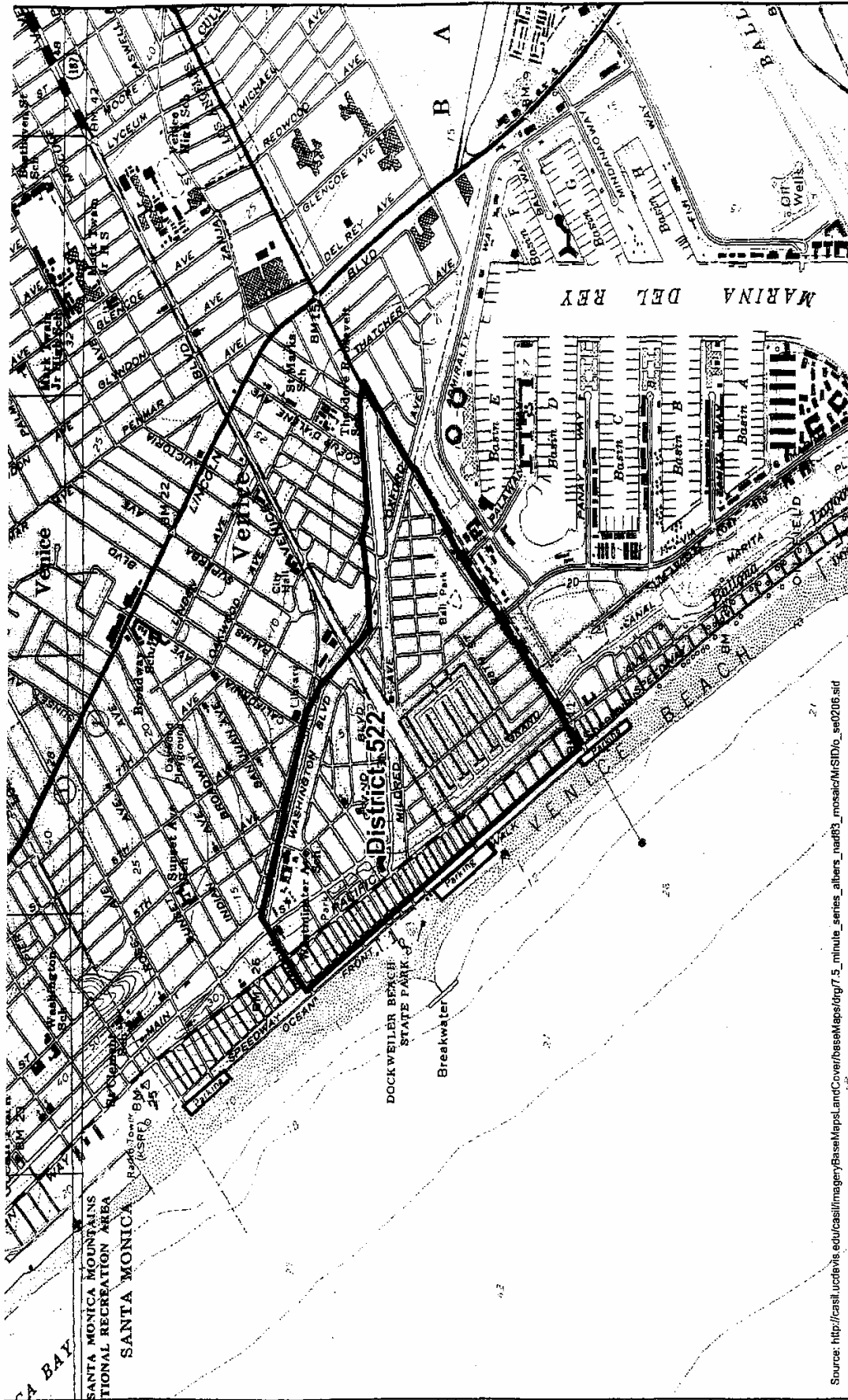
## Venice Overnight Parking Districts



APPEAL NOS. A-5-VEN-08-340, A-5-VEN-08-341,  
A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

COASTAL COMMISSION  
5-08-313 & 5-08-314

EXHIBIT # 1  
PAGE 1 OF 1

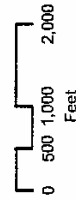


City of Los Angeles  
Venice Overnight Parking Districts  
**COASTAL COMMISSION**

Vicinity Map - District 522

EXHIBIT # 2

PAGE 1 OF 1



**Legend**

☐ Overnight Parking District

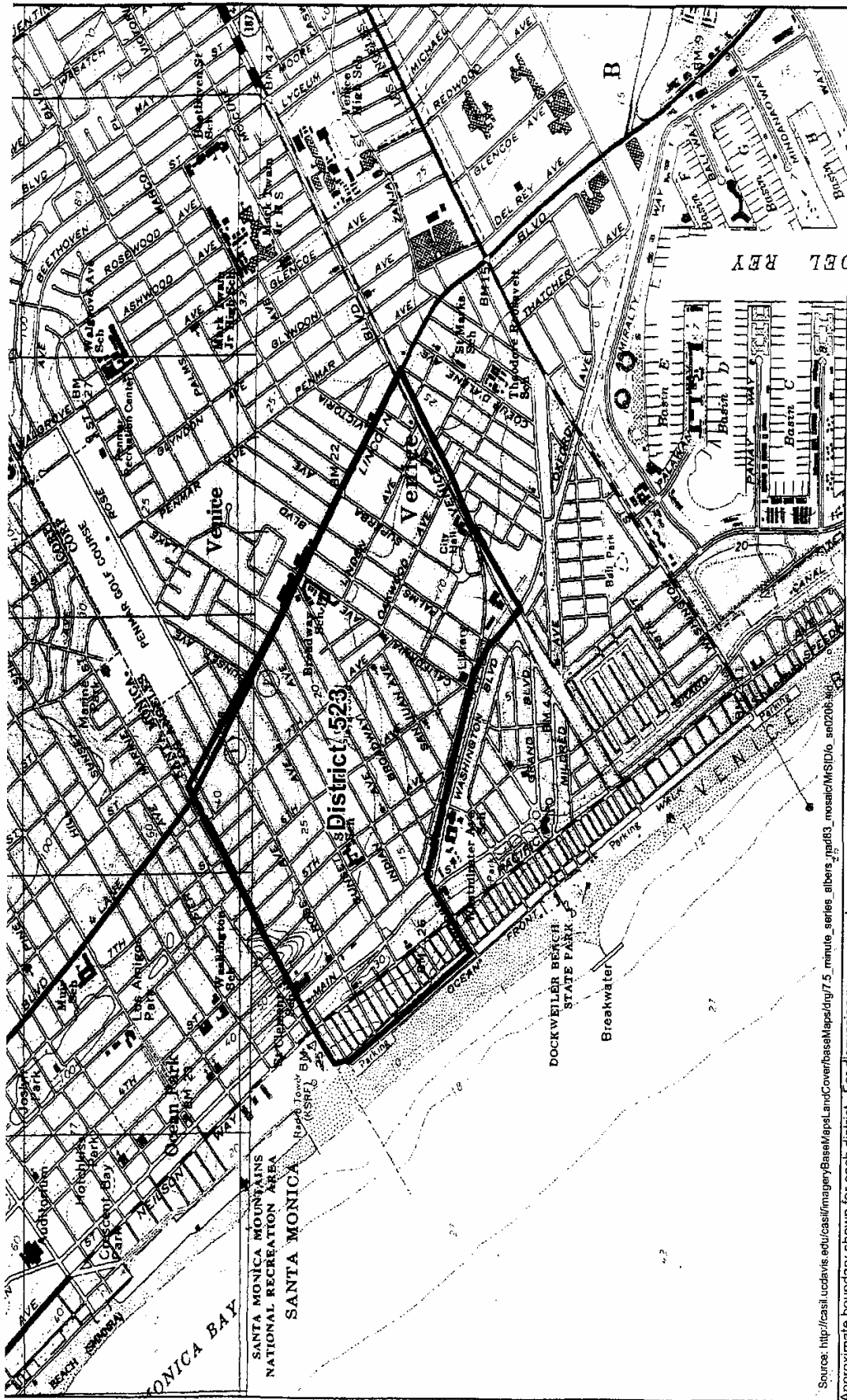
**CDM**

**522**  
"West Venice"

**A-5-VEN-08-342**  
**5-08-314**

Approximate boundary shown for each district. For discussion purposes only.

Source: [http://casil.ucdavis.edu/casil/imagery/BaseMaps/LandCover/baseMaps/dtg7\\_5\\_minute\\_series/alters\\_had83\\_mosaic/MrSIDo\\_se0208.sid](http://casil.ucdavis.edu/casil/imagery/BaseMaps/LandCover/baseMaps/dtg7_5_minute_series/alters_had83_mosaic/MrSIDo_se0208.sid)

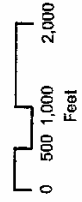
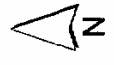


City of Los Angeles  
Venice Overnight Parking Districts  
**COASTAL COMMISSION**

Vicinity Map - District 523

EXHIBIT # 3

PAGE 1 OF 1



Legend

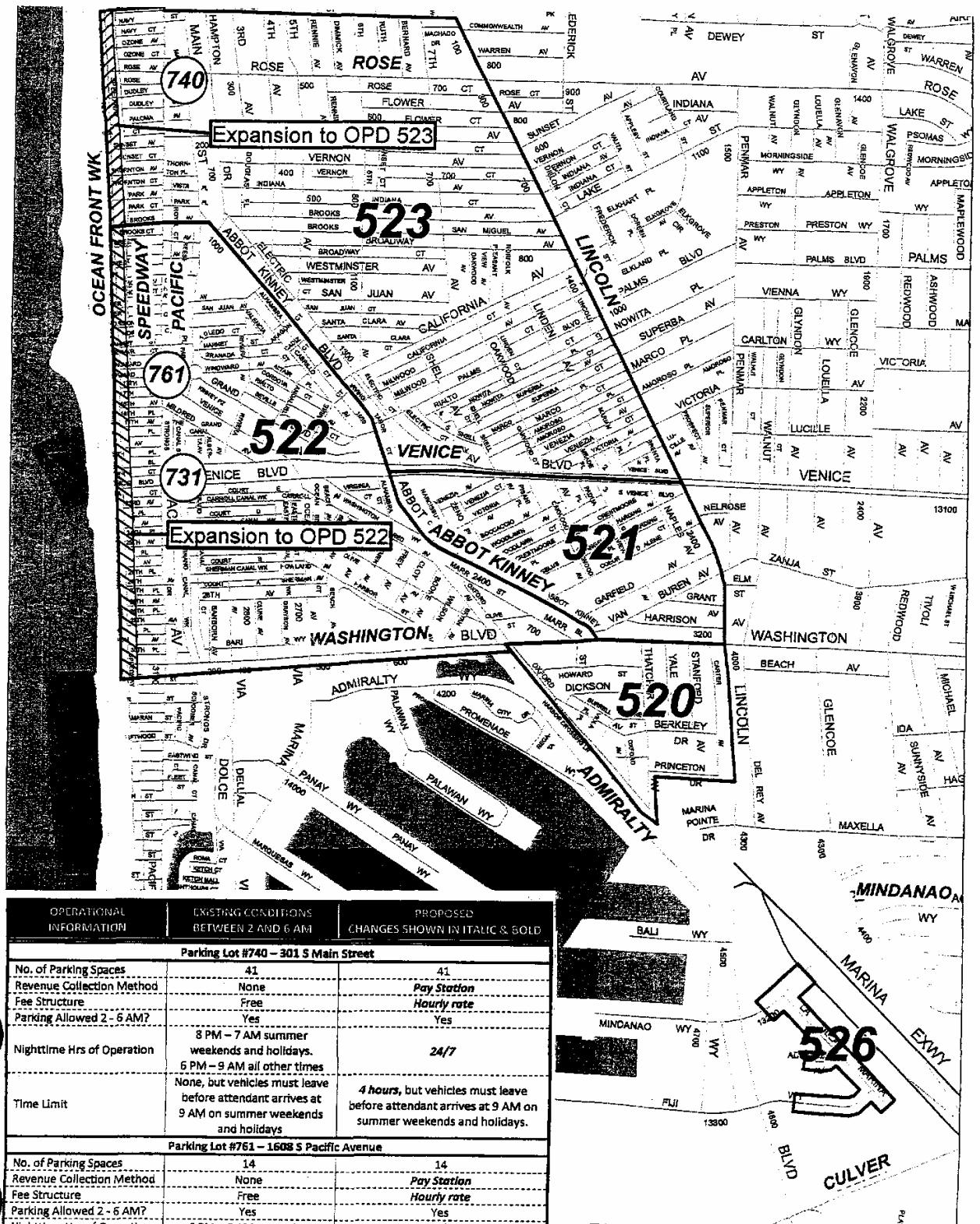
Overnight Parking District

**CDM**

**523**  
"East Venice"

**A-5-VEN-08-343**

**5-08-313**



740

761

731

OPERATIONAL INFORMATION	EXISTING CONDITIONS BETWEEN 2 AND 6 AM	PROPOSED CHANGES SHOWN IN ITALIC & BOLD
<b>Parking Lot #740 - 301 S Main Street</b>		
No. of Parking Spaces	41	41
Revenue Collection Method	None	<i>Pay Station</i>
Fee Structure	Free	<i>Hourly rate</i>
Parking Allowed 2 - 6 AM?	Yes	Yes
Nighttime Hrs of Operation	8 PM - 7 AM summer weekends and holidays. 6 PM - 9 AM all other times	<i>24/7</i>
Time Limit	None, but vehicles must leave before attendant arrives at 9 AM on summer weekends and holidays	<i>4 hours, but vehicles must leave before attendant arrives at 9 AM on summer weekends and holidays.</i>
<b>Parking Lot #761 - 1608 S Pacific Avenue</b>		
No. of Parking Spaces	14	14
Revenue Collection Method	None	<i>Pay Station</i>
Fee Structure	Free	<i>Hourly rate</i>
Parking Allowed 2 - 6 AM?	Yes	Yes
Nighttime Hrs of Operation	6 PM - 8 AM every day	<i>24/7</i>
Time Limit	None	<i>4 hours (14 spaces)</i>
<b>Parking Lot #731 - 200 N Venice Boulevard</b>		
No. of Parking Spaces	None	177
Revenue Collection Method	Contractor permit sales	<i>Pay Station</i>
Fee Structure	Monthly rate	<i>Monthly &amp; hourly rates</i>
Parking Allowed 2 - 6 AM?	Only by monthly permit valid 5 PM - 9 AM	<i>Yes, both monthly permits &amp; hourly parkers</i>
Nighttime Hrs of Operation	Parking prohibited 11PM-5AM, except by permit	<i>24/7</i>
Time Limit	None, monthly permittees leaving after 9AM must pay daily rate	<i>4 hours until 5 AM next morning. Nighttime vehicles leaving after 9 AM must pay daily rate</i>

**Public Parking** EXHIBIT # **4**

PAGE **1** OF **1**

**LEGEND**

- OPD Boundary
- Expansion to OPD 523
- Expansion to OPD 522
- City Parking Lot

# CITY OF LOS ANGELES

CALIFORNIA

RITA L. ROBINSON  
GENERAL MANAGER



ANTONIO R. VILLARAIGOSA  
MAYOR

DEPARTMENT OF TRANSPORTATION  
100 S. Main St., 10<sup>th</sup> Floor  
LOS ANGELES, CA 90012  
(213) 972-8470  
FAX (213) 972-8410

**RECEIVED**  
South Coast Region

MAY - 5 2009

CALIFORNIA  
COASTAL COMMISSION

May 4, 2009

Mr. Charles Posner  
Coastal Program Analyst  
California Coastal Commission  
200 Oceangate, 10<sup>th</sup> Floor  
Long Beach, CA 90802-4316

SUBJECT: Clarification and Addendum to "Dual Permits": Coastal Development Permit (CDP) Application Nos. 5-08-313 and 5-08-314 for Venice Overnight Parking Districts in Los Angeles, CA

Dear Mr. Posner:

Thank you for taking the time to meet with me and representatives from the City's 11<sup>th</sup> Council District, Bureau of Engineering (BOE), Department of Transportation (DOT) and City Attorney's office on March 24, 2009. We appreciate the time that you and your colleagues from the California Coastal Commission spent with us explaining your concerns and helping us explore solutions to some outstanding issues relative to our pending Coastal Development Permit (CDP) applications for five Overnight Parking Districts (OPDs) in the Venice area of the City of Los Angeles.

At the beginning of our March 24 meeting, we clarified how the proposed Venice OPDs would be administered (Attachment A), and explained in detail the results of the three parking surveys and on- and off-street parking inventory that the City considered when approving the local CDPs - specifically OPD Nos. 522 and 523 (refer to Attachment B, for parking inventory maps). We also described in detail the existing and proposed modified operation of the two City parking lots (from north to south, Lot 740 and Lot No. 800/761), which were added as conditions to the CDP approvals associated with OPD Nos. 523 and 522, respectively. Following is a description of the existing and proposed modified operation of these two lots:

## DOT Lot No. 740

### Existing Operation

DOT Lot No. 740, located at 301 South Main Street in Venice, contains 41 parking spaces. During the summer months (May-September) this lot is staffed

AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

EXHIBIT # 5  
PAGE 1 OF 8



with an attendant between the hours of 7:00 a.m. and 8:00 p.m. on Saturday, Sundays and holidays; and a flat rate is charged to park all day with the rate ranging from \$5.00 to \$12.00 depending on the weather and the time someone arrives at the lot. Monday through Friday during the summer months and every day during the winter months (October-April) the spaces are metered with either two-hour or ten-hour time limits and are operated between the hours of 9:00 a.m. and 6:00 p.m. At night the lot is open; parking is free; and there are no time limits. However, signs are posted on the lot stating that all vehicles must be removed by 9:00 a.m. on Saturdays, Sundays and holidays during the summer months.

#### Proposed Operation

To ensure that spaces are available for beachgoers between 2:00 and 6:00 a.m. with at least a four-hour time limit, the City proposes to modify the operation of Lot No. 740 as follows:

- a. The hours of operation will be extended so that the lot will operate all-day, every day. This 24/7 operation will make it easier for the public to understand that time limits are always enforced and fees are always charged.
- b. The existing time limits on all spaces will be changed to a four-hour time limit all day, every day. Parking paystations on the lot will be modified to allow customers to purchase up to four hours of parking at any time of day. Four hour parking encourages the turnover of parking spaces, which could increase access to nearby coastal facilities.
- c. The current attendant operation will be continued on summer weekends and holidays.

#### DOT Lot No. 800/761

##### Existing Operation

First of all, we would like to point out that the reference to DOT Lot No. 800 as a site-specific condition of approval in the City's Coastal Development Permit for OPD No. 522 (local CDP No. 08-09) was in error, and that the parking lot located at 1608 Pacific Avenue is actually DOT Lot No. 761. DOT Lot No. 761 contains 14 metered parking spaces with a one-hour time limit and is operated every day of the year between the hours of 8:00 a.m. and 6:00 p.m. At night (6:00 p.m. to 8:00 a.m.), the lot is open; parking is free; and there are no time limits. Any vehicles parked during the night, which remain in the lot past 8:00 a.m. the next day, are subject to the posted time limits and the hourly parking rates.

**COASTAL COMMISSION**  
**5-08-313 & 5-08-314**

EXHIBIT # 5  
PAGE 2 OF 8

### Proposed Operation

To ensure that spaces are available for beachgoers between 2:00 and 6:00 a.m. with at least a four-hour time limit, the City proposes to modify the operation of Lot No. 761 as follows:

- a. The hours of operation will be extended so that the lot will operate all-day, every day. This 24/7 operation will make it easier for the public to understand that time limits are always enforced and fees are always charged.
- b. The existing one-hour time limit will be changed to a four-hour time limit all day, every day. The parking paystation on the lot will be modified to allow customers to purchase up to four hours of parking at any time of day. Four hour parking encourages the turnover of parking spaces, which could increase access to nearby coastal facilities.

Also at the March 24 meeting, you and your colleagues from the California Coastal Commission indicated that the "substantial issue" raised by the appeals of the City's local CDP Nos. 08-07 through 08-11, which was described in the staff report to the Commission on February 4, 2009, was that the City's OPDs were not consistent with the Coastal Act's policy of maximizing access to the beach – especially during the early morning hours. We all agreed at the outset that beach access was primarily a concern for OPD No. 522 (West Venice) and OPD No. 523 (East Venice) and was not a concern for the other three OPDs - OPD No. 520 (Oxford Triangle), OPD No. 521 (President's Row) and OPD No. 526 (Villa Marina) areas. Consequently, the discussion on March 24 focused on addressing the "substantial issue" of beach access for OPD No. 522 and 523. Per our discussion, following are two addendum items to be applied to Dual Permit Application No. 5-08-314 for OPD 522 (Appeal No. A-5-VEN-08-342) and Dual Permit Application No. 5-08-313 for OPD 523 (Appeal No. A-5-VEN-08-343):

- 1) A proposed revision to the City's pending CDP application for OPD No. 522 (West Venice) and OPD No. 523 (East Venice) that would make DOT Lot No. 731 at Pacific Avenue and Venice Boulevard also available to early morning beachgoers.
- 2) A proposed revision to the City's pending CDP applications for OPD No. 522 (West Venice) and OPD No. 523 (East Venice) to include residents living west of Speedway in either OPD.

Following is a detailed description of the two addendum items:

#### DOT Parking Lot No. 731

##### Existing Operation

DOT Lot No. 731, located at 200 North Venice Boulevard, contains 177 parking spaces. During the summer months (May-September) this lot is staffed with an attendant every day between the hours of 7:00 a.m. and 8:00 p.m., and a flat rate is charged to park all day with the rate ranging from \$5.00 to \$12.00 depending

on the weather and the time someone arrives at the lot. During the winter months (October-April) this lot is staffed with an attendant every day between the hours of 7:00 a.m. and 5:00 p.m., and a flat rate is charged to park all day with the rate ranging from \$4.00 to \$7.00 depending on the weather and the time someone arrives at the lot. At night the lot is open until 11:00 p.m., and patrons use an "honor box" to pay \$2.00 or \$3.00, depending on the day of the week, to park from the time the attendant leaves until 11:00 p.m. Overnight parking is prohibited between 11:00 p.m. to 5:00 a.m., but monthly permits are sold which allow permit holders to park each night between 6:00 p.m. and 9:00 a.m. Any vehicles with monthly permits parked during the night, which remain in the lot past the start of revenue operation the next day, are subject to the daily parking rates in effect at the time the vehicle exits the lot.

#### Proposed Operation

To ensure that spaces are available for beachgoers between 2:00 and 6:00 a.m. with at least a four-hour time limit, the City proposes to modify the operation of Lot No. 731 as follows:

- a. The hours of operation will be extended so that the lot will operate all-day, every day. This 24/7 operation will make it easier for the public to understand that time limits are always enforced and fees are always charged.
- b. All 177 spaces in Lot No. 731 will be made available for nighttime parking with a four-hour time limit during nighttime hours (i.e., from the time the attendant leaves each evening until the attendant returns the next morning). Four hour parking encourages the turnover of parking spaces, which could increase access to nearby coastal facilities.
- c. The monthly nighttime permit parking program will continue to be available.
- d. The attendant operation will continue to operate as it does today.
- e. Two parking paystations will be installed at the west end (near Pacific Avenue) of Lot No. 731, replacing the existing "honor box" at the southeast corner of Pacific Avenue and North Venice Boulevard. The new paystations will allow customers to purchase up to four hours of parking any time during the period from when the attendant leaves each evening (either 8:00 on summer nights or 5:00 p.m. on winter nights) until 5:00 a.m. the next morning. Four hour parking encourages the turnover of parking spaces, which could increase access to nearby coastal facilities.
- f. Anyone arriving in Lot No. 731 between 5:00 a.m. and 7:00 a.m. when the attendant comes on duty will still be able to buy time but only for the time remaining until 9:00 a.m. Anyone arriving at Lot No. 731 once the attendant is on duty will have to pay the applicable flat daily rate to park in the lot.

**COASTAL COMMISSION**  
**5-08-313 45-08-314**

EXHIBIT # 5  
PAGE 4 OF 8

Residents Living West of Speedway

City staff acknowledged in the March 24 meeting that it was an oversight on the part of the City to establish Speedway in Venice as the western boundary of both OPD Nos. 522 and 523, because it excluded residents who live along Ocean Front Walk as well as those who live between Ocean Front Walk and Speedway from being able to park their vehicles in OPD Nos. 522 and 523, as applicable. The City has determined that extending the western boundaries of both OPD Nos. 522 and 523 from Speedway to Ocean Front Walk would solve this problem. Then Venice residents who live west of Speedway would be able to buy permits that would exempt them from any OPD parking restrictions posted anywhere within the OPD in which they reside, and OPD parking restrictions could also be posted for on-street parking spaces located near their residences along east-west streets between Speedway and Ocean Front Walk.

Requested Addendum to the City's CDP Applications

The City is requesting the following amendments (as shown on Attachment C):

1. The City hereby requests that its CDP application for OPD No. 522 (West Venice) and OPD No. 523 (East Venice) be amended as follows to add DOT Lot No. 731 as an additional off-street parking lot available to beachgoers between 2:00 and 6:00 a.m. The City will modify the operation of DOT Lot No. 731 as described above to make its 177 spaces available to members of the public wishing to access the beach between 2:00 and 6:00 a.m.
2. The City hereby requests that the PROJECT LOCATION description in its CDP application for OPD No. 522 (West Venice) be amended to read as follows to make the centerline of Ocean Front Walk the western boundary of the OPD:

PROJECT LOCATION: The project is located within the West Venice area of Venice. The Overnight Parking District (OPD) 522 consists of both sides of all street segments within the area bounded on the east by Abbot Kinney Boulevard, on the south by Washington Boulevard, on the west by Ocean Front Walk, and on the north by Brooks Avenue and including the properties on the west side of Abbot Kinney Boulevard between Main Street and Washington Boulevard, the north side of Washington Boulevard between Oxford Avenue and Ocean Front Walk, the east side of Ocean Front Walk between Washington Boulevard and Brooks Avenue, and the south side of Brooks Avenue between Ocean Front Walk and Main Street.

3. The City hereby requests that the PROJECT LOCATION description in its CDP application for OPD No. 523 (East Venice) be amended to read as follows to make the centerline of Ocean Front Walk the western boundary of the OPD:

**COASTAL COMMISSION**

**5-08-313 & 5-08-314**

EXHIBIT # 5

PAGE 5 OF 8

**PROJECT LOCATION:** The project is located within the East Venice area of Venice. The Overnight Parking District (OPD) 523 consists of both sides all street segments within the area bounded on the west by Abbot Kinney Boulevard, Brooks Avenue and Ocean Front Walk, on the north by the City Limit with the City of Santa Monica, on the east by Lincoln Boulevard, on the south by North Venice Boulevard and including the properties on the east side of Abbot Kinney Boulevard between North Venice Boulevard and Main Street, the north side of Brooks Avenue between Main Street and Ocean Front Walk, the east side of Ocean Front Walk between Brooks Avenue and the City Limit with the City of Santa Monica, the west side of Lincoln Boulevard between the City Limit with the City of Santa Monica and North Venice Boulevard, and the north side of North Venice Boulevard between Lincoln Boulevard and Abbot Kinney Boulevard.

We appreciate the opportunity to clarify how DOT proposes to modify the operation of DOT Lot Nos. 740 and 761, which are the existing conditions associated with OPD Nos. 523 and 522, respectively. Additionally, DOT is requesting an addendum to the Dual Permit Application Nos. 5-08-313 and 5-08-314 for OPD Nos. 522 and 523 to modify the operation of Lot No. 731. With the addition of Lot No. 731, a total of 230 off-street parking spaces would be made available as part of the operation of OPD Nos. 522 and 523 for early morning beachgoers in the Venice area. Additionally, the DOT addendum is requesting that the boundary of OPD Nos. 522 and 523 be amended to include residents living west of Speedway.

Thank you for your assistance and consideration regarding these matters. If you have any questions, please either e-mail me at [Alan.Willis@lacity.org](mailto:Alan.Willis@lacity.org) or call me at 213-972-8430.

Sincerely,



Alan E. Willis, P.E.  
Principal Transportation Engineer

AEW:

H:\Overnight parking\Venice OPDs\CCC Addendum Letter 050409.doc

cc: Julie Van Wagner, Bureau of Engineering  
Laura McLennan, CD 11

**Attachments:**

Attachment A – Overnight Parking District Signs & Permits  
Attachment B – Parking Inventory Maps - Not attached  
Attachment C – Addendum to CDP Applications for Venice OPDs  
See Exhibit #4

**COASTAL COMMISSION**  
**5-08-313 & 5-08-314**  
EXHIBIT # 5  
PAGE 6 OF 8

# OVERNIGHT PARKING DISTRICT SIGNS & PERMITS

(Revised May 4, 2009)

## Overnight Parking District Signs:

The "No Parking 2 AM to 6 AM; Vehicles with District No. 52# Permits Exempted" Overnight District parking restriction will not automatically be installed on any of the street segments in Overnight Parking Districts, 520, 521, 522, 523, or 526. These signs will only be installed, on a block by block basis, by the Department of Transportation (DOT) upon written request from the 11<sup>th</sup> District Council Office.

Anyone who lives on any of the blocks within an Overnight Parking District can purchase permits for their vehicles or for their visitors to be exempt from the overnight parking restrictions for that same district, regardless if there are Overnight Parking District signs posted on the block where they live. If there are not any overnight parking restrictions posted where you usually park, then you probably don't need to buy a permit at this time. When Overnight Parking District signs have been approved for posting on other blocks within a district, DOT will send the residents of the approved blocks a notice advising them that the signs will be going up in about 2-3 weeks.

Vehicles displaying valid permits for the Overnight Parking District where they are parked will be exempt from the "No Parking 2 AM to 6 AM; Vehicles with District No. 52# Permits Exempted" restrictions and can park on any of those street segments overnight where those signs are posted. Vehicles without permits will get tickets if they are parked on blocks where those signs are posted. Vehicles with disabled persons placards/license plates or commercial license plates are not exempted.

## Parking Permit Sales Information:

Overnight Parking permits may be purchased weekdays (except holidays) from 9:00 a.m. to 5:00 p.m. at the following sales locations:

*West Los Angeles Service Center*  
9911 West Pico Blvd., Suite B-201  
Los Angeles, CA 90035

*Mid-Wilshire Service Center*  
3333 Wilshire Blvd., Suite 3337  
Los Angeles, CA 90010

*Van Nuys Service Center*  
6309 Van Nuys Blvd. #103  
Van Nuys, CA 91401

*Downtown Service Center*  
312 W. 2<sup>nd</sup> Street  
Los Angeles, CA 90012

**Customer Service: (310) 843-5936**

When purchasing permits for the first time, you will be required to provide **two proofs of residency** (such as your driver's license, a current utility bill, a rent/lease agreement, etc.). If you are not sure what other types of proofs of residency are acceptable, call the Customer Service number in advance. **Only cash, check or money order will be accepted for payment.** Once accounts are established, permit renewals can be done through the mail, and only check or money order are accepted as payment.

**COASTAL COMMISSION**  
**5-08-313 + 5-08-314**

EXHIBIT # 5  
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## **Permit Types/Fees:**

### **RESIDENT PERMIT** (Maximum of 3 per dwelling unit):

The current cost of these permits is **\$15.00** each, and they are good for a maximum period of 12 months. Permits issued for periods other than one year may be issued at prorated costs in **\$5.00** increments. This permit is a sticker, which is permanently affixed to the rear driver's side bumper or window of your vehicle. It can be used to park anywhere within the District. To qualify for a Resident permit, the vehicle must be registered to your address. If it is a company vehicle, a letter from your employer confirming the license number of the vehicle and that it is assigned to you must be presented.

**You are required to present the vehicle registration for each vehicle for which you are purchasing a Resident permit.** If lost or stolen, the permit may be replaced at a cost of **\$5.00**; however, you will be required to provide a written statement of loss. If you purchase a replacement vehicle, your new vehicle will require a replacement permit, and to qualify for the replacement rate, you must provide us with the remains of the old permit to invalidate it.

### **VISITOR PERMIT** (Maximum of 2 per dwelling unit):

Visitor Permits currently cost **\$10.00** each, and are valid for 4 months from the date of purchase. This permit can be used on any vehicle, and is valid on any block(s) within the District. The permit must be hung from the rearview mirror of the vehicle. Lost or stolen Visitor permits cannot be replaced until they expire.

### **OPD No. 520-523 GUEST PERMIT** (Maximum of 10 permits per day per dwelling unit, no exceptions):

Guest permits currently cost **\$1.00** each, and they can also be purchased by mail (we usually require at least a 4 week lead time), or in person at one of the Permit Sales Offices. This permit is a dashboard placard that can be used on any vehicle, anywhere in the District, but is only valid on the "date of use" specified on the permit. The "date of use" is stamped on each permit by our sales staff at the time of purchase.

### **OPD No. 526 GUEST PERMIT** (Maximum of 25 permits per day per dwelling unit):

Guest permits cost **\$1.00** each, and they can also be purchased by mail (we usually require at least a 4 week lead time), or in person at one of the Permit Sales Offices. This permit is a dashboard placard that can be used on any vehicle, anywhere in the District, but is only valid on the "date of use" specified on the permit. The "date of use" is stamped on each permit by our sales staff at the time of purchase. Sales of Guest permits in excess of 25 per dwelling unit per day is allowable, but requires that the staff of Council District No. 11 provide DOT staff with advance written approval of the sale of these excess permits.

## **Other information:**

Visitor and Guest permits are exclusively for the use of the residents and their guests. Penalty for violation of this requirement is loss of permit parking privileges for a period of one year. Generally, vehicles with commercial license plates or disabled license plates/placards will also require a District permit to be exempt from the posted Overnight Parking District restrictions. Vehicles with permits are NOT exempted from Street Cleaning, fire hydrant, driveway blockage, red curb restrictions, or any other posted parking restrictions that do not include "Vehicles with District No. 52# permits exempted" language.

**COASTAL COMMISSION**

For questions about the Overnight Parking District Program, contact LADOT at (213) 978-3140

EXHIBIT # 5  
PAGE 8 OF 8

*Mark E. Ryavec*  
453 Rialto Avenue, Venice, CA 90291  
delphiassociates@ca.rr.com/310-392-4843

June 23, 2008

Gary Lee Moore, City Engineer  
Julie Van Wagner, Hearing Officer  
Environmental Management Division  
Bureau of Engineering  
Board of Public Works  
1149 South Broadway, Room 600  
Los Angeles, CA 90015

Re: Local Coastal Development Permits for Venice Overnight Parking Districts (OPDs)

Dear Mr. Moore, dear Ms. Van Wagner:

You have invited resident comment concerning the coastal issues raised by the City's application for coastal development permits for Overnight Parking Districts that would restrict parking from 2 AM to 6 AM on those blocks where 66% of residential units have petitioned for such a restriction on their block. I am pleased to provide these comments and facts.

Due to the adequate existing supply of free public parking adjacent to the beach, there will be no impact on coastal access from the adoption of the four Venice OPDs and the subsequent implementation of the overnight parking restrictions on blocks requested by residents. Further, the City of Los Angeles has already established a significant precedent for such overnight parking restrictions under the Coastal Act

I have discussed the issue of the Coastal Act and coastal access with Mr. Charles Posner, a 20-year veteran of the Coastal Commission with oversight responsibilities for Venice. Mr. Posner indicated to me that the Commission staff's concerns are limited to assuring continued coastal access at early morning hours to surfers, fishermen, joggers and pedestrians. For those individuals coming from outside of Venice, parking must remain available. The time question is 4:30 AM to 6:00 AM, as the public lots on Venice Beach open at 6:00 AM.

To determine the current availability of free public parking adjacent to the beach, I conducted a parking study at approximately 4:30 AM on Saturday, June 21, the first day of summer. The perimeters of the study were Main Street/Pacific on the east, the beach on the west, the Santa Monica City limit on the north and Washington Boulevard on the south. I counted the total public metered spaces, and then the number that were unused at that hour.

**COASTAL COMMISSION**

EXHIBIT # 6  
PAGE 1 OF 5



The results of the study are attached, as are photographs of many of the open parking spaces. There were a total of 119 unused parking spaces at that hour spread along the coastal zone. All of these spaces are free for use from 6 PM to 8 AM. Further, there are scores of unused metered spaces along Main Street north of Rose and unused street parking on Pacific alongside the west side of the MTA facility.

The establishment of the proposed Overnight Parking Districts would have no affect on the overnight availability of these spaces since they do not front on residential structures and/or they are located in public parking lots, and thus would not be included in resident petitions for block-by-block restrictions.

Further, as mentioned the public lots on the beach open at 6 AM and offer ample parking for the public after that hour.

The conclusion is that there is currently significant parking capacity to accommodate surfers, fishermen, joggers and pedestrians arriving by vehicle, very close to the Venice Pier and Venice beach, in the early morning hours, and this capacity will not be affected by the adoption of the OPDs.

As to the acceptability of overnight parking districts in the coastal zone under the Coastal Act, I would note the precedent of the overnight parking restriction along Vista del Mar from 10 PM to 6 AM from Waterview to Imperial (photograph attached) which was established some time ago by the City of Los Angeles. Vista del Mar is the closest public thoroughfare to the beach in Playa del Rey. As another precedent, I would direct your attention to the 9 PM to 6 AM parking ban along The Esplanade in Redondo Beach. Certainly, the City and Coastal Commission cannot allow these bans of greater length on overnight parking in these locations next to the beach and ocean and then deny OPDs in Venice, most of which will not be in such proximity to the beach and ocean.

Thank you for consideration of my thoughts on this matter.

Sincerely,

Mark Ryavec  
Masters Degree, Urban Studies, Occidental College/Coro Fellows Program  
Former Legislative Analyst, Office of the Chief Legislative Analyst, City of Los Angeles  
Former Executive Director, Venice Boardwalk Association

Attachments:

Parking Study  
Photographs

cc: Mayor Antonio Villaraigosa  
Councilman Bill Rosendahl  
Mr. Charles Posner, California Coastal Commission

**COASTAL COMMISSION**

EXHIBIT # 6  
PAGE 2 OF 5

## PARKING STUDY

### OVERNIGHT PARKING AVAILABILITY IN THE VENICE BEACH ZONE

June 21, 2008/4:30 to 5:00 AM

To ascertain the availability of free public parking available between 2 AM and 6 AM, a parking study was undertaken on the night of June 21, 2008 (i.e., Friday night) at approximately 4:30 AM. Photos of the unused spaces accompany this study.

The study assessed all Public Metered Parking available between Main Street/Pacific and the beach, between the Santa Monica City limit and Washington Boulevard.

On Washington Blvd. from Pacific Ave. to Ocean Front Walk (OFW) at the Venice Pier-

51 total spaces/available free from 6 PM to 8 AM

**On 6/21 34 spaces were open.**

On North Venice Boulevard from Pacific to OFW-

7 spaces/available free from 6 PM to 8 AM

**On 6/21 3 spaces were open.**

On Windward, Windward Traffic Circle, and adjacent streets and metered lot at Pacific and Windward-

83 spaces/available free from 6 PM to 8 AM

**On 6/21 70 spaces were open.**

On Main at Rose-

39 spaces/available free from 6 PM to 9 AM

**On 6/21 12 spaces were open.**

Conclusion

There were at least 119 spaces available near the beach at 4:30 AM for free for use by surfers, fishermen, joggers and pedestrians.

In addition, there were scores of additional free metered spaces available along stretches of Main Street in Venice which were also open and unused at this hour.

None of these available spaces would be removed from their status as metered spaces available for free at night by the establishment of the proposed Overnight Parking Districts since these spaces do not front on residential structures and/or they are located in public parking lots.

Further, the public lots on the beach open at 6 AM and offer ample parking for the public after that hour.

**COASTAL COMMISSION**

EXHIBIT #

PAGE

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OF

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## **Parking Survey of Select Locations in the Venice Area: July 2008**

As part of the local Coastal Development Permit process for the Venice Overnight Parking Districts (OPD), EnviCraft LLC (subconsultant to CDM) conducted a survey to document on-street parking availability during early morning hours at selected locations in the Venice Beach area. The parking survey focused on metered parking in the area bounded by Venice Beach on the west, Navy Court on the north, Pacific Avenue on the east, and Washington Boulevard on the south. Documentation of on-street parking availability occurred on July 13, 2008 (Sunday) and July 26, 2008 (Saturday) during the summer beach use season. The results of the parking survey are as follows:

### **July 13, 2008, Sunday (approximately 6:00 a.m.)**

- **Market Street between Pacific Avenue and Venice Beach**

There are 10 metered-spaces along this street segment that allow 1-hour parking from 8:00 a.m. to 6:00 p.m. Parking is free before and after the posted hours. At 6:15 a.m., all 10 spaces were unused.

- **Windward Avenue between Pacific Avenue and Venice Beach**

There are 36 metered-spaces along this street segment that allow 1-hour parking from 8:00 a.m. to 6:00 p.m. Parking is free before and after the posted hours. At 6:10 a.m., 25 of the 36 spaces were unused.

- **Washington Boulevard between Pacific Avenue and Venice Beach**

There are 48 metered-spaces along this street segment that allow 2-hour parking from 8:00 a.m. to 6:00 p.m. Parking is free before and after the posted hours. At 6:20 a.m., 14 of the 48 spaces were unused. At this time, there was an open restaurant with customers along the south side of Washington Boulevard, and the unoccupied spaces were located farther from the establishment.

### **July 26, 2008, Saturday (approximately 5:20 a.m.)**

- **Market Street between Pacific Avenue and Venice Beach**

At 5:24 a.m., 9 of the 10 metered-spaces were unused.

- **Windward Avenue between Pacific Avenue and Venice Beach**

At 5:20 a.m., 32 of the 36 metered-spaces were unused.

- **Washington Boulevard between Pacific Avenue and Venice Beach**

At 5:32 a.m., 44 of the 48 metered-spaces were unused. All establishments along this segment appeared to be closed.

**COASTAL COMMISSION**

In addition to surveying the metered parking along the above three street segments, parking availability was also observed at two City-operated off-street parking lots close to Venice Beach during the early morning on July 26, 2006, as follows:

- Parking Lot 740 at Main Street and Rose Avenue  
There are 41 spaces available at Lot 740 that allow 1-hour parking from 8:00 a.m. to 6:00 p.m. At 5:18 a.m., 16 of the 41 spaces were unused.
- Parking Lot 800 at Windward and Pacific Avenue  
There are 14 metered-spaces available at Lot 800 that allow 1-hour parking from 8:00 a.m. to 6:00 p.m. At 5:23 a.m., 13 of the 14 spaces were unused.

On July 13 and July 26, 2008 during the summer beach season, on-street parking along streets with direct access to Venice Beach and at several off-street parking lots approximately 1-2 blocks from Venice Beach was available to early morning beach users.

**COASTAL COMMISSION**

EXHIBIT # 6  
PAGE 5 OF 5

**Subject: TO : THE CALIFORNIA COASTAL COMMISSION AND GOVERNOR  
ARNOLD SCHWARZENEGGER**

**Date:** Monday, February 23, 2009 7:41 AM

**From:** Nikoletta Skarlatos <nikoletta1@mac.com>

**Conversation: TO : THE CALIFORNIA COASTAL COMMISSION AND GOVERNOR  
ARNOLD SCHWARZENEGGER**

TO: Governor Arnold Schwarzenegger  
Peter Douglas Executive Director  
Bill Burke Vice Chairman  
Jack Ainsworth  
-- Chuck Posner

AND ALL OF THE COMMISSIONERS

Dear Sirs and Madames of The California Coastal Commission and  
Governor Schwarzenegger:

I was truly flabbergasted on February 4, 2009 when our Police  
Department, Councilperson, lawyer and all of the community both for  
and against the establishment of the OPD's in Venice were not even  
heard by this commission.

After years of following procedure, calling the Coastal Commission,  
calling the Police, calling the Department of Transportation, galvanizing  
this community, getting unanimous petitions signed through two  
administrations to effect protected parking, the final group involved in  
the very quality of our lives and the protection of this beach and this  
ocean, the California Coastal Commission WOULD NOT HEAR ANYONE  
and all were dismissed!

I am giving each one of you a full packet. I would like each and every  
one of you to please read all of the communiqués, all of the community  
letters, look at all of the myriad calls to the Police, their comments, look  
at each and every picture of human defecation, urine, lack of parking for  
residents at all times. I would like you to look at these photos of all of

the sewage and garbage that go directly into our storm drains which go directly into our ocean.

I would like you to then please explain to me how our case for wanting permit or restricted over night parking for those that live and pay taxes here and wanting to protect our oceans from this degradation is in any way antithetical to the responsibility of the Coastal Commission? I want you to please explain to me how you could dismiss the public on February the 4 2009. I want you to answer HOW CAN YOU CONTINUE to completely disregard what is happening to this Ocean?

After spending an entire day at the hearing on February 4, 2009, I came home to find no parking on my street as it was filled with campers. One was dumping raw sewage and urine directly into the storm drain. I walked to the back of my house and saw a pile of human fecal matter against my house wall. Today, February 22, 2009, I cleaned up yet another pile of human fecal matter just primed to go down the drain and directly into our ocean.

And you cannot hear this? And you do not think that this is relevant and immediate?

We truly hope that you will gain some insight from this material, and finally LISTEN to what the residents of this community have to say.

Governor Schwarzenegger: Please encourage your appointees and this Commission and it's staffers to listen to this community.

Sincerely



Nikoletta Skarlatos

Resident. 4th Avenue in Venice, Ca between Rose and Sunset.

**Nikoletta Skarlatos**

**COASTAL COMMISSION**

EXHIBIT # 7  
PAGE 2 OF 2

**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342 A-5-VEN-08-343 & A-5-VEN-08-344

**APPELLANT:** Peggy Lee Kennedy

**Parking Study**

No comprehensive studies, such as those conducted by the City of Santa Monica, have been attached to the CDP application, found with any other reports and files on the Bureau of Engineering web site, or received in the California Information Act requests from City Council District 11, Los Angeles Department of Transportation, and the Bureau of Engineering. Although, in those records and documents received in the Information Act requests, there were multiple copies of extremely comprehensive studies and door-to-door surveys done by the City of Santa Monica conducted prior to instituting permit parking in the coastal zone.

No information has been provided which shows that the City of Los Angeles conducted any parking study proving the fact that the City needs to implement Overnight Permit Parking in the Venice Coastal Zone or that Overnight Permit Parking solves the parking requirements.

During the November 17, 2008 Bureau of Engineering hearing for 103 appeals against the City Engineer's decision to go forward with Overnight Permit Parking in the Venice area coastal zone, Councilman Rosendahl District 11, stated that the consultants insure that the Overnight Permit Parking Districts will increase coastal access. The only possible way that this could be true is if the Overnight Permit Parking removes those Venice residents ineligible for parking permits due to the strict definition of "resident." To be sure, this is targeting the population of people currently living in vehicles, because there is no abandoned vehicle or commercial vehicle problem.

The parking study and door-to-door survey done by the City of Santa Monica was submitted to the Coastal Commission and is an established standard of evaluation used to verify parking problems and what the residents most want. The California Coastal Commission should require this also from the City of Los Angeles prior to actions, such as LAMC 80.54 the Overnight Parking District (OPD) permit parking law meant to restrict parking in residential areas - a law being used to remove the poorest people from a very unique coastal zone.

**Petitions**

The City of Los Angeles has inserted in the CDP application that there will be petitions with a percentage of signatures required prior to putting up the signs restricting parking, but this is not reflected in any part of the OPD law, LAMC 80.54, and there is no current way to verify petitions or regulate that petitioning is objective. If the petition rule is only in a CDP application, will the Coastal Commission be the existing agency that verifies or regulates the objectivity of petitions? The law, LAMC 80.54, states that these districts are created through "resolution" and not by petition. The issue of supporting petitions has been brought up many times, but only 51 signatures were ever seen after reviewing thousands of pages of documents received through information act requests. A cover sheet that reflected a percentage of supporting signatures on petitions for some streets was found, but the alleged petitions, the cover sheet, and the 51 signature provided were all collected by the people agitating in favor of OPDs in Venice. One page consisted of one signature, which was an employee of the developer (Combined Properties) that owns the property currently operating a Whole Foods on Rose and Lincoln. This is a property with very large parking lots without residential parking issues. Another page has a signature representing the Venice Community Housing Corporation, but the person who signed is unknown to the director, Steve Clare, and does not work there.

Councilman Rosendahl is in favor of OPDs and has created OPDs over and over again by resolution without any petitioning. The law simply does not require it. Rosendahl has not responded to requests to amend LAMC 80.54 with a petitioning requirement.

Lack of Public Support

No legal fact of public support exists for OPDs in the Venice Coastal Zone. A very vocal and well-organized, relatively small group are agitating in favor of OPDs. In fact, approximately 800 Venice residents signed petitions opposing OPDs and 103 people wrote and notarized appeals against the City Engineer decision. Please review the attached 103 appeals and over 800 signatures opposing OPDs.

Furthermore Venice Neighborhood Council was mentioned as a form of public support for OPDs, but an initiative to resend the Venice Neighborhood Council's vote to support OPDs was submitted to the monthly Board meeting December 16, 2008. Per the Venice Neighborhood Council's bylaws only 100 signatures are required for such an initiative, but 200 were gathered for the initiative. Please find initiative attached.

In general, many of the people who oppose the OPDs see this as a non-solution to the Venice parking and homeless problems and prefer that the City seek solutions that will help, such as opening lots closed at night or finding legal places for people to park, rather than taking any parking away or making poor people suffer (paying for permits or having to leave).

Other Reasons

The public outcry against OPDs at the June 26, 2008 public hearing held in Venice by the Bureau of Engineering was ignored. Records of or transcripts from public hearings can be used to evaluate if public support exists, but this was not provided by the City of Los Angeles. (DVD of June 26, 2008 public hearing will be submitted within 5 days to the Coastal Commission).

The law used to create LAMC 80.54, the OPD law, is Section 22507 of the California Vehicle Code, which requires a general public notice per Section 65090 of the Government Code. This was not followed and has not been followed in creating OPD that is not in the coastal zone - nor was any petition conducted.

The beach belongs to all people and reasonable access to it should be permitted at all times, including between 2-6AM. Coastal Act provides the "development shall not interfere with the public's right of access to the sea" Government Code Section 30211. Development includes any "change in density or intensity of use of land."

Life long residents of Venice, such as Eden Andes, live in vehicles, work on the Venice Beach Boardwalk (right by the sea) and other places in Venice, and are registered to vote using the legal definition of the nearest intersection. Eden Andes has 3<sup>rd</sup> Ave between Rose Ave and Sunset (on her voter registration) listed as her address in Venice, which is about four blocks from the beach. She lives in a vehicle there. Her first address, coming home from her birth at Brotman Hospital in Culver City, was in Venice. People, such as Eden Andes, use the Venice clinic on Rose Ave and 6<sup>th</sup> or eat at Bread and Roses Café



across the street from the clinic (about six blocks from the beach in the coastal zone) – they cannot afford to drive back and forth to outlining areas that have no OPDs. Overnight permit parking will harm the very poorest residents in Venice – people who live and work here.

Venice has services like the Venice Clinic and St Joseph's Bread and Roses because it used to be mostly poor people. There are few places with services like this in the City of Los Angeles and Venice is the only place in the coastal zone of Los Angeles with services like this for poor people. Many of the poor people here are not transient – just like Eden Andes. Your decision to go forward with OPDs in the area will hurt these people and help drive more of them from the coastal zone and from their home. Please try to understand the importance of this issue. I know this, because my grandmother came here during the depression and settled in Venice - a single workingwoman with two children could afford to live here. Poor people are still here, because there are services here and many have lived here all their lives – maybe generations or for many years - like myself. This is our home and our community, but we either cannot afford the permits or do not qualify to get one for some reason - like Eden Andes. Many of us are disabled and are elderly living on social security checks or we work at low-income jobs in Venice. Many are vendors on the Venice Boardwalk.

The City states that the beach is closed in the CDP applications, but the City of Los Angeles amended a law closing the beach in 1989 (LAMC 63.44B14(b) without a Coastal Development Application and in direct violation of the California Coastal Act. The State of California and the California Coastal Commission does not officially recognize the beach being closed during the early morning hours.

The 5 OPDs proposed for the Venice area virtually cover all streets in the Coastal Zone and if OPD's are implemented on these streets, block by block through the proposed petition process, the public will be almost totally denied access to the Coastal Zone during early morning hours. The California Coastal Act provides the "development shall not interfere with the public's right of access to the sea" Government Code Section 30211. Development includes any "change in density or intensity of use of land."

Street parking in the Venice Coastal Zone is the only free parking available and the only early morning parking now available. The three main beach parking lots (Rose Ave, Venice Blvd, and Washington Blvd) close from 1-6AM and the other public lots provide even less hours of operation.

The Bureau of Engineering conditioned approval of OPD 522 and OPD 523 by allowing for two lots consisting of less than 60 spaces is available only between the hours of 2-6AM. This gesture should not be taken serious in any way considering the inconvenient location from most locations within the two OPDs, the limited hours of operation, the ridiculously small number of spaces, and the city's rumored plan to actually charge for the use of these two lots during these four hours in the early morning.

The resolutions, amendments, and motions used to create LAMC 80.54 and the Venice OPDs along with the letters from the Department of Transportation and mountains of documents and correspondence obtained through Information Act Requests reveal that the true intent of OPDs is

really to remove homeless people living in vehicles out of Venice. LAMC 80.54, the OPD law, is based on Section 22507 of the California Vehicle Code, which is meant to protect off street parking in residential districts from commercial vehicles – not to remove homeless people from a beach town. Not only is the law being used for something other than the California Vehicle Code it was created pursuant to, it is being used to commit human rights violations by removing from an area that provides life essential services.

Poor homeless people living in vehicles are continually referred to as “criminal and public nuisances.” The crimes are LAMC 85.02 (living in a vehicle) or LAMC 80.73 (72-hour parking limit, which is often illegally enforced on exempt vehicles with disabled plates or placards or it is unequally enforced in an attempt to move unwanted vehicles).

The OPD is an extension of the on-going removal of street parking being used to remove homeless people from Venice, which has been happening for the last several years. I submitted a complaint and a list of the many street signs restricting parking in the coastal zone to the Coastal Commission. (See attached list.)

In the Oxford Triangle, the city has already erected a very large iron gate removing any access to the neighborhood from Lincoln Blvd – removing the perceived problem of commercial traffic- and the area has ample off street parking along with garages and driveways.

It is a fact that existing OPDs have homes with garages, driveways, and plenty of off street parking during the early morning, which directly conflicts with statements filed by the Department of Transportation regarding a “Parking Study.” (See OPD 506, Council File 07-0106). Certain homeowners simply do not want homeless people living in vehicles parked on the streets near their homes, so much so that a 29-block OPD was created in Mar Vista (the town Council Rosendahl lives in) under the pretense of the lack of off-street parking and a crime problem that simply did not exist.

The City of Los Angeles is using permit parking to move perceived problems, such as homeless people living in vehicles, out of affluent, high property value areas- from one neighborhood to the next, which is acting like a domino effect of permit parking not being planned or tracked in any way by the city. See Preferred Permit District No. 27 proposed for the affluent neighborhood of Del Rey Lagoon, Council File 08-1878, and See Preferential Parking District No. 153, Council File No. 08.2088, proposed for the affluent neighborhood next to Will Rogers State Park. There is a pattern and practice of the city of Los Angeles for using Permit Parking as a tool to privatize public streets for those with the highest quality of life. Placing permit parking in the higher valued property areas next to recreational space disproportionately affects poor people and people of color who wish to live, visit, or work in these areas that are areas with cleaner air and finer weather.

The Venice OPDs are a scheme specifically meant to eliminate homeless people with vehicles out of a community that provides life essential services - without providing them alternatives, places to park or housing them, which is a violation of human rights according to the UN Charter and ratified by the United States.

Councilman Rosendahl responds to this issue by saying time and again that he will find a place for these people. Rosendahl even proposed a motion amending the law that restricts living in a

vehicle in the city of Los Angeles, which he used in his speech at the November 17 Board of Public Works Hearing on the 103 Appeals. But the proposed alternatives are simply unrealistic, such as expecting rickety old RVs owned by people who have no money for gas or repairs to move miles up and down the coast to a parking lot next to the RV Park at Docweiler -- not in the RV Park - for only six hours every night. Years have gone by with no solutions. Many committees have met and not one space has ever been legally provided. This is not a reality in the making. Humane solutions will require fearless action that politicians, such as the Los Angeles Mayor and City Council members, are not willing to take. Until that time comes, I urge the California Coastal Commission to refrain from joining with the city of Los Angeles in this act that will remove the poorest people from the coastal zone in and near Venice.

**COASTAL COMMISSION**

EXHIBIT # 8  
PAGE 5 OF 5

**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

**APPELLANT:** Debra Gavlak

1. The project will have a negative impact on the neighborhoods by the beach. Access to the Shoreline will not exist 24/7 directly or indirectly. I have lived in Venice for 18 years at 5th + Minnesota Ave. We the tenants of the Waldorf apartments do not have the right to vote or not for permits nor do the walk Streets. If we have guests they will have to park in a city lot off Venice Blvd which is too small to deal with tenants who live between ocean park + speedway. This will impact direct and indirect access to the Beach. This process is not democratic and denies the need of the citizens of not only Venice but all other Los Angeles neighborhoods who choose to visit the beach. People in my neighborhood feel this is a way to generate more money off the back of the middle class (if there is one) and take away what we believe we already pay for in taxes public access to Public Streets and Beaches.
2. The California Coastal Act "provides that development shall not interfere with the public's right of access to the sea" Government Code Section 30211. Development includes any "change in density or intensity of use of land". The Beach parking lots in Venice are closed between 11:00 am to 6 am - other lots close earlier or open later. Where will X number of people park who live between ocean front walk and speedway. The beach is Public therefore it belongs to All people as well as the Streets which are Public. 13 million people live in Los Angeles not including tourists. How will the Lots be allocated. There may be some streets which are empty - with people not being able to park near their home but at a distant lot - because of a few who desire OPD'S.

**COASTAL COMMISSION**

EXHIBIT # 9  
PAGE 1 OF 1

**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Ayana D. Guy

1. No need has been shown for the creation of Overnight Parking Districts(OPDs) in Venice, nor has the desirability of so doing been convincingly argued, nor has an exhibit of public support for this action been demonstrated.

a. No comprehensive parking study has been attached to the CDP reports, nor has one been conducted that shows a need for the creation of OPDs in the Venice Coastal Zone.

b. No evidence exists to support the claim by the backers of this decision that a parking problem exists in the residential areas of Venice, let alone that such a problem, if it did exist, were the result of abandoned vehicles and parked commercial vehicles. As a resident of Venice I can testify to the lack of these problems. In my experience there is NO OVERNIGHT PARKING PROBLEM in Venice. Summer weekend afternoon's, sure, but Overnight? NO!

c. This Decision has been muscled through passage by a vocal, but non-representative minority of Venice residents, the vast majority of people living in Venice are not in favor of this decision, but have not had their voices heard. Not only are we who live in Venice against the implementation of this decision because we see no overnight parking problem in the first place, but also because we recognize the importance of non-resident beach and Venice community overnight access, and of course because we don't want the added expense and hassle of acquiring residential parking permits, but also because we are outraged by what we see as the duplicitous efforts of a small minority of residence trying to impose their views on the majority.

2. The applicant for this decision is attempting to misuse and misrepresent the OPD law. The OPD law (LAMC 80. 54), is based on Section 22507 of the California Vehicle Code, which is meant to protect off-street parking in residential districts from commercial vehicles. Despite mentioning commercial vehicles as a reason behind the designation of these areas as OPDs, no proof of the existence of these commercial vehicles has been presented, and a quick late night drive-through of the neighborhoods in question will show that in fact, the claim of their existence is unfounded. It is clear, that the intention behind the creation of these OPDs is to purge the streets of vehicle-dwelling homeless people, thereby driving them to relocate to other areas and depriving Venice Coastal Zone of the diversity of residents that it has become known for and that the majority of us living here value.

3. The Bureau of Engineering conditioned approval of OPD 522 and OPD 523 by allowing for two lots consisting of less than 60 spaces is ridiculously inadequate - it's allows for too few spaces at too inconvenient locations.

**COASTAL COMMISSION**

EXHIBIT # 10  
PAGE 1 OF 1

**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Calvin E. Moss

**Grounds for Appeal**

- 1) Violating the basic human rights of the Poor and the Disabled Vehicular Housed People and denying them equal access to the coastal zone.
- 2) Slandering, libeling and defaming people who are poor and disabled and Vehicular housed.

**Statement of Facts**

The Law LAMC 80.54 and the Venice OPDs sole main intent is to remove the poor and disabled living in vehicles from the area. Many of the Poor and Vehicular housed people have lived in the area for many years, some their entire lives. Many use the social services that are located in the Coastal Zone. The Venice Clinic, St Joseph's Center, Westminster Senior Center, Oakwood Senior Center and many other places where people obtain food and vital medical services.

The City Council person has referred to people living in vehicles as "Blight" in written communication. Law enforcement has called homeless people "ugly" and "disgusting" in public meetings. Other elected neighborhood council members and members seated on committees have accused people living in vehicles of sex offenses and other horrible acts. These accusations have been proven untrue and exaggerated in official investigations. The persons making these statements have created a campaign of hatred directed towards people living in vehicles in the coastal zone.

The OPD ordinance, LAMC 80.54 is created so that disabled people living in vehicles, people who do not qualify under the ordinances definition for "residence" will not be eligible for a parking permit and will be forced to leave the coastal zone.

Disabled people with legal disabled placards and disabled plates are being illegally harassed with laws that do not apply to them, because they are believed to live in their vehicles.

**Summary of Issues**

The City is violating the Fourth Amendment, the Fifth Amendment, the Fourteenth Amendment, and the Fifteenth Amendment of the United States Constitution. Also the City is violating the International Covenant on Civil and Political Rights, Article 17, the International Covenant on Civil and Political Rights, Article 2.1, and the UN Charter Article 55.

**COASTAL COMMISSION**

EXHIBIT # 11  
PAGE 1 OF 1

**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Janice Yudell

As a 39-year resident of Venice  
I have not experienced an overnight  
parking problem here that would  
necessitate OVERNIGHT PARKING PERMITS.

I do not believe commercial and  
abandoned vehicles are a problem. In  
fact I walk 4 miles a week AT  
NIGHT through the streets of Venice  
and never see any commercial  
vehicles parked.

I feel a minority of residents are  
biased against people living in their  
vehicles and are using this OPD law  
to unfairly deal with them. This  
COASTAL PERMIT DECISION is one more  
step in destroying the diversity that has  
been Venice — rich and poor, all races and  
cultures, artistic minds.

Janice Yudell  
artist & SMC English Teacher  
COASTAL COMMISSION

**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Hope Hanafin

1. The project will have a negative effect on public access to and along the shoreline, either directly or indirectly, and will remove and restrict parking used for access to the beach. The purpose of the OPD as set out in the application is without merit. The lack of parking is NOT because of abandoned vehicles or parked commercial vehicles. The City has provided no parking study or other evidence supporting such assertion. Rather, as interdepartmental communication reveal (all provided pursuant to a Public Records Request), the current effort to institute OPD's is a not very thinly veiled scheme to eliminate homeless people with vehicles from our community - not by providing alternative places for them to park their vehicles, or housing that they so desperately need, but by denying them any public space to park overnight. The a lack of parking is because residents have converted garages to other uses, and as a result park on the streets and because Venice Beach is a world reknown tourist destination. However, as the City has failed to provide parking facilities sufficient to accommodate the public need.
2. The California Coastal Act provides that "development shall not interfere with the public's right of access to the sea" Government Code Section 30211. Development includes any "change in the density or intensity of use of land". The beach parking lots in Venice (at the end of Washington Blvd., Venice Blvd. and Rose Ave.) are all closed between the hours of 1:00 AM - 6:00 AM. Other public lots in Venice close earlier and open later. Street parking is about the only late night/over night parking now available to the public in Venice. The 5 OPD's proposed for Venice cover virtually all streets in the Coastal Zone and if OPD's were implemented on those streets, the public would be almost totally denied access to the beach, to early morning surfing, to late night fishing on Venice Pier, to late night grunion observation (they appeared most recently June 20-23), to the simple pleasure of walking along the Ocean Front Walk and the Venice Canals and watching the boat action at the Marina del Rey Yacht Harbor. The beach belongs to all of the people of this State and reasonable access to it should be permitted at all times.
3. BOE's token effort that conditioned approval of OPDs 522 and 523 on extending beach lot parking is inadequate. 55 spaces is not sufficient parking to accommodate 13 million people in the LA Metropolitan area, and tourists. In addition, how they would ever locate these lots is a puzzle. Instead, they would find empty streets with restricted parking, keeping the public from the beach.
4. There is a vocal minority in Venice who desire to institute OPDs. At the BOE public hearing, the community overwhelmingly voiced opposition.

**COASTAL COMMISSION**

EXHIBIT # 13  
PAGE 1 OF 1



**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

December 12, 2008

To: California Coastal Commission

From: Mark Lipman  
c/o Beachhead  
P.O. Box 2  
Venice, CA 90294

RE: Appeal of Overnight Parking Districts in Venice

Dear sirs,

On November 17, 2008, The Los Angeles City Bureau of Engineering held a hearing regarding over 100 appeals - an extraordinary number for such a procedure - filed against the establishment of Overnight Parking Districts (OPDs) in Venice. These appeals - unread and unconsidered were summarily dismissed.

This resulted primarily due to the intervention by Councilman Bill Rosendahl. He argued that "We need OPDs because all these other communities such as Malibu, Santa Monica and Manhattan Beach have them and we are getting squeezed by too many recreation vehicles."

In fact, he specifically reversed the argument I gave against installing OPDs to push the approval through. I draw your attention to the letter I wrote and read to the Bureau of Engineering, stating that the problem of overcrowding is caused by too much permit parking, which displaces people all up and down the coastline and therefore to alleviate the problem we need to reduce the amount of permit parking along the coast instead of increasing it.

My letter, which went unanswered, specifically asked if their study included the statewide ramifications of these permit parking districts, or solely looked at Venice?

This concern is clearly pertinent to coastal access, as laid out in the Coastal Act, yet the Bureau of Engineering chose not to respond.

Additionally, the constitutional argument concerning the violation of civil rights, specifically on the Equal Protection Clause of the 14th Amendment, as supported by Supreme Court case *Shapiro v. Thompson*, which sets court precedent (please see attached) and holds great relevance to the issue before us today, again went ignored.

The question that we now must answer is whether or not this body, the California Coastal Commission, is going to go along with a measure that was not voted on by the people of Venice, that is being railroaded through by a small and influential vested group, again denying us justice, or will you see this charade for what it really is and finally put an end to it by denying the permits.

Sincerely,

  
Mark Lipman  
Concerned Resident of Venice

**COASTAL COMMISSION**

EXHIBIT # 14  
PAGE 1 OF 5

November 17, 2008

To: Los Angeles Department of Public Works,  
Bureau of Engineering

From: Mark Lipman  
c/o Beachhead  
P.O. Box 2  
Venice, CA 90294

RE: Overnight Parking Districts – Appeal

Dear Sirs,

In reviewing the staff report denying the appeals of Overnight Parking Districts (OPDs) in Venice, there was a grave error regarding the violation of constitutional rights, particularly in the narrow reading of the Fourteenth Amendment, which failed to take into consideration precedent set by prior Supreme Court rulings.

May I draw your attention to the case of *Shapiro v. Thompson*, where the court ruled that – and I quote – "... the purpose of inhibiting migration by needy persons into the state is constitutionally impermissible.

"The court long ago recognized that the nature of our Federal Union and our constitutional concepts of personal liberty unite to require that all citizens be free to travel throughout the length and breadth of our land uninhibited by statutes, rules or regulations which unreasonably burden or restrict this movement ...

"If a law has 'no other purpose ... than to chill the assertion of constitutional rights by penalizing those who choose to exercise them, then it is patently unconstitutional.'

"... a state may no more try to fence out those indigents who seek higher welfare benefits than it may try to fence out indigents generally."

What these OPDs do in effect is put up a fence around Venice that says, "Poor people – stay out."

The real crime here is that those in our community who have money and influence and options in their lives are trying to strip the rights and quality of life away from the poorer classes who do not benefit from these same options. It is immoral, unethical and just plain wrong, and those of you who have been asked to merely rubber stamp this injustice should feel ashamed of partaking in such an action. Just imagine how you would feel if the shoe were on the other foot and it was your parent, or your child, or yourself who was the target of this legislation.

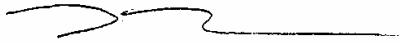
Now, I understand that the Bureau of Engineering is not in the position to weigh such things as ethics, morality, or the constitution, so let me ask you, have you, or your consultants considered the statewide coastal ramifications of the Overnight Parking Districts, or did your study merely look at what would happen solely in Venice?

The importance of this is that by enacting these parking restrictions you are setting up a domino effect that will have adverse consequences to our entire coastline.

Through this forcible eviction of targeted motor vehicles from Venice, you are pushing out of our community a number of people who will have no other choice than to move somewhere else along the coast. This will inevitably result in exasperating the vehicular crowding problem in other communities, thus leading them to enact similar parking restrictions to the point where you will have thousands and possibly tens of thousands of vehicles that will be restricted from parking anywhere along the California coastline. That is a clear and unmistakable violation of the Coastal Act.

By approving this permit, that is what you are setting in motion.

Sincerely,

  
Mark Lipman

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sioner. That court held that the residency requirement had a "chilling effect on the right to travel" and denied Thompson the equal protection of the law as guaranteed by the Fourteenth Amendment. Shapiro then appealed that ruling to the Supreme Court, which granted review and consolidated the case with others, challenging the constitutionality of residency requirements of Pennsylvania and the District of Columbia.

The Court's decision was six to three, and the majority's opinion was announced by Justice Brennan. Justice Stewart concurred. Dissenting opinions were delivered by Justice Harlan and Chief Justice Warren, who was joined by Justice Black.

Justice BRENNAN delivers the opinion of the Court.

[This] is an appeal from a decision of a three-judge District Court holding unconstitutional a State or District of Columbia statutory provision which denies welfare assistance to residents of the State or District who have not resided within their jurisdictions for at least one year immediately preceding their applications for such assistance. We affirm. . . .

There is no dispute that the effect of the waiting-period requirement in each case is to create two classes of needy resident families indistinguishable from each other except that one is composed of residents who have resided a year or more, and the second of residents who have resided less than a year, in the jurisdiction. On the basis of this sole difference the first class is granted and the second class is denied welfare aid upon which may depend the ability of the families to obtain the very means to subsist—food, shelter, and other necessities of life. . . . The interests which appellants assert are promoted by the classification either may not constitutionally be promoted by government or are not compelling governmental interests.

Primarily, appellants justify the waiting-period requirement as a protective device to preserve the fiscal integrity of state public assistance programs. It is asserted that people who require welfare assistance during their first year of residence in a State are likely to become continuing burdens on state welfare programs. Therefore, the argument runs, if such people can be deterred from entering the jurisdiction by denying them welfare benefits during the first year, state programs to assist long-time residents will not be impaired by a substantial influx of indigent newcomers. . . .

We do not doubt that the one-year waiting period device is well suited to discourage the influx of poor families in need of assistance. An indigent who desires to migrate, resettle, find a new job, and start a new life will doubtless hesitate if he knows that he must risk making the move without the possibility of falling back on state welfare assistance during his first year of residence, when his need may be most acute. But the purpose of inhibiting migration by needy persons into the State is constitutionally impermissible.

This Court long ago recognized that the nature of our Federal Union and our constitutional concepts of personal liberty unite to re-

*Shapiro v. Thompson*

394 U.S. 618, 89 S.Ct. 1322 (1969)

Two months after moving from Massachusetts to Connecticut, Vivian Thompson applied for assistance under the Aid to Families with Dependent Children program. She was nineteen years old, pregnant, and the mother of one child. Thompson was denied assistance because she failed to meet Connecticut's one-year residency requirement for receiving assistance. She sued in federal district court Bernard Shapiro, Connecticut's welfare commis-

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quire that all citizens be free to travel throughout the length and breadth of our land uninhibited by statutes, rules, or regulations which unreasonably burden or restrict this movement. That proposition was early stated by Chief Justice TANNEY in the *Passenger Cases*, 7 How. (48 U.S.) 283 (1849):

"For all the great purposes for which the Federal government was formed, we are one people, with one common country. We are all citizens of the United States; and, as members of the same community, must have the right to pass and repass through every part of it without interruption, as freely as in our own States."

We have no occasion to ascribe the source of this right to travel interstate to a particular constitutional provision. It suffices that Justice STEWART said for the Court in *United States v. Guest*, 383 U.S. 745 (1966):

"The constitutional right to travel from one State to another occupies a position fundamental to the concept of our Federal Union. It is a right that has been firmly established and repeatedly recognized."

"... [The] right finds no explicit mention in the Constitution. The reason, it has been suggested, is that a right so elementary was conceived from the beginning to be a necessary concomitant of the stronger Union the Constitution created. In any event, freedom to travel throughout the United States has long been recognized as a basic right under the Constitution."

Thus, the purpose of deterring the immigration of indigents cannot serve as justification for the classification created by the one-year waiting period, since that purpose is constitutionally impermissible. If a law has "no other purpose... than to chill the assertion of constitutional rights by penalizing those who choose to exercise them, then it is patently unconstitutional."

Alternatively, appellants argue that even if it is impermissible for a State to attempt to deter the entry of all indigents, the challenged classification may be justified as a permissible state attempt to discourage those indigents who would enter the State solely to obtain larger benefits.

[However,] a State may no more try to fence out those indigents who seek higher welfare benefits than it may try to fence out indigents generally. Implicit in any such distinction is the notion that indigents who enter a State with the hope of securing higher welfare benefits are somehow less deserving than indigents who do not take this consideration into account. But we do not perceive why a mother who is seeking to make a new life for herself and her children should be regarded as less deserving because she considers, among other factors, the level of a State's public assistance. Surely such a mother is no less deserving than a mother who moves into a particular State in order to take advantage of its better educational facilities.

Appellants argue further that the challenged classification may be sustained as an attempt to distinguish between new and old residents

on the basis of the contribution they have made to the community through the payment of taxes. [But, a]ppellants' reasoning would logically permit the State to bar new residents from schools, parks, and libraries or deprive them of police and fire protection. Indeed it would permit the State to apportion all benefits and services according to the past tax contributions of its citizens. The Equal Protection Clause prohibits such an apportionment of state services.

We recognize that a State has a valid interest in preserving the fiscal integrity of its programs. It may legitimately attempt to limit its expenditures, whether for public assistance, public education, or any other program. But a State may not accomplish such a purpose by invidious distinctions between classes of its citizens. It could not, for example, reduce expenditures for education by barring indigent children from its schools. Similarly, in the cases before us, appellants must do more than show that denying welfare benefits to new residents saves money. The saving of welfare costs cannot justify an otherwise invidious classification.

Appellants next advance as justification certain administrative and related governmental objectives allegedly served by the waiting period requirement. They argue that the requirement (1) facilitates the planning of the welfare budget; (2) provides an objective test of residency; (3) minimizes the opportunity for recipients fraudulently to receive payments from more than one jurisdiction; and (4) encourages early entry of new residents into the labor force.

The argument that the waiting-period requirement facilitates budget predictability is wholly unfounded. The records [here] are utterly devoid of evidence that either State or the District of Columbia in fact uses the one-year requirement as a means to predict the number of people who will require assistance in the budget year.

The argument that the waiting period serves as an administratively efficient rule of thumb for determining residency similarly will not withstand scrutiny. The residence requirement and the one-year waiting-period requirement are distinct and independent prerequisites for assistance under these three statutes, and the facts relevant to the determination of each are directly examined by the welfare authorities. Before granting an application, the welfare authorities investigate the applicant's employment, housing, and family situation and in the course of the inquiry necessarily learn the facts upon which to determine whether the applicant is a resident.

Similarly, there is no need for a State to use the one-year waiting period as a safeguard against fraudulent receipt of benefits; for less drastic means are available, and are employed, to minimize that hazard.

[Finally, a] state purpose to encourage employment provides no rational basis for imposing a one-year waiting-period restriction on new residents only.

We conclude therefore that appellants in these cases do not use and have no need to use the one-year requirement for the governmental purposes suggested. Thus, even under traditional equal protection tests a classification of welfare applicants according to whether they have

lived in the State for one year would seem irrational and unconstitutional. But, of course, the traditional criteria do not apply in these cases. Since the classification here touches on the fundamental right of interstate movement, its constitutionality must be judged by the stricter standard of whether it promotes a *compelling* state interest. Under this standard, the waiting-period requirement clearly violates the Equal Protection Clause.

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**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Delilah Gill

1. No need has been shown for the creation of Overnight Parking Districts(OPDs) in Venice, nor has the desirability of so doing been convincingly argued, nor has an exhibit of public support for this action been demonstrated.

No comprehensive parking study has been attached to the CDP reports, nor has one been conducted that shows a need for the creation of OPDs in the Venice Coastal Zone. No evidence exists to support the claim by the backers of this decision that a parking problem exists in the residential areas of Venice, let alone that such a problem, if it did exist, were the result of abandoned vehicles and parked commercial vehicles. As a resident of Venice I can testify to the lack of these problems. In my experience there is NO OVERNIGHT PARKING PROBLEM in Venice. Summer weekend afternoon's, sure, but Overnight? NO!

This Decision has been muscled through passage by a vocal, but non-representative minority of Venice residents, the vast majority of people living in Venice are not in favor of this decision, but have not had their voices heard. Not only are we who live in Venice against the implementation of this decision because we see no overnight parking problem in the first place, but also because we recognize the importance of non-resident beach and Venice community overnight access, and of course because we don't want the added expense and hassle of acquiring residential parking permits, but also because we are outraged by what we see as the duplicitous efforts of a small minority of residence trying to impose their views on the majority.

2. The applicant for this decision is attempting to misuse and misrepresent the OPD law. The OPD law (LAMC 80. 54), is based on Section 22507 of the California Vehicle Code, which is meant to protect off-street parking in residential districts from commercial vehicles. Despite mentioning commercial vehicles as a reason behind the designation of these areas as OPDs, no proof of the existence of these commercial vehicles has been presented, and a quick late night drive-through of the neighborhoods in question will show that in fact, the claim of their existence is unfounded. It is clear, that the intention behind the creation of these OPDs is to purge the streets of vehicle-dwelling homeless people, thereby driving them to relocate to other areas and depriving Venice of the diversity of residents that it has become known for and that the majority of us living here value.

The Bureau of Engineering conditioned approval of OPD 522 and OPD 523 by allowing for two lots consisting of less than 60 spaces is ridiculously inadequate - it's allows for too few spaces at too inconvenient locations.

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**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Neal D. Hasty

In my neighborhood of Oakwood, I have no problem parking close to my apartment building. I do not have parking provided by the owner/management and am dependent on street parking and my parking is not currently compromised. As for crime in the area, I do not believe the parking restrictions will have an effect on reduction

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**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Karl Abrams

1. No parking study or concrete evidence of abandoned/parked commercial vehicles has been presented to rationalize the purpose of the OPD. The OPD is in place to eliminate people who live within vehicles, people who are members of our community and have been, in many cases for years.
2. Those would impose OPDs on our community are a very vocal minority who just can't imagine an RV on "their" street. This is not a moral or ethical reason for backing OPDs and affecting the lives of those few vehicle dwellers <sup>who</sup> are, in reality, a vibrant part of our community.
3. There is, actually, no overnight parking problem in Venice. During the day tourists take up summer parking; at night, year round, we have no problem with space. Besides, restricting overnight parking interferes with the public's right of "access to the sea", as stated in the California Coastal Act.

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**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Rev. Thomas C. Ziegert

1. The initiation of OPDs in the coastal zone will, over time, come to restrict access to the beach and within the zone on a much larger scale than envisioned. We understand that the real intended victims of this restriction are the poor who are living in their vehicles in Venice. However, as parking becomes restricted, those OPDs will be full of empty spaces and surrounding areas will become more dense with vehicles by those who can't get permits. In time those people living in those now full areas will need OPD relief. It is a kind of domino effect. County Supervisor Krabes' office recognized this at a recent meeting at the Venice Neighborhood Council's Ad Hoc Committee on Homelessness and Vehicular Living.
2. No comprehensive parking study has been done.
3. No evidence supports the claim for a need of OPD for the reasons claimed.

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**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Eva Jane Williams

- As a resident since 1950 it has always been free to park on the streets of Vero - Vero has been a main attraction and "free" to those who want to visit the beach area. This should remain free.
- I am on a fixed income and cannot afford to buy anything out of my budget and at age "78" I need my children, grandchildren, and great grandchildren who spend the night to be able to do so when they want. Restricting I had to deal with in Little Rock Arkansas and I thought in 2008 I wouldn't have to fight this again.
- This is a free nation and anyone should be allowed to park and live on the streets with no payment to the city for this. Paying to park at certain time is very much like apartheid and in America its not right.

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APPEAL NOS.

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342 A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Donald Geagan

I am a resident of Venice for over 40 yrs. & having sent my children through school here my appeal of your decision on off street parking is well thought out.

Most residents of this beach area are families with and well aware of the problems of off st. parking. They overwhelmingly reject the intrusive nature of this ordinance. This blatant invasion of our collective will does not sit well in this area.

We locals here always tell our open and welcoming attitude to be our most precious preserve.

You must receive this intrusion on our estates as an irritant & happening place to live.

Never residents see our community with close outlooks and narrow visions of what makes us a different livable resort.

Other solutions to this problem have been put forth by the people of our city and we want you to consider them all before hastily acting on this ordinance.

Donald Geagan

COASTAL COMMISSIONER

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**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342 A-5-VEN-08-343 & A-5-VEN-08-344

**APPELLANT:** Antoinette Reynolds

1. No need has been shown for the creation of Overnight Parking Districts(OPDs) in Venice, nor has the desirability of so doing been convincingly argued, nor has an exhibit of public support for this action been demonstrated.

a. No comprehensive parking study has been attached to the CDP reports, nor has one been conducted that shows a need for the creation of OPDs in the Venice Coastal Zone.

b. No evidence exists to support the claim by the backers of this decision that a parking problem exists in the residential areas of Venice, let alone that such a problem, if it did exist, were the result of abandoned vehicles and parked commercial vehicles. As a resident of Venice I can testify to the lack of these problems. In my experience there is NO OVERNIGHT PARKING PROBLEM in Venice. Summer weekend afternoon's, sure, but Overnight? NO!

c. This Decision has been muscled through passage by a vocal, but non-representative minority of Venice residents, the vast majority of people living in Venice are not in favor of this decision, but have not had their voices heard. Not only are we who live in Venice against the implementation of this decision because we see no overnight parking problem in the first place, but also because we recognize the importance of non-resident beach and Venice community overnight access, and of course because we don't want the added expense and hassle of acquiring residential parking permits, but also because we are outraged by what we see as the duplicitous efforts of a small minority of residence trying to impose their views on the majority.

2. The applicant for this decision is attempting to misuse and misrepresent the OPD law. The OPD law (LAMC 80. 54), is based on Section 22507 of the California Vehicle Code, which is meant to protect off-street parking in residential districts from commercial vehicles. Despite mentioning commercial vehicles as a reason behind the designation of these areas as OPDs, no proof of the existence of these commercial vehicles has been presented, and a quick late night drive-through of the neighborhoods in question will show that in fact, the claim of their existence is unfounded. It is clear, that the intention behind the creation of these OPDs is to purge the streets of vehicle-dwelling homeless people, thereby driving them to relocate to other areas and depriving Venice Coastal Zone of the diversity of residents that it has become known for and that the majority of us living here value.

3. The Bureau of Engineering conditioned approval of OPD 522 and OPD 523 by allowing for two lots consisting of less than 60 spaces is ridiculously inadequate - it's allows for too few spaces at too inconvenient locations.

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**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Celia Williams

1 Access to the coast should be 24 hours - this would include parking wherever a human wants to park and walk to the beach with out having a permit from 2am-6pm.

2 Senior citizen on a restricted budget and it cannot afford a permit for family and friends to come spend the night 'Affordability' for those on fixed incomes

3 Our Venice community overwhelmingly denied OPD's in a Venice Neighborhood Council meeting. Bill Rosendahl CD 11 heard the crowd with resounding voices and we still need to fight this is wrong!

4 Families of six or more whose parents have resided in Venice since the 40's and want to come and have late nights are denied if no permits are had by there parents this is discrimination of large families. This is wrong!

5 The City of Los Angeles has provided no study that says we have problems with overnight parking, this is made up to control the streets and this is a city streets and we shouldn't privatize!

**COASTAL COMMISSION**

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**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

**APPELLANT:** Terry L. Hendrickson

I CAN NOT believe THAT I AM filling OUT AN APPEAL AND THAT THE COASTAL COMMISSION is even considering OPD'S in Venice. We the people have AGENTENCES TO PROTECT EVERYONES right to the beach and YOU PUTTING IN OPD'S TO PROTECT ONLY the RICH. Giving ONLY RICH access to the beach is UNCONSTITUTIONAL I CAN NOT believe THIS IS HAPPENING IN THE USA. ONE EXAMPLE is the 2 PARKING lots they say will be OPEN are SMALL. I HAVE DONE TO THESE PARKING lots between the hours of 2-6 AM AND they ARE full AND TOO SMALL TO PLACE AN RV. When I drove my RV OUT OF THE ROSE PARKING Lot at MIDNIGHT there WAS NO PARKING except ONE night when the police CAME TO 3<sup>RD</sup> STREET AT 10PM and CLEARED EVERYONE PARKED ON THAT STREET so THAT BY EVERYONE MOVED TO OTHER STREETS like Venice Blvd. where the Venice HOMEOWNERS ASSOCIATION TREATENED AND VICIUMIZED them. Which I HAVE experience first hand. people have been going WITH RV'S AND WITH OUT RV'S AND there HAS NOT BEEN a problem UNTIL a SMALL group of people HAS decided it would be more profitable for them if they could acquire public property AND public beaches ONLY for them AND their friends by USING the COASTAL COMMISSION TO block the public from ACCESS TO the beach then them AND their friends will be the ONLY ONES. They PUT fliers ON your vehicle THAT YOU ARE NOT A friend of theirs AND you ARE NOT owner of expenise property so the Venice HOMEOWNERS ASS. WANTS YOU OUT. If you do NOT own A NEW vehicle they will tell you, you do NOT deserve TO PARK or live in Venice. Please do the AMERICA thing AND protect the public's right TO ACCESS the beach AND STOP OPD'S TODAY.

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**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Janine K. Pierce

THIS OPD PLAN COMPLETELY KILLS THE RESIDENTS LIVING BETWEEN SPEEDWAY AND OCEAN FRONT WALK. THE REPORT THAT THERE ARE ON-STREET PARKING SPACES BETWEEN SPEEDWAY AND OCEAN FRONT IS BLATANTLY INACCURATE. AT BEST THEY ARE LOADING ZONES AND EMERGENCY PARKING ONLY SPACES CLEARLY MARKED WITH SIGNS, RED CURBS AND HYDRANTS.

1101 OCEAN FRONT WALK HAS 35 TENANTS WHO ARE ABLE TO LIVE AT THIS ADDRESS BECAUSE STREET PARKING PROVIDES THEM FAIRLY CLOSE ACCESS. PACIFIC AVE 8:00 PM TO 8:00 AM IS THE PREFERRED BUT ABBOTT KINNEY, MAIN STREET, WESTMINSTER, AND BOOKS ALL CURRENTLY PROVIDE AND MEET THE NEEDS OF THESE 35 AND THOSE OF OUR NEIGHBORS. HAVING LIVED ON VENICE BEACH SINCE SEPTEMBER 1968 THE PARKING HAS ALWAYS BEEN A NECESSARY CONSIDERATION. THERE ARE NOT ENOUGH PUBLIC OR PRIVATE LOTS TO MEET THE RESIDENTIAL NEEDS NOW IF THIS PLAN GOES THROUGH WITH ALLOTMENT BEING MADE FOR RESIDENTS THE DISPLACEMENT WILL BE OVER WHELMING. WE HAVE NO WHERE TO PARK THAT IS REMOTELY ACCESSIBLE WITH THIS PLAN. HOW THIS PLAN WAS DERIVED WITH CONSIDERATION OF RESIDENTS & WEST OF SPEEDWAY IS DISGRACEFUL AND UNCONSIDERABLE. TO COMPLETELY IGNORE 100's OF LAW ABIDING, TAX PAYING CITIZENS TO FURTHER A HIDDEN AGENDA FOR VIOLATES INDIVIDUAL & HUMAN RIGHTS.

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**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Carol E. Green

1. No need has been shown for the creation of Overnight Parking Districts (OPDs) in Venice, nor has the desirability of so doing been convincingly argued, nor has an exhibit of public support for this action been demonstrated.

No comprehensive parking study has been attached to the CDP reports, nor has one been conducted that shows a need for the creation of OPDs in the Venice Coastal Zone. No evidence exists to support the claim by the backers of this decision that a parking problem exists in the residential areas of Venice, let alone that such a problem, if it did exist, were the result of abandoned vehicles and parked commercial vehicles. As a resident of Venice I can testify to the lack of these problems. In my experience there is NO OVERNIGHT PARKING PROBLEM in Venice. Summer weekend afternoon's, sure, but Overnight? NO!

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2. The applicant for this decision is attempting to misuse and misrepresent the OPD law. The OPD law (LAMC 80. 54), is based on Section 22507 of the California Vehicle Code, which is meant to protect off-street parking in residential districts from commercial vehicles. Despite mentioning commercial vehicles as a reason behind the designation of these areas as OPDs, no proof of the existence of these commercial vehicles has been presented, and a quick late night drive-through of the neighborhoods in question will show that in fact, the claim of their existence is unfounded. It is clear, that the intention behind the creation of these OPDs is to purge the streets of vehicle-dwelling homeless people, thereby driving them to relocate to other areas and depriving Venice of the diversity of residents that it has become known for and that the majority of us living here value.

The Bureau of Engineering conditioned approval of OPD 522 and OPD 523 by allowing for two lots consisting of less than 60 spaces is ridiculously inadequate - it's allows for too few spaces at too inconvenient locations.

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**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Ethel M. Gullette

1. No comprehensive parking study has been attached to the CDP reports and no parking study has been conducted that proves the Fact that the City needs to implement Overnight Permit Parking in the Venice Coastal Zone.

2.No legal Fact of public support exists for OPDs in the Venice Coastal Zone.

3. The beach belongs to all people of this state and reasonable access to it should be permitted at all times, including between 2-6AM. Coastal Act provides the "development shall not interfere with the public's right of access to the sea" Government Code Section 30211. Development includes any "change in density or intensity of use of land."

4. The 5 OPDs proposed for Venice virtually cover all streets in the Coastal Zone and if OPD's are implemented on these streets, block by block through petition, the public will be almost totally denied access to the Coastal Zone during early morning hours. The California Coastal Act provides the "development shall not interfere with the public's right of access to the sea" Government Code Section 30211. Development includes any "change in density or intensity of use of land."

5.The resolutions, amendments, and motions used to create LAMC 80.54 and the Venice OPDs along with the letters from the Department of Transportation and mountains of documents and correspondence obtained through Information Act Requests reveal that the true intent of OPDs is to remove homeless people living in vehicles out of Venice. LAMC 80. 54, the OPD law, is based on Section 22507 of the California Vehicle Code, which is meant to protect off street parking in residential districts from commercial vehicles -- not to remove homeless people from a beach town. Not only is the law being used for something other than the California Vehicle Code it was created pursuant to, it is being used to commit human rights violations.

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APPEAL NOS.

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Erica Snowlake

On so many levels, and in full intent of the law, the OPDs are not democratic; they only address the needs of people living in houses or apts on these streets, there are many more people who utilize the city of Venice, as a center of commerce, tourism, as a beach, as a temporary sanctuary and shelter. These uses of the streets, which are not owned by residents, are being restricted.

Also, many people will inadvertently be penalized by this process. You cannot turn a vibrant city into a controlled financial venture. A city is for everyone. The community of Venice opposes the OPDs, for the most part. We are not a gated community, nor do we wish to become one. The impetus for this whole venture is based on hate complaints by a few residents for people living in RVs, and as a cashcow for the city. If Venice were its own city, this problem would be resolved by providing alternative street

parking and alternative "overnight" parking areas. There is way enough "space" for this. Lets look at this issue creatively and democratically, with solutions for all involved.

Lets read the Pattern Book, the Pattern Language Book by <sup>the</sup> Berkeley School from the 60's. Lets leave capitalism behind and strive for a higher model of cooperation. Shall we!!!???

**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

**APPELLANT:** Jessica Aden

1. In all do respect, there has not been any evidence shown for the creation of the Overnight Parking District (OPD's) in Venice, nor has there been a legitimate argument for ~~the~~ the passing of the OPD's. From the response of the residents ~~of~~ Venice, the majority feel that their voice ~~has~~ been ignored and that this would not help our city, but instead cause overcrowding and indirectly cause the citizens of Venice to suffer. To have the residents of Venice, whom many are working middle class, to spend \$15.00 or more a month, that they cannot spare, <sup>be able to</sup> to park in the city they live in is ridiculous. This is a issue that should not be addressed, since there is not a Overnight Parking Problem! I ~~believe~~ <sup>believe</sup> this is another way of gentrifying the city of Venice. With all that has ~~been~~ <sup>been</sup> done ~~to~~ <sup>to</sup> the city of Venice & its residents, this does not seem right. The city council, many of whom are not residents of Venice, are the only people who feel ~~that~~ the OPD should pass. A quick study of both Santa Monica & Malibu, both whom have permit parking, it is obvious the backfire the permit parking has had on both cities. It has cause overflowing traffic, built from the lack of spots, & has caused many of these residents loose the right to park, since many could not afford to spend the money to recieved there parking pass.

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**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Fortunato Procopio

1. No need has been shown for the creation of Overnight Parking Districts (OPDs) in Venice, nor has their desirability been convincingly argued. There is no evidence of public support for this action.
2. No comprehensive parking study has been attached to the CDP reports, nor has one been conducted that shows a need for the creation of OPDs in the Venice Coastal Zone. No evidence exists to support the claim that a parking problem exists in the residential areas of Venice. In my experience there is NO OVERNIGHT PARKING PROBLEM in Venice. Parking is difficult in some areas on summer weekend afternoon's, but never overnight?
3. This change will have a negative effect on public access to the shoreline. It will restrict public access to the beach. This restriction will impact Venice businesses and in turn the health of the entire community at a time when the overall economy is in peril.
4. The added expense and hassle of acquiring residential parking permits is an unnecessary burden to Venice residents. It adversely affects our ability to peacefully enjoy our homes. Our invited guests will be restricted and inconvenienced.
5. It is clear, that the creation of these OPDs is simply intended to purge the streets of vehicle-dwellers, thereby driving them to relocate to other areas. This action will deprive the Venice population of its diversity – something valued by the majority of Venice residents.
6. We are outraged by the duplicitous efforts of a small minority of residents to impose their views on the majority. This effort to create OPD's has been muscled through by a vocal, but non-representative minority of Venice residents. The vast majority of people living in Venice are not in favor of this decision, but they have not had their voices heard. Not only are we who live in Venice against the implementation of this decision because we see no overnight parking problem in the first place, but also because we recognize the importance of non-resident beach and Venice community overnight access.

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**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Melinda Ahrens

1. The project will have a negative effect on public access to and along the shoreline, either directly or indirectly, and will remove and restrict parking used for access to the beach. The purpose of the OPD as set out in the application is without merit. The lack of parking is NOT because of abandoned vehicles or parked commercial vehicles. The City has provided no parking study or other evidence supporting such assertion. Rather, as interdepartmental communication reveal (all provided pursuant to a Public Records Request) amply demonstrate, the current effort to institute OPD's is a not very thinly veiled scheme to eliminate homeless people with vehicles from our community - not by providing alternative places for them to park their vehicles, or housing that they so desperately need, but by denying them any public space to park overnight. The lack of parking is because residents have converted garages to other uses, and as a result park on the streets and because Venice is a world reknown tourist destination. However, as the City has failed to provide parking facilities sufficient to accommodate this extraordinary traffic.
2. The California Coastal Act provides that "development shall not interfere with the public's right of access to the sea" Government Code Section 30211. Development includes any "change in the density or intensity of use of land". The beach parking lots in Venice (at the end of Washington Blvd., Venice Blvd. and Rose Ave.) are all closed between the hours of 1:00 AM - 6:00 AM. Other public lots in Venice close earlier and open later. Street parking is about the only late night/over night parking now available to the public in Venice. The 5 OPD's proposed for Venice cover virtually all streets in the Coastal Zone and if OPD's were implemented on those streets, the public would be almost totally denied access to the beach, to early morning surfing, to late night fishing on Venice Pier, to late night grunion observation (they appeared most recently June 20-23), to the simple pleasure of walking along the Ocean Front Walk and the Venice Canals and watching the boat action at the Marina del Rey Yacht Harbor. The beach belongs to all of the people of this State and reasonable access to it should be permitted at all times.
3. BOE's token effort that conditioned approval of OPDs 522 and 523 on extending beach lot parking is inadequate. 55 spaces is not sufficient parking to accommodate 13 million people in the LA Metropolitan area, and tourists. In addition, how they would ever locate these lots is a puzzle. Instead, they would find empty streets with restricted parking, keeping the public from the beach.
4. There is a vocal minority in Venice who desire to institute OPDs. At the BOE public hearing, the community overwhelmingly voiced opposition.

5. If we can't even get a permit + we

live here, then what, I am a female + young, I am scared for

6. If some

my safety if I can't park

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**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Emily Winters

The majority of Venice residents do not want this permit parking. It penalizes the residents by having to pay to park on their own street when the issue is we need to find overnight parking for those who cannot pay rent. We need to deal with the issue of homelessness, the lack of housing, lack of jobs, etc. instead of making criminals of these people.

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**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

**APPELLANT:** Steve Clare, Executive Director, Venice Housing Corporation

**Venice Community Housing Corporation**

720 Rose Avenue, Venice, California 90291-2710

Tel: (310) 399-4100 Fax: (310) 399-1130

Web: www.VCHCorp.org

December 15, 2008

California Coastal Commission  
South Coast District Office  
200 Oeangate, 10th Floor  
Long Beach, CA 90802

**RE:** Venice Overnight Parking Districts (OPD's)

CPD 8-07: OPD 520

CPD 8-08: OPD 521

CPD 8-11: OPD 526

CPD 8-09: OPD 522

CPD 8-10: OPD 523

To the California Coastal Commission:

This letter communicates the opposition of the Venice Community Housing Corporation (VCHC) to the decision of the City of Los Angeles Board of Public Works to permit the establishment of Overnight Parking Districts (OPD's) in Venice.

The Venice Community Housing Corporation is a community based, nonprofit housing and community development corporation dedicated to the creation and preservation of housing affordable to low income people in Venice and surrounding neighborhoods. Since its formation in 1988 we have constructed, acquired, rehabilitated, own and operate 175 units of affordable housing in Venice and Mar Vista including a transitional housing facility for homeless women and their children. 75% of our residents have incomes less than 50% of the median. Last year we housed 464 people, 100 of whom had previously been homeless. Since 1995 we have developed other programs and assets that address critical needs of our community including a comprehensive youth development program for "at risk" and gang affiliated local youth, after school programs for children 6-12 years old, and the first and only infant-toddler child care center in Venice that is free to low income families. VCHC also contracts with the City to provide free home repairs to low income senior and disabled homeowners living on the west side of Los Angeles through the City's Handyworker program.

At VCHC's regular board meeting of August 28, 2008 the Board of Directors of VCHC unanimously approved a resolution to appeal the decision of the Bureau of Engineering to approve the above-referenced OPD's in Venice. The reasons include the following.

**COASTAL COMMISSION**

EXHIBIT # 32

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1. The streets of Venice are public right-of-ways that belong to the City, not to those who happen to reside on private property immediately adjacent to them. Because Venice is a destination point for beachgoers from all over the region and tourists from all over the world, and because the City has failed to provide parking facilities sufficient to accommodate this extraordinary traffic burden, the lack of parking has become a major and ongoing concern of Venice residents and the public at large. The situation is exacerbated by the decisions of many Venice home owners to convert required parking spaces and garages to other uses and rely instead on street parking for their vehicles. It is bad public policy to privatize public streets where the public need is so great. It is even worse policy to effectively reward property owners for their decisions to violate municipal parking requirements simply to enhance their own private living environment.

2. The California Coastal Act provides that "development shall not interfere with the public's right of access to the sea" Government Code Section 30211. Development includes any "change in the density or intensity of use of land". The beach parking lots in Venice (at the end of Washington Blvd., Venice Blvd. and Rose Ave.) are all closed between the hours of 1:00 AM - 6:00 AM. Other public lots in Venice close earlier and open later. Street parking is about the only late night/over night parking now available to the public in Venice. Taken together, the 5 OPD's proposed for Venice cover virtually all streets in the Coastal Zone and if OPD's were implemented on those streets, the public would be almost totally denied access to the beach, to late night fishing on Venice Pier, to late night grunion observation (they appeared most recently June 20-23), to the simple pleasure of walking along the Ocean Front Walk and the Venice Canals and watching the boat action at the Marina del Rey Yacht Harbor. The beach belongs to *all* of the people of this State and reasonable access to it should be permitted at *all* times.

In a token effort to address this critical issue, the Bureau of Engineering conditioned approval of OPD 522 on extending the open hours for public parking at Lot 800 to the hours of 2:00 AM-6:00 AM for a maximum of four hours. OPD 523 was conditioned upon extending open hours for Lot 740 to the hours of 2:00 AM-6:00 AM. (Inexplicably the other three OPD's were approved without any conditions whatsoever.) Currently Lots 800 and 740 close at 1:00 AM. So for instance, the proposed conditions would allow a person driving to the beach for night fishing at Venice Pier to park his car in either lot until 1:00 AM at which time he would be required to exit the lot and find parking somewhere *east of Lincoln Blvd* (almost a mile from the beach) for an hour before returning to the lot at 2:00 AM to continue his recreational activity. Surely this cannot be the kind and quality of public access contemplated by the California Coastal Act. To make an unreasonable limitation even worse, Lot 800 has 14 parking spaces and Lot 740 has 41 spaces. How can it be seriously argued that 55 spaces is sufficient parking to accommodate the 13 million people living in the Los Angeles Metropolitan area?

The reality is that over the years, the City has taken unilateral and perhaps unlawful action to systematically limit the public's right of access to Venice Beach in violation of the provisions of the Coastal Act. - first by closing the Venice beach parking lots between the hours of 1:00 AM-6:00 AM and then in 1989 by closing the beach itself to public use between the hours of midnight and 5:00 AM. LAMC Article 3, Section 6344B14 (b). The Final Staff Reports recommending approval of the OPD's assert that public access would not be affected by the OPD's because the County (not the City) has closed the beaches between the hours of 10:00 PM and 6:00 AM. This is at best misleading if not an intentional misrepresentation. *The County has not closed Venice beach to the public at any time.* Rather, it provides services to the public only between the hours of 6:00 AM and 10:00 PM. A person violates no County law by fishing or walking along Venice beach at 3:00 AM, only LAMC Article 3, Section 6344B14(b). The OPD's, if approved, would be the last nail in the coffin of public access to Venice Beach during their time of operation.

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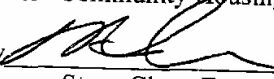


3. The Resolutions proposing OPD's references a parking problem "exacerbated by the overnight parking of commercial vehicles and abandonment of vehicles on the streets of [Venice]" The City has provided no parking study or other evidence supporting such assertion. Rather, as the volumes of information, correspondence and inter departmental communications (all provided pursuant to a Public Records Request) amply demonstrate, the current effort to institute OPD's is a not very thinly veiled scheme to eliminate homeless people with vehicles from our community - not by providing alternative places for them to park their vehicles, or housing that they so desperately need, but by denying them any public space to park overnight. According to the City, 20% of the people in Los Angeles live in poverty. On any given night there are over 40,000 homeless people in Los Angeles and over 73,000 people annually are homeless for some period of time (draft Housing Element 2006-2014). The City admits that it lacks sufficient resources to respond to the housing needs of the homeless and that "housing options that do not require rent...are necessary, especially for the homeless living with disabilities". In the face of such need, fully acknowledged by the City, it is unconscionable, against good public policy and perhaps illegal (see Jones v the City of Los Angeles), to create such a restrictive parking scheme.

For all of these reasons the Venice Community Housing Corporation urges that the California Coastal Commission grant this appeal and reverse the decision of the Board of Public Works to approve all 5 OPD's for Venice.

Respectfully submitted

Venice Community Housing Corporation

By   
Steve Clare, Executive Director

**COASTAL COMMISSION**

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**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Linda Lucks

**I. Grounds for Appeal**

The project impedes early morning Coastal recreational access to Venice beach (article 2, chapter 3, Public Resources Code sections 30210-30214) and creates unintended practical hardships for all residents and their visitors in walk street neighborhoods within the proposed district.

**II/III. Statements of Fact and Issues**

I am a resident at 30 Wave Crest Avenue, Venice 90291, in the walk street neighborhood approximately one block south of the boundary between the proposed West Venice and East Venice overnight parking districts (OPDs). This proposal will create new, unintended hardships for residents and their overnight visitors for properties without sufficient onsite parking in the areas within three blocks of Ocean Front Walk in both district 522 and adjacent district 523, and for any resident without sufficient onsite parking who lives near a boundary between the parking districts.

I have lived in various locations within OPDs 522 since 1973 and am familiar with every aspect of the parking issues in the Venice beach area, both from the perspective of a resident with 2 parking places and one whose visitors are rarely able to find parking when they come to visit on weekends and on summer days. Until now, I always believed no permit parking plans would pass the scrutiny of the California Coastal Commission, because they would not solve the problems they have always been meant to solve. Permit parking for on-street spaces simply does not work in a fair manner when there isn't a sufficient supply of such spaces to accommodate all residents who would want to buy permits, whether or not there are any beach (or, in this case, overnight) visitors competing for those spaces.

- 1) A survey to determine the current actual need in terms of numbers of spaces needs to be taken to fairly determine whether requiring permits for overnight street parking will actually alleviate a problem or simply create a situation **whereby large numbers of residents have to pay for parking permits that do not guarantee them a parking space within the specified district.** Those of us who live in the affected area know from experience that there are not enough parking spaces to accommodate either all of the residents who need on-street parking or beach visitors. Every night there is a run on parking and some people park many blocks east of their residences by default. Overnight parking restrictions will not change that, but it **will impede coastal access for surfers and fishermen/women who often arrive before or near dawn and would be victimized by parking districts 522 and 523.** A better solution would be to increase the supply of parking rather than irrationally restrict the use of the current inadequate supply.

In 1988, the City Planning Department created the "**Beach Impact Zone**" program for this purpose, but it's unclear whether the City has properly enforced the program or made use of either the parking spaces or funding it is intended to generate. **The CD 11 parking meter fund could also be tapped for this purpose, along with the Venice Surplus Property Fund.** No serious attempt to significantly increase either the on- or off-street parking supply in the Venice Coastal Zone has occurred in more than 15 years. Solutions do exist: Open the beach parking lots at night to residents; use the MTA bus lot as a parking lot.

2. People living (in the "border areas" where two districts abut will, in fact, have their and their visitors' parking

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options reduced, not enhanced, by this proposal. This is a variation on the "spillover" effect the Commission has dealt with in past permit parking applications and is simply intolerable. **There are times when finding a street space requires looking beyond the boundary of the proposed parking district one resides in.** Thus, unless this permit plan explicitly allows someone residing in one district to use their permit in the adjacent district when that's the only place there might be an available space at the time it's needed, this program will actually decrease, rather than increase, the parking supply for residents and their visitors to the Coastal Zone. That is an explicit violation of the Coastal Act.

If there are no available spaces in their own parking district, they cannot use their permit in an adjacent district, and if the entirety of Venice west of Lincoln is covered by this program, there will be no place they can safely and legally park overnight, especially if they have to do that parking prior to 8 p.m. and cannot move their vehicle by 8 a.m. At the very least, the City should permit people in these "border areas" to park in either their own district or the one adjacent to it. Of course this would create an administrative and regulatory issue that may well be unworkable, further underscoring the futility of proposing permit parking in the Venice beach walk-street area.

3. Requiring permits for the use of the Pacific Avenue 8 p.m.-8 a.m. parking spaces from 2-6 a.m. will undermine the considerable value of those spaces to the community as a "pressure release valve" that would free up other 24-hour-a-day legal parking spaces for use by permit holders and Coastal visitors. The Pacific Avenue overnight parking should be excluded from these OPDs should the City go forward with these proposals or they should become 24-hour-per-day parking spaces. The latter could reasonably be expected to cause severe traffic congestion with its concurrent Coastal access and air quality implications, however.

4. If this program is intended to indirectly reduce the impact of overnight parking by transients, it is the equivalent of trying to kill a fly with a cannon. There are laws against living in one's vehicle parked on a public street, or there should be, and those can be enforced without inconveniencing the entire Coastal community and its visitors.

5. Generally I believe the City's permit parking program does not charge participants a fee adequate to cover the costs of administering the program. The current low fees for primary permits and guest permits also undervalue the premium value of the spaces they're meant to protect. However, in an area such as the Venice beach area, where purchasing a permit simply doesn't ensure the purchaser of safe, legal and/or convenient parking, charging anything at all for a permit that is, at best, a speculative document is, to use the "term of art," a rip-off and beneath the dignity and integrity of the City of Los Angeles and the California Coastal Commission. That the City of Los Angeles approved it anyway without addressing the practical realities is, frankly, appalling. As with any project or proposal within the Coastal Zone, the Commission has both the right and obligation to ensure that the end result functions effectively for residents and coastal visitors alike. It is abundantly clear that these parking districts - specifically numbers 522 and 523 - are dysfunctional in the area most crucial to coastal access - the neighborhoods closest to the beach.

6. The procedure established for residential blocks within the permit district to vote on whether it will participate in the parking district effectively disenfranchises the vast majority of the many walk-street residents living within the proposed district. **If the only residents permitted to vote are those with addresses on affected streets with on-street parking, thousands of residents and their visitors could be subjected to the prerogatives a the very few who have such addresses and are thus eligible to vote.** This not only could lead to many residents who have no choice as to whether they want to be a part of the parking district either being prevented from using on-street parking within the district or being forced to purchase permits of (as noted above) speculative value depending on the availability of scarce curbside parking at any given moment.

Further, it is by no means clear whether the hundreds of residents living on or near the boundary between districts 522 and 523 will be allowed to purchase permits for the district in which they are NOT a resident but in which they historically have found overnight parking spaces for their own or Coastal visitors' use.

#### Conclusion

If these parking districts are implemented as proposed, they will violate the Public Resources Code by impeding visitor access to the Coastal Zone. Additionally, as described above, if the districts are implemented from Hampton Drive westward, unworkable and intolerable conditions will be created for residents and visitors alike. At the very least, these areas should be removed from both districts 522 and 523 as a matter of fairness and justice.

More appropriately the applications for districts 522 and 523 should be rejected out of hand.

**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Susan Millman

1. The project will have a negative effect on public access to and along the shoreline, either directly or indirectly, and will remove and restrict parking used for access to the beach. The purpose of the OPD as set out in the application is without merit. The lack of parking is NOT because of abandoned vehicles or parked commercial vehicles. The City has provided no parking study or other evidence supporting such assertion. Rather, as interdepartmental communication reveal (all provided pursuant to a Public Records Request), the current effort to institute OPD's is a not very thinly veiled scheme to eliminate homeless people with vehicles from our community - not by providing alternative places for them to park their vehicles, or housing that they so desperately need, but by denying them any public space to park overnight. The a lack of parking is because residents have converted garages to other uses, and as a result park on the streets and because Venice Beach is a world reknown tourist destination. However, as the City has failed to provide parking facilities sufficient to accommodate the public need.
2. The California Coastal Act provides that "development shall not interfere with the public's right of access to the sea" Government Code Section 30211. Development includes any "change in the density or intensity of use of land". The beach parking lots in Venice (at the end of Washington Blvd., Venice Blvd. and Rose Ave.) are all closed between the hours of 1:00 AM - 6:00 AM. Other public lots in Venice close earlier and open later. Street parking is about the only late night/over night parking now available to the public in Venice. The 5 OPD's proposed for Venice cover virtually all streets in the Coastal Zone and if OPD's were implemented on those streets, the public would be almost totally denied access to the beach, to early morning surfing, to late night fishing on Venice Pier, to late night grunion observation (they appeared most recently June 20-23), to the simple pleasure of walking along the Ocean Front Walk and the Venice Canals and watching the boat action at the Marina del Rey Yacht Harbor. The beach belongs to all of the people of this State and reasonable access to it should be permitted at all times.
3. BOE's token effort that conditioned approval of OPDs 522 and 523 on extending beach lot parking is inadequate. 55 spaces is not sufficient parking to accommodate 13 million people in the LA Metropolitan area, and tourists. In addition, how they would ever locate these lots is a puzzle. Instead, they would find empty streets with restricted parking, keeping the public from the beach.
4. There is a vocal minority in Venice who desire to institute OPDs. At the BOE public hearing, the community overwhelmingly voiced opposition.

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APPEAL NOS.

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Eden Andes

I WAS BORN HERE AND HAVE LIVED MOST OF MY LIFE WEST OF LINCOLN BLVD. IN THE COSTAL-ZONE. I AND MANY OTHERS HAVE USED THE BEACH BETWEEN THE HOURS OF 2 AM - 6 AM FOR GRUINION HOTTING SURFING (BOARD & BODY) SWIMMING, FISHING, LONG WALKS BY MOON LIGHT, EARLY MORNING RUNS, PHOTOS BOOTH NIGHT (TIME SHOTTER) AND MORNING, FOR RITUALS (BIRTH, DEATH) MOON ECT.,

THEY HAVE NEVER DONE A REAL STUDY OF PARKING PROBLEMS IN THE COSTAL ZONE AT NIGHT. THERE ARE PARKING PROBLEMS IN THE DAY NEAR THE BEACH ZONE ON SUNNY DAYS ESPECIALLY AS WAS SHOWN AT THE BQE MEETING HELD IN VENICE A SMALL ANTI HOMELESS GROUP WITH POLITICAL SAVVY IS USING THIS TO RUN THE HOMELESS OUT.

I AM HOMELESS. MY VOTING ADDRESS IS 3<sup>RD</sup> ST. ROSE AVE TO SUNSET (CROSS STREETS) AND HAS BEEN FOR 6 YEARS. I AM A VENDOR IN THE FREE SPEECH ZONE. LIKE MANY OTHERS I WOULD HAVE NO ADDRESS AND BE UNABLE TO PAY FOR TRAVEL AND BEACH PARKING. THIS WOULD TAKE AWAY MY LIVING AND MY RIGHT TO VOTE.

IT ANGERS ME THAT MOST OF THE PARKING INFORMATION INCLUDED IN THE "OFFICIAL SURVEY" WAS GIVEN TO THEM BY A "RESIDENT" AND WAS NEVER AUTHENTICATED BY THE PEOPLE WHO WERE GETTING PAID TO DO THE SURVEY.

THERE ARE BISSNESSES (BARS, RESTAURANTS  
SMALL MOM & POP STORES) THAT HAVE EARLY MORNING  
DELIVERYS, NO PARKING (MANY VARIANCE'S FOR PARKING  
HAVE BEEN GIVEN) AND THE BARS CLOSE AT  
2 AM (ALL THE LOTS CLOSE BY 1.) AND MANY PEOPLE  
GO TO THE BEACH, TO DINNER, TO A BAR, AND THEN  
WALK TO THEIR CAR'S. PARKED OFTEN FAR AWAY  
AT THE OTHER END OF THE BEACH WHERE THEY  
STARTED.

ONE OF THE REASONS STATED TO DO O.P.D.'S  
WAS ABANDONED VEHICLES. HOW MANY VEHICLES  
WERE ABANDONED? PLEASE DO NOT QUOTE HOW  
MANY 72 hr NOTICES WERE GIVEN AS I HAVE  
RECEIVED 5 IN 24 HRS (ANOTHER ANTI HOMELESS  
TACKLE BY THE L.A.P.D.) ON THE SAME VEHICLE  
IN DIFFERENT PARTS OF THE CITY.

THE VENICE NEIGHBORHOOD COUNSEL DOES  
NOT NECESSARILY SPEAK FOR VENICE. AND  
SELDOM SPEAKS FOR THE MAJORITY OF VENICE  
RENTERS, VISITORS, BEACH BAR, BISSNESS PATRONS.  
MUCH LESS THOSE WHO CATCH AND EAT THE  
GRUNDIN AND RUN LEAVING PHOSPHORESCENT  
FOOT PRINTS IN THE MOONLIGHT AT RED TIDE,

COASTAL COMMISSION

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**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Jim Bickhart

**I. Grounds for Appeal**

The project impedes early morning Coastal recreational access to Venice beach (article 2, chapter 3, Public Resources Code sections 30210-30214) and creates unintended practical hardships for all residents and their visitors in walk street neighborhoods within the proposed district.

**II/III. Statements of Fact and Issues**

I am a resident at 31-1/2 Breeze Avenue, Venice 90291, in the walk street neighborhood approximately one block south of the boundary between the proposed West Venice and East Venice overnight parking districts (OPDs). This proposal will create new, unintended hardships for residents and their overnight visitors for properties without sufficient onsite parking in the areas within three blocks of Ocean Front Walk in both district 522 and adjacent district 523, and for any resident without sufficient onsite parking who lives near a boundary between the parking districts.

I have lived in various locations within OPDs 522 and 523 since 1969 and am acutely familiar with every aspect of the parking issues in the Venice beach area, both from the perspective of a resident who has at times not enjoyed the benefits of onsite parking and one whose visitors struggle to find parking when they come to visit on weekends. As various permit parking schemes have been floated over many years, I have analyzed them and concluded that they not only would not pass muster with the California Coastal Commission, but they would not solve the problems they have always been meant to solve. Permit parking for on-street spaces simply does not work in a fair manner when there isn't a sufficient supply of such spaces to accommodate all residents who would want to buy permits, whether or not there are any beach (or, in this case, overnight) visitors competing for those spaces. My arguments can be summarized as follows:

1. Without a systematic survey to determine the current actual need in terms of numbers of spaces, there's no way to determine whether requiring permits for overnight street parking will actually alleviate a problem or simply create a situation whereby large numbers of residents have to pay for parking permits that do not guarantee them a parking space within the specified district. Those of us who live in the affected area know from direct experience that there are not enough parking spaces to accommodate either all of the residents who need on-street parking or beach visitors. Overnight parking restrictions will not change that, but it will impede coastal access for surfers and fishermen/women who often arrive before or near dawn and would be victimized by parking districts 522 and 523. A better solution would be to increase the supply of parking rather than irrationally restrict the use of the current inadequate supply.

In 1988, the City Planning Department created the "Beach Impact Zone" program for this purpose, but it's unclear whether the City has properly enforced the program or made use of either the parking spaces or funding it is intended to generate. The CD 11 parking meter fund could also be tapped for this purpose, along with the Venice Surplus Property Fund. Simple observation suggests that no serious attempt to increase either the on- or off-street parking supply in the Venice Coastal Zone has occurred in more than 15 years.

2. People living (as I do) in the "border areas" where two districts abut will, in fact, have their and their visitors' parking options reduced, not enhanced, by this proposal. This is a variation on the "spillover" effect the

**COASTAL COMMISSION**

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Commission has dealt with in past permit parking applications and is simply intolerable. There are times when finding a street space requires looking beyond the boundary of the proposed parking district one resides in. (In my case, that means on the northerly curb of Brooks Avenue or on other streets northerly of Brooks and easterly of Pacific Avenue. All of these locations are proposed to be in district 523 while I reside in district 522).

Thus, unless this permit scheme explicitly allows someone residing in one district to use their permit in the adjacent district when that's the only place there might be an available space at the time it's needed, this program will actually decrease, rather than increase, the parking supply for residents and their visitors to the Coastal Zone. That is an explicit violation of the Coastal Act.

If there are no available spaces in their own parking district, they cannot use their permit in an adjacent district, and the entirety of Venice west of Lincoln is covered by this program, there will be no place they can safely and legally park overnight, especially if they have to do that parking prior to 8 p.m. and cannot move their vehicle by 8 a.m. At the very least, the City should permit people in these "border areas" to park in either their own district or the one adjacent to it. Of course this would create an administrative and regulatory issue that may well be unworkable, further underscoring the futility of proposing permit parking in the Venice beach walk-street area.

3. Requiring permits for the use of the Pacific Avenue 8 p.m.-8 a.m. parking spaces from 2-6 a.m. will undermine the considerable value of those spaces to the community as a "pressure release valve" that would free up other 24-hour-a-day legal parking spaces for use by permit holders and Coastal visitors. The Pacific Avenue overnight parking should be excluded from these OPDs should the City go forward with these proposals or they should become 24-hour-per-day parking spaces. The latter could reasonably be expected to cause severe traffic congestion with its concurrent Coastal access and air quality implications, however.

4. If this program is intended to indirectly reduce the impact of overnight parking by transients, it is the equivalent of trying to kill a fly with a cannon. There are laws against living in one's vehicle parked on a public street, or there should be, and those can be enforced without inconveniencing the entire Coastal community and its visitors.

5. Generally I believe the City's permit parking program does not charge participants a fee adequate to cover the costs of administering the program. The current low fees for primary permits and guest permits also undervalue the premium value of the spaces they're meant to protect. However, in an area such as the Venice beach area, where purchasing a permit simply doesn't ensure the purchaser of safe, legal and/or convenient parking, charging anything at all for a permit that is, at best, a speculative document is, to use the "term of art," a rip-off and beneath the dignity and integrity of the City of Los Angeles and the California Coastal Commission. That the City of Los Angeles approved it anyway without addressing the practical realities is, frankly, appalling. As with any project or proposal within the Coastal Zone, the Commission has both the right and obligation to ensure that the end result functions effectively for residents and coastal visitors alike. It is abundantly clear that these parking districts - specifically numbers 522 and 523 - are dysfunctional in the area most crucial to coastal access - the neighborhoods closest to the beach.

6. The procedure established for residential blocks within the permit district to vote on whether it will participate in the parking district effectively disenfranchises the vast majority of the many walk-street residents living within the proposed district. If the only residents permitted to vote are those with addresses on affected streets with on-street parking, thousands of residents and their visitors could be subjected to the prerogatives of the very few who have such addresses and are thus eligible to vote. This not only could lead to many residents who have no choice as to whether they want to be a part of the parking district either being prevented from using on-street parking within the district or being forced to purchase permits of (as noted above) speculative value depending on the availability of scarce curbside parking at any given moment.

Further, it is by no means clear whether the hundreds of residents living on or near the boundary between districts 522 and 523 will be allowed to purchase permits for the district in which they are NOT a resident but in which they historically have found overnight parking spaces for their own or Coastal visitors' use.

#### Conclusion

If these parking districts are implemented as proposed, they will violate the Public Resources Code by impeding visitor access to the Coastal Zone. Additionally, as described above, if the districts are implemented from Hampton Drive westward, unworkable and intolerable conditions will be created for residents and visitors alike. At the very least, these areas should be removed from both districts 522 and 523 as a matter of fairness and justice.

More appropriately the applications for districts 522 and 523 should be rejected out of hand.



**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

**APPELLANT:** LAW OFFICES OF SABRINA VENSUS

**RE: APPEAL of Local Coastal Development Permits for Venice Overnight  
Parking Districts**

To Whom It May Concern:

The undersigned hereby appeals Coastal Development Permit Numbers: 08-07 (OPD 520 Oxford Triangle), 08-08 (OPD 521 Presidents Row), 08-09 (OPD 522-West Venice), 08-10 (OPD 523-East Venice), 08-11 (OPD 526 Villa Marina), as well as the City of Los Angeles' final Notice of Decision ("NOD"). The undersigned administratively appealed to the City of Los Angeles on September 5, 2008 and was denied relief.

The NOD has failed to address the following issues raised in my initial comments on the Venice OPD proposals. These issues should be addressed by the Coastal Commission.

**1) The proposed OPD application unreasonably and impermissibly impacts coastal access, in violation of the California Coastal Act**

The City's staff report on the final NOD did not adequately explain how coastal access related recreational, industrial, and other activities that occur in or near the areas proposed for permit parking that may require parking between the hours of 2 a.m. and 6 a.m. will not be unreasonably and impermissibly impacted despite the conditions of approval placed upon CDP No. 08-09; OPD and CDP No. 08-10; OPD 523.

These activities include but are not limited to: fishing, surfing, kayaking, paddle boarding, skateboarding, rollerblading, swimming, snorkeling, scuba diving, walking running, bicycle riding, star gazing, boating, bird watching, meditation, friendship, yoga, romance, deliveries to businesses, etc.

For example, there is no evidence that these activities do not take place between the hours of 2 a.m. and 6 a.m. with respect to the other areas of Venice and the Marina covered by OPD 520, 521, and 526, which do not have the same condition of approval.

The California Coast Act prohibits unreasonable restrictions on coastal access. The OPDs will result in unreasonable restriction on coastal access, because there are other, less

**COASTAL COMMISSION**

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coastal-access restrictive means to addressing any purported (yet not substantiated) problems with abandoned vehicles and commercial vehicle parking.

It also bears noting that the Venice area is arguably the most popular and most visited beach community in all of Los Angeles. This is in large part due to the unique culture, diversity and location of Venice. Establishing OPDs in the Venice area will negatively impact this unique culture and therefore remove the specialness of Venice. The Coastal Commission should consider the negative impacts the Venice OPDs will have on tourism and public attraction, and therefore the economy.

2) **There is no basis for the City of Los Angeles' conclusion that there are public safety and public welfare issues related to abandoned vehicles and overnight parking of commercial vehicles within each district**

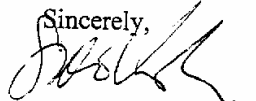
Although the City claimed in its June 4, 2008 Notice of Public Hearing letter that the OPDs were established to address public safety and welfare associated with "overnight parking of commercial vehicles and abandonment of vehicles within each district *by non-residents.*" (Emphasis added.) The City failed to address how engagement in such activities by only "non-residents" as opposed to "residents" and "business owners" an issue of public safety and welfare.

The City relied on no evidence for its conclusion that there is an existing problem with abandoned vehicles and commercial parking in residential neighborhoods that is not or cannot be addressed via currently existing laws, regulations, or procedures which would avoid negatively impacting coastal access. On the contrary, the Los Angeles Department of Transportation and the Police Department regularly enforce the California Vehicle Code, and/or the Los Angeles Municipal Code provisions that only allow a vehicle to be parked for up to 72 consecutive hours. Therefore, there is no need to further limit parking and thereby coastal access.

Insofar as commercial parking is concerned, (assuming there is a problem, although the City provided no objective evidence), a simple solution would have been to establish one or more OPDs that restrict commercial parking (ie, non-commercial parking districts). This way would avoid impacting coastal access while still reducing commercial parking.

In conclusion, I respectfully request the Commission reverse the City of Los Angeles and not approve the CDPs for Venice Overnight Parking Districts, named above.

Sincerely,



Sabrina D. Venskus

COASTAL COMMISSION

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**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: James R Smith

**Summary:** The grounds for this appeal of the entire decision of the Los Angeles Department of Public Works are that the Overnight Parking Districts (OPDs), CDP 08-07, 08-08, 08-09, 08-10, would restrict coastal access, violations of due process and law, misrepresentation of the facts, removal of very low income residents (Recreational Vehicle dwellers) from the coastal zone and a conflict of interest by the city of Los Angeles, which is both applicant and financial beneficiary of the implementation of the OPDs.

**Overnight permit parking districts (OPDs) restrict coastal access.** OPDs in Venice would leave those seeking to visit the coast with few, if any, parking places. Public policy should not dictate when the public can visit the coastal zone. Many thousands of people work a "swing" shift in Los Angeles-area hospitals, factories and retail establishments. They generally finish work from 11 p.m. to 1 a.m. If any of them wanted to be able to enjoy the water, sand and coastal environment, particularly on a hot night, they would be unable to do so if they intended to park in Venice. Those not living in Venice are among the most adversely affected by OPDs. Yet, they have been disenfranchised from participating in the public process which the Bureau of Engineering has conducted. Only those living in Venice have been notified of the hearing, or even that the city of Los Angeles was considering imposing permit parking in Venice. The implementation of OPDs would create a virtual gated community in Venice, in which visitors to the coast could drive through, but not park.

**The Coastal Act provides for access to the coastal zone, not just the beach.** Section 30001 (a) states: "That the California coastal zone is a distinct and valuable natural resource of vital and endorsing interest to all the people and exists as a delicately balanced ecosystem." Many of those who currently reside in recreational vehicles in the Venice coastal zone were forced out of their apartments in Venice by landlords anxious to take advance of skyrocketing rents. They are now threatened by losing access to the coastal zone where many have lived for years (RV dwellers are ineligible to buy parking permits). They include workers with jobs in Venice who will find it difficult to travel to their jobs if they are forced to park many miles away. In addition, many of the RV dwellers are artists and poets who gain inspiration and productivity from their round-the-clock exposure to the enriched cultural milieu of the Venice coastal zone.

**Other groups will be deprived of coastal access.** Surfers and anglers who now frequent the Venice area would be deprived of coastal and ocean access if they were unable to park during the night and early morning.

Thousands more low income residents of Southern California are in increasing need of coastal access due to worsening economic conditions which prevent them from seeking other forms of (paying) recreation. They may also not be able to run their air conditioners on hot summer nights due to an inability to pay utility bills. This combined with global warming, particularly hotter summer nights, will impel a certain percentage to seek the cooler temperatures found near the ocean.

Continued on ATTACHMENT 1

COASTAL COMMISSION

EXHIBIT # 38  
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**ATTACHMENT 1 – James Smith Appeal of CDP 08-07, CDP 08-08, CDP 08-09, CDP 08-10**

**Special conditions attached to two OPD districts are not sufficient to maintain coastal access.** The special condition attached to the West Venice district 522 (08-09) is to keep a small parking lot (Lot 800 at Windward Ave. and Venice Way) open until 6 a.m. The special condition attached to the East Venice district 523 (08-10) is to keep a small parking lot (Lot 740 at Main St. and Rose Ave.) open until 6 a.m.

These lots are supposed to accommodate the parking needs of those coming to the coastal zone from outside the area. However, there are no plans proposed to inform them of the existence of these two small lots. Even if visitors were able to find the lots they would discover them full. They will be overwhelmed by cars owned by residents who live in the area between Speedway and Ocean Front Walk. Residents in this area are ineligible to buy OPD permits since the parking districts go no further west than Speedway. This strip is more than a mile long and a block wide. It is the most densely population section of Venice, consisting of multi-story hotels built in the first decades of the 20th century when parking was not included. In addition, there are a number of large apartment complexes built in the 1960s that have inadequate parking. The solution of these residents has been to park on surrounding streets, sometimes many blocks east of Speedway. Since these streets would require OPD permits, which these residents are ineligible to obtain, they will seek out any possible parking spots including those two provided for in the special conditions.

**The creation of OPD districts is opposed by residents of Venice.** At the only hearing on OPDs, held on June 26, observers estimated that 80 percent of those expressing an opinion on OPDs were opposed. The hearing was one of the largest meetings to be held in Venice in recent years with about 300 residents in attendance. Approximately 700 Venice residents have signed petitions opposing OPDs. Several community organizations including the Venice Town Council, the Venice Community Housing Corporation, and the local newspaper, have gone on record opposing OPDs. The only organization to support OPDs is the Venice Neighborhood Council which did so without consulting with its membership. A petition bearing the signatures of 200 of its 'stakeholders' was submitted on Dec. 16. The petition seeks to reverse the Neighborhood Council's pro-OPD position by holding a stakeholder vote.

**DUE PROCESS MUST BE STRICTLY ADHERED TO  
DURING THE COASTAL DEVELOPMENT PERMIT PROCESS**

**Decisions by public entities must be based on the record of the hearing.** The Bureau of Engineering's Public Hearing on June 26 lasted three-and-a-half hours during which time 80 percent of the speakers opposed OPDs and cited a variety of coastal-related issues. Those opposing the OPDs were a cross-section of Venice economic groups - homeowners, renters and RV dwellers. In addition to the large numbers who turned out in opposition at the hearing, petitions were presented signed by approximately 700 Venice residents who opposed the OPDs. None of this is reflected in the August 26 Decision. Indeed, no reasons at all are given for the decision. I was told in writing by Julie Van Wagner of the Bureau of Engineering, Aug. 29, that "We do not have a transcript of the public hearing." (see Attachment 3)

At the Dept. of Public Works hearing, Nov. 17, Ms. Van Wagner stated that there was an audio recording of the hearing. However, there was no indication that this recording was available to the Public Works Commissioners nor that any of them had listened to it. I was not informed of the existence of the audio recording when I requested a copy of the hearing transcript. (see Attachment 3)

**The hearing was not conducted by authorized city officials.** The hearing was conducted, not by Bureau of Engineering or Public Works staff, but by staff of a Boston-based corporation, Camp, Dresser and McKee Inc. This violates the Brown Act and the Bagley-Keene Open Meeting Act which applies when city agencies are delegated to rule on coastal development permits by the California Coastal Commission. The lack of a transcript makes it impossible for city officials to determine what took place at the hearing, let alone, render a decision based upon it.

**COASTAL COMMISSION**

Continued on ATTACHMENT 2

EXHIBIT # 38  
PAGE 2 OF 3

**ATTACHMENT 2 – James Smith Appeal of CDP 08-07, CDP 08-08, CDP 08-09, CDP 08-10**

The procedure for designating which streets in the districts would require permits is flawed and biased. If OPDs are implemented, petitions would be circulated by proponents to determine if residents on a particular street wanted to require OPD permits. There is no way under this process that one can vote no. An affirmative vote is registered by signing the petition. In addition, there is no way to check to determine if signatures are valid. A petition gatherer could fill out the entire form by forging signatures without ever visiting a resident on the street. This process may work well where there is no opposition to OPDs, but in the community of Venice it is subject to fraud, coercion, and deception. Those who live in more than 30 walk streets in Venice will no even be consulted on whether the adjoining streets should require permits. With little off-street parking, this process amounts to a perversion of the democratic process.

The stated conditions for the application do not exist. The applicant states (for instance): "The West Venice area is primarily a residential area with inadequate off-street parking - a problem that is exacerbated by overnight parking of commercial vehicles and abandonment of vehicles on the streets of this area by non-residents, resulting in the inability of the residents to find parking on their blocks, noise, litter, and visual blight; which are adversely impacting the residents' quality of life. The vehicles that would be displaced as a result of establishment of the OPD are either illegally abandoned in the area or are privately owned and could be either parked overnight at the owner's residence or properly stored in off-street parking facilities." As a resident of the district for the past 40 years, I can attest that abandoned vehicles are extremely rare, as are commercial vehicles. The applicant presents no evidence of this condition which, he says, requires OPDs.

A purpose of the decision is to force homeless people out of the coastal zone. OPDs would force a class of people - those with very low incomes - out of Venice and the coastal zone - and back into the inner city. Many of those so affected are long-time Venice residents who have been forced from their apartments by eviction or economic reverses. The OPDs would reduce coastal access for the poor.

Another purpose of the decision is to raise more revenue for the city of L.A. by selling permits and issuing citations. The city of Los Angeles, which initiated the application for the OPDs (through Alan Willis, its Principal Transportation Engineer, has a vested interest in their implementation. Annual permits are now at \$35 per vehicle. According to the Dept. of Motor Vehicles, there are 21,422 vehicles in zipcode 90291 alone (Zip 90292 is divided between Venice and Marina del Rey, which is in the County). Annual revenue for the cash-strapped city of Los Angeles from Zip 90291 would be \$749,770. If the owners of all vehicles bought a permit. If some vehicle owners did not buy a permit, they would be subject to an even greater financial penalty for parking overnight without a permit.

ATTACHMENT 3 – James Smith Appeal of CDP 08-07, CDP 08-08, CDP 08-09, CDP 08-10

From: "Julie Van Wagner" <Julie.VanWagner@lacity.org>  
Subject: Re: Request for transcript of June 26 BOE hearing on Venice Overnight Parking Districts  
Date: August 28, 2008 9:34:03 AM PDT  
To: "Jim Smith" <jsmith@igc.org>

Dear Mr. Smith -

We do not have a transcript of the public hearing.

Best regards,

Julie Van Wagner  
Environmental Specialist II  
City of Los Angeles  
Department of Public Works  
Bureau of Engineering  
Environmental Management Division  
1149 S. Broadway, 6th floor  
Mail Stop 939  
Los Angeles, CA 90015  
213/485-5754 voice  
213/847-0656 fax  
Julie.VanWagner@lacity.org

||| Jim Smith <jsmith@igc.org> 8/26/2008 3:33 PM >>>  
Dear Ms. VanWagner,

I would like to obtain a transcript of the June 26 BOE hearing on Venice Overnight Parking Districts held at Westminster Elementary School.

Could you direct me to the person who handles these requests?

Thank you,

James Smith

**COASTAL COMMISSION**

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PAGE 3 OF 3

**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Ross Wilson

GORT SECTION CODE 30211

I BELIEVE IN MAINTAINING PEOPLE'S RIGHTS  
TO STAY OVERNIGHT ON PUBLIC STREETS IN  
VENICE. HOMELESSNESS & LIVING IN AN RV  
SHOULD NOT BE CRIMINAL. MANY PEOPLE IN  
RV'S IN VENICE HAVE LIVED THERE FOR YEARS  
& YEARS OR MOST OF THEIR LIVES.

I UNDERSTAND THERE ARE PROBLEMS W/ SOME  
ISSUES RV PEOPLE FACE. I THINK WE SHOULD  
WORK ON SOLUTIONS & PROVIDING SERVICES FOR RV  
PROBLEMS, RATHER THAN KICKING THEM OUT TO  
ANOTHER TOWN.

REMEMBER, RV PEOPLE MAKE UP / ATTRACT A LOT OF  
THE TOURISM & SALES ON OCEAN FRONT WALK IN  
VENICE & THE OPD'S WILL FORCE THEM TO LEAVE.

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**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Pamela London

OPEN COASTAL ACCESS HAS ALWAYS BEEN A PUBLIC  
USE THAT IS AVAILABLE TO ALL IN CALIFORNIA.  
OVERNIGHT PARKING WOULD RESTRICT THE FREEDOM  
TO ENJOY OUR BEAUTIFUL COAST

**COASTAL COMMISSION**

EXHIBIT # 40  
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**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

**APPELLANT:** Ronald Charbonneau

The beach has always drawn people. Open access to our shoreline is part of California's independence and heritage. Venice is an international tourist destination bringing visitors from many places. They should have open access to visit without the unnecessary encumbrance of overnight parking restrictions. Keep the California shore open to all people, all of the time!

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**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: Brett Barth

**APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT**

The OPD proposal for Venice is shortsighted, exclusionary and unfairly prohibitive. I am a resident of a multi-unit dwelling West of Speedway, and the proposed parking restriction denies equal rights and fair access to me and hundreds of other Venice citizens lawfully living along the boardwalk. Many Venice residents who rely on local street parking day and night are without "a block" and thus under the current proposal without a vote--this is not fair. Worse, if OPDs go into effect, we face the indefensible result of no access to permits, no place to park in our own community.

The current proposal to fix pockets of problems by regulating all of Venice is undemocratic and fails to accommodate the rights of all who live here. Please consider my appeal to the proposed development.

**COASTAL COMMISSION**

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**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

**APPELLANT:** David Gueriera

1. The project will have a negative effect on public access to and along the shoreline, either directly or indirectly, and will remove and restrict parking used for access to the beach. The purpose of the OPD as set out in the application is without merit. The lack of parking is NOT because of abandoned vehicles or parked commercial vehicles. The City has provided no parking study or other evidence supporting such assertion. Rather, as interdepartmental communication reveal (all provided pursuant to a Public Records Request) amply demonstrate, the current effort to institute OPD's is a not very thinly veiled scheme to eliminate homeless people with vehicles from our community - not by providing alternative places for them to park their vehicles, or housing that they so desperately need, but by denying them any public space to park overnight. The lack of parking is because residents have converted garages to other uses, and as a result park on the streets and because Venice is a world renowned tourist destination. However, as the City has failed to provide parking facilities sufficient to accommodate this extraordinary traffic.
2. The California Coastal Act provides that "development shall not interfere with the public's right of access to the sea" Government Code Section 30211. Development includes any "change in the density or intensity of use of land". The beach parking lots in Venice (at the end of Washington Blvd., Venice Blvd. and Rose Ave.) are all closed between the hours of 1:00 AM - 6:00 AM. Other public lots in Venice close earlier and open later. Street parking is about the only late night/over night parking now available to the public in Venice. The 5 OPD's proposed for Venice cover virtually all streets in the Coastal Zone and if OPD's were implemented on those streets, the public would be almost totally denied access to the beach, to early morning surfing, to late night fishing on Venice Pier, to late night grunion observation (they appeared most recently June 20-23), to the simple pleasure of walking along the Ocean Front Walk and the Venice Canals and watching the boat action at the Marina del Rey Yacht Harbor. The beach belongs to all of the people of this State and reasonable access to it should be permitted at all times.
3. BOE's token effort that conditioned approval of OPDs 522 and 523 on extending beach lot parking is inadequate. 55 spaces is not sufficient parking to accommodate 13 million people in the LA Metropolitan area, and tourists. In addition, how they would ever locate these lots is a puzzle. Instead, they would find empty streets with restricted parking, keeping the public from the beach.
4. There is a vocal minority in Venice who desire to institute OPDs. At the BOE public hearing, the community overwhelmingly voiced opposition.

I AGREE WITH THE ABOVE - 1/16

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**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

**APPELLANT:** Cindy Chambers

As a long-standing resident of Venice (13+ years), I do not support OPDs. There are several issues surrounding the decision to institute OPDs; and, I take issue with all of them, including but not limited to the following:

- (1.) No comprehensive parking study has been attached to the CDP reports, nor has one been conducted demonstrating a need for the creation of OPDs in the Venice Coastal Zone.
- (2.) No evidence exists to support the claim by the backers of this decision that a parking problem exists in the residential areas of Venice. Further, if such problem did exist that it was a result of abandoned vehicles and parked commercial vehicles.
- (3.) The decision to implement OPDs has been pushed to passage by a vocal, often wealthy, but certainly not ~~representative~~ representative minority of Venice residents. The vast majority of Venice residents are NOT in favor of this decision. It is clear that this decision has more to do with money and wealthy land-owners than access to overnight parking, of which, by the way, there is plenty.

*Cindy Chambers*  
VENICE RESIDENT 12/17/08

**APPEAL NOS.**

A-5-VEN-08-340, A-5-VEN-08-341, A-5-VEN-08-342, A-5-VEN-08-343 & A-5-VEN-08-344

APPELLANT: John Davis

I hereby incorporate by reference the reasons contained in my appeal to the city of Los Angeles shown on Attachment 2, into the appeal made here to the California Coastal Commission. Furthermore I assert that the City Engineer suppressed relevant evidence established by a city hired consultant from the city decisionmakers and did not indicate that the public meeting held on the matter reflected no official record the meeting being a simple sham to mute the voice of those living in the affected area of the coastal zone in direct contradictions to the public participation and due process guaranteed to the public by the CA Coastal Act + U.S. Coastal Zone Management

Act of 1972 which is implemented by the California Coastal Act. I further allege that the City has not complied with CEQA because the project represents several known adverse effects such as temporal restriction to the Coastal Zone, privatization of the coastal zone, cumulative impacts of all projects combined and not discussed by city, prejudice to completion of a Local Coastal Program, high public controversy, discrimination, and by failing to consider the above City has not complied with CEQA because at minimum, the circumstances call for an INITIAL STUDY pursuant to CEQA, and the City has not yet met CEQA requirements, and the California Coastal Commission

COASTAL COMMISSION

EXHIBIT #

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OF

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implements CEQA in the coastal zone + is the final decision maker in the process.

Therefore, the Commission must consider the appeal for it is in no way ~~trivial~~, trivial.

Furthermore, the Commission must deny the permit unless it, as the final decision maker, now complies with CEQA itself

DENovo by at minimum conducting an initial study commanded by CEQA.

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City of Los Angeles Engineer  
Re: APPEAL OF Coastal Development Permits  
No. 08-07  
No. 08-08  
No. 08-11  
No. 08-09  
No. 08-10

Dear City Engineer Gary Moore,

I hereby appeal each of the aforementioned Coastal Development Permits individually for the following reasons.

All of the Coastal Development Permits issued by the City Engineer are unlawful because;

The California Coastal Act guarantees DUE PROCESS OF LAW.

Coastal Act Chapter 4 Article 2.5  
FAIRNESS AND DUE PROCESS §§30320-30329

The City is out of conformance with Due Process provisions guaranteed by the Coastal Act, even if the City approved a contradicting Ordinance. City Ordinance does not trump State Law.

VIOLATION OF DUE PROCESS RELATING TO THE BROWN ACT

The Brown Act, Government Code Sections 54950-54962, governs meeting access for local public bodies.

Only a "legislative body" may take "action" to approve or disapprove a Coastal Development Permit. Conversely, any entity that is NOT a "legislative body" may NOT take "action" to approve or disapprove Coastal Development Permit(s).

The City Engineer is NOT a "legislative body" of the State of California and could never therefore take "action" to approve said Coastal Development Permits.

The terms "legislative body" and "action" are defined in the Brown Act.

The City Engineer actions to approve Coastal Development Permits are violative of the California Coastal Act and the Brown Act.

VIOLATION OF DUE PROCESS RELATING TO CEQA

California Public Resources Code Division 13 Environmental Protection Sections 2100-21177

**COASTAL COMMISSION**

EXHIBIT # 45  
PAGE 4 OF 5

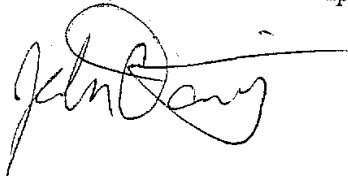
Removing Parking in the Coastal Zone constitutes an impact of Statewide, Regional, and Local importance requiring at minimum an Initial Study pursuant to the California Environmental Quality Act.

The City failure to conduct a Initial Study, in light of the facts that the project is of Statewide importance, that all Coastal Permits will have a cumulative effect on the environment, and that public controversy exists violates due process. The failure preempts affected State and Trustee Agencies from commenting on the potential negative effects of the project as the CEQA process commands.

#### **VIOLATION OF DUE PROCESS RELATING TO DISCRIMINATION**

The Constitution of the United States and its Bill of Rights prohibit discrimination. The City Engineer by its illegal issuance of Coastal Development Permits has attempted to DISCRIMINATE against people who wish to access the Coastal Zone that are not property owners. The City Engineer proposes only to allow access to public property by private property owners, excluding the majority of the population from utilizing public property they pay for and should rightfully have access to day and night. Many people access the Coastal Zone in the evening, night, and early morning. The City Engineer has DISCRIMINATED unlawfully by limiting access without complying with DUE PROCESS.

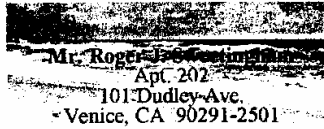
John Davis  
PO 10152  
Marina del Rey Ca. 90295



**COASTAL COMMISSION**

EXHIBIT # 45  
PAGE 5 OF 5





TEL: 818 269 0770  
E mail rjsasi@msn.com

MAY 14 2009

TO: Councilman Bill Rosendahl  
City Hall, Room 415  
200 North Spring Street  
LA CA 90012.

Dear Councilman,

I am writing to let you know I STRONGLY OPPOSE the proposed 'Overnight Parking Districts' in the Venice coastal area.

It is my understanding that D.O.T. Lot No. 740 where I park may change to a 4 hour maximum time limit '24/7'. So in effect local residents that currently park there would not be able to park through the night. (Without of course getting up every 4 hours to pay at the pay station.)

In a letter from Alan E. Willis

CANDID # 46  
PAGE 1 OF 4

(2.)

Principal Transport Engineer, City of Los Angeles to Mr Charles Posner of the California Coastal Commission page 2, paragraph 2 outlines two reasons for the changes in parking policy that seem to me to be very much without merit.

#1: It proposes a 4 hour time limit (24/7) to encourage turnover so spaces are available to BEACHGOERS BETWEEN 2.00 and 6.00 AM !!

I have lived at 101 Dudley Avenue since 1984 - that is 25 years - I know from experience that people do NOT DRIVE TO VENICE BEACH LOOKING FOR PARKING SPACES IN THE 'DEAD OF NIGHT'!

HOWEVER, let us suppose for the sake of argument some motorists drive to the coastal/beach areas in Venice looking for parking spaces in the 'WEE HOURS' OF THE MORNING!

There are empty parking spaces through the night in DOT Lot #740. There are empty parking spaces both sides of Main Street North

3.

of Rose Avenue. — Believe me I am up most mornings at 3.45 am. — These empty parking spaces exist because the restaurant patrons and late beachgoers that park in the evening are leaving between about 8.00 pm. and midnight.

Also, to solve this NON-EXISTANT PROBLEM there is a beach parking lot for about 200 cars where Rose Avenue meets the beach at Ocean Front Walk. It currently opens I believe at 6.00 am or 7.00 am it could be opened earlier.

The second stated rationale for the proposed change in parking says in the letter on page 2, paragraph 2 'a' that the 24/7 operation will make it easier for the public to understand that the time limits are always enforced and fees are always charged. — Well, right now the signs CLEARLY STATE THE HOURS OF OPERATION, AND THE PAY STATION HAS INSTRUCTIONS IN BOTH

(4)

ENGLISH AND SPANISH.

I think it is safe to say, and we can all agree THAT MOTORISTS ARE QUITE ACCUSTOMED TO READING AND UNDERSTANDING NUMERICAL PARKING SIGN HOURS OF OPERATION, ETC.

With respect, It seems some bureaucrats have 'A SOLUTION THAT IS LOOKING FOR A PROBLEM!'

And/or the agenda is to bring in extra revenue by forcing local residents to buy 'Parking Permits' and have to park on the streets.

Thank-you for taking the time to read this letter.

Sincerely

*R. Westingham*

C.C.

- Venice Parking Coalition
- Mr. Charles Posner, California Coastal Commission
- Alan E. Willis, Principal Transportation Engineer.

COASTAL COMMISSION

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PAGE 4 OF 4

## VENICE STAKEHOLDERS ASSOCIATION

**RECEIVED**

FOR IMMEDIATE RELEASE South Coast Region

JAN 9 2009

CALIFORNIA  
COASTAL COMMISSION

Contacts: Mark Ryavec  
310-392-4843  
Stewart Oscars  
310-305-8248

### Venice Stakeholders Call for Initiative Election Supporting Venice Overnight Parking Districts

(Venice, CA/January 6, 2009) The Venice Stakeholders Association has submitted an initiative petition, with over 325 Venice residents' signatures, calling on the Venice Neighborhood Council (VNC) to hold an election re-affirming the VNC's support of the right of Venice residents to establish overnight parking districts (OPDs) on a block-by-block basis, as allowed by the City Municipal Code.

The Los Angeles City Board of Public Works has recently approved Coastal Development Permits for the establishment of four OPD over-lay zones which authorize Venice residents to set-up OPDs on their blocks by the submission to the City of petitions with the support of 2/3rds of a block's residents. During the Board's November 17<sup>th</sup> hearing on the matter, Public Works Commissioner and former State Coastal Commissioner Paula Daniels noted that under the City's permit proposal there was adequate parking for beach access in Venice for early morning joggers, pedestrians, surfers and fishers.

Two of the four Coastal Development Permits, which cover areas in the dual-permit jurisdiction, will now be reviewed by the State Coastal Commission for compliance with the Coastal Act.

"We thought this would be a good time for the neighborhood council to restate it's support for the residents' right to form OPDs to preserve parking and for night-time security," said Mark Ryavec, a Venice Stakeholders Association leader and petition organizer.

"While the Coastal Commission has approved such restricted parking districts up and down the coast, we felt it was important for the Commission to see the depth of support in Venice for the right for residents to set up OPDs on their block if the residents feel they are needed to preserve night parking for residents," he said.

Ryavec, a founding director of American Oceans Campaign and currently a member of the Ocean Council of Oceana, an international ocean protection NGO, said, "After three decades as a coastal advocate I am sensitive to the issue of coastal access. Fortunately, Venice is well-provided with hundreds of metered spaces in the coastal zone which are free to the public at night and in the early morning. There is nothing in the OPD permits that will limit the availability of these spaces for early morning visitors since they are in commercial and not residential areas."

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PAGE 1 OF 2

Enclosure: Copy of Petition - p. 2

P.S. I have sent a copy of this also to Peter  
Douglas. M. Amador

## **Initiative Petition to Affirm Venice Stakeholders Right to Form Overnight Parking Districts (OPDs)**

Venice Stakeholders re-affirm that Venice residents have the same democratic right as other L.A. residents to establish, by 2/3rds petition signatures, OPDs for their blocks to preserve parking for residents and for night-time security, and call upon the VNC to communicate affirmation of this right to pertinent governmental bodies.

The undersigned hereby certify they are stakeholders of Venice and eligible to petition the Venice Neighborhood Council.

NAME and SIGNATURE	ADDRESS
PAVL A. SOULEK <i>[Signature]</i>	330A 5TH AVENUE VENICE, CA 90211
<i>325 signatures</i>	
COASTAL COMMISSION	
EXHIBIT # <u>47</u>	
PAGE <u>2</u> OF <u>2</u>	

**RECEIVED**  
South Coast Region

MAY 11 2009

CALIFORNIA  
COASTAL COMMISSION

To: California Coastal Commission Staff  
200 Ocean Gate 10th Floor  
Long Beach, CA 90802

Venice May 9, 2009

I have sent the following letters to:  
Steve Blank CA Coastal Commissioner  
Bonny Neely, Chair Board of Supervisors  
Dr. William Burke, Vice Chair  
Mary K. Schallenger, CA Coastal Commissioner  
Sara Wan, CA Coastal Commissioner  
Larry Clark, Mayor Rancho Palos Verdes,  
Dave Potter, Supervisor.

Re: Venice Overnight Permit Parking Districts (OPD's)

Venice has lots of parking problems, but most of the problems are during the day, on weekends and especially in the summer. Permits for overnight parking will not fix our parking problems. A Parking study and more parking would help, but this Overnight Parking scheme will not do this.

Why make us all pay for a hunting license to park and put all of Venice into a patchwork quilt of permit parking districts without consultation with the affected neighborhoods?  
I strongly oppose parking permits and advise to find a different solution.

Sincerely,



Dr. Ita G. G. Kreft  
130 Vista Place  
Venice, CA 90291

COASTAL COMMISSION

EXHIBIT # 48  
PAGE 1 OF 1

**Chuck Posner**

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**From:** Giovanna Joyce Imbesi [gio@tuttomedia.com]  
**Sent:** Tuesday, May 19, 2009 12:30 PM  
**To:** Chuck Posner  
**Cc:** Paul P. Soucek; stuart oscars Oscars; Giovanna Imbesi; Mariana Aguilar; Nikoletta Skarlatos; martin muoto; Pamela Wittes; SCOTT MAYERS Mayers; SARA WINTER; Phyllis Gilman; Tom Chou; Che and Barry Koslow; Mike Reily; Mike Malis; marie hammond; Alex Pupillo; claudesf@hotmail.com; jodi gusek; steve vitalich; carol bodlander; Georgann Abraham; copdog911@aol.com; Paul De Sousa; Mark Ryavec; Steve Freedman  
**Subject:** re: Venice OPD approval

Dear Mr. Posner,

I am writing to urge you to vote for approval of OPD permits for Venice.

Our block, the 300 block of 5th Ave. between Rose Ave. and Sunset Ave. has petitioned Councilman Rosendahl for OPD permits beginning in April 2008. We have been living with severe blight, runoff from RV dwellers dumping raw sewage into our streets and otherwise contributing trash to our streets and sewers. The number of RV dwellers has escalated tremendously in the past 6 months. Word is out that it is OK to park and live in Venice where there are no parking restrictions. Just two blocks away in Santa Monica, this is not tolerated.

Mr. Posner, I teach at Sustainable Works in Santa Monica and also at LA City College. We teach the importance of saving our oceans, eliminating waste from urban runoff and having an awareness of what is affecting the coastline in Los Angeles. This includes the awareness that anything dumped into the ocean at any location will ultimately affect our local coastal situation.

**Our situation has become dire and we need your help and support.** I know many have been in touch with you and we are urging our neighbors to write and ask for your support.

Thank you for your time and attention. I will make every effort to be at the Coastal Commission meeting on June 10th-12th.

Best regards,  
Giovanna Imbesi

**Giovanna Joyce Imbesi**  
**TuttoMedia** • <http://www.tuttomedia.com>  
[gio@tuttomedia.com](mailto:gio@tuttomedia.com) • 310-399-2800  
<http://GeneratePossibility.org>  
Twitter: <http://www.twitter.com/tuttomedia>

TUTTOMEDIA

This studio is an invitation to the fulfillment of Vision.  
What is created here goes beyond this Space.  
Generate Possibility.  
Embrace the unknown.



Please consider the environment before printing this email

**COASTAL COMMISSION**

EXHIBIT # 49  
PAGE 1 OF 1

5/19/2009



**Chuck Posner**

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**From:** Mark Pallatt [marpal67@yahoo.com]  
**Sent:** Wednesday, May 13, 2009 4:58 PM  
**To:** Chuck Posner  
**Subject:** OPDs

Hello Mr. Posner:

I am a Venice resident of 14 years and would like you and the California Coastal Commission of my fervent support of the OPD proposal. Our community has been stressed too long, services taxed too much, and this proposal is what Venice needs.

Should you have any questions for me please feel free to send an email.

Thank you for your time and consideration.

Mark Pallatt  
225 Bernard Ave  
Venice

Mark

**COASTAL COMMISSION**

EXHIBIT # 50  
PAGE 1 OF 1

**Chuck Posner**

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**From:** Scott Ginsburg [sginsburg@combined.biz]  
**Sent:** Wednesday, May 13, 2009 3:28 PM  
**To:** Chuck Posner  
**Subject:** [Possible Spam] Venice OPD.  
**Importance:** Low

Mr. Posner,

I am writing you to convey my support for the Overnight Parking District ('OPD') Initiative in Venice, CA. I understand that the Coastal Commission will be reviewing the proposal sometime in June or July and I want to reinforce my strong support for the initiative. I am a resident and home owner in the community and urge the Commission to support the OPD's. The current situation is taxing the municipal and social services which we all depend on and I strongly believe that enacting the OPD's is a necessary step to ensure the safety of the residents and integrity of the community.

Please contact with any questions.

Regards,

Scott Ginsburg  
Resident, Venice, CA  
221 Bernard Avenue  
Venice, CA 90291

**COASTAL COMMISSION**

EXHIBIT # 51  
PAGE 1 OF 1

5/14/2009

**Chuck Posner**

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**From:** Pamela Wittes [psw5@verizon.net]

**Sent:** Tuesday, May 19, 2009 12:43 PM

**To:** Chuck Posner

**Subject:** OPD

Please help us with our effort to have OPD for our neighborhood. In the years that I have lived here we have witnessed a progressive deterioration due to mainly the RV's that are constantly circling like vultures to find a place to park. It is unnerving to look out the window and see it unfold.

Thank you

Pamela Wittes

**COASTAL COMMISSION**

EXHIBIT # 52

PAGE 1 OF 1

5/19/2009

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**Chuck Posner**

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**From:** jamie [jamie\_cia@hotmail.com]

**Sent:** Friday, May 15, 2009 7:51 AM

**To:** Chuck Posner

Hello Chuck –

I am writing you to convey my support for the Overnight Parking District ('OPD') Initiative in Venice, CA. I understand that the Coastal Commission will be reviewing the proposal sometime in June or July and I want to reinforce my strong support for the initiative. I am a resident and home owner in the community and urge the Commission to support the OPD's. The current situation is taxing the municipal and social services which we all depend on and I strongly believe that enacting the OPD's is a necessary step to ensure the safety of the residents and integrity of the community.

Eat Rich!  
Jamie Cantor Ginsburg  
[www.platincookies.com](http://www.platincookies.com)

Resident, Venice, CA  
221 Bernard Avenue  
Venice, CA 90291

**COASTAL COMMISSION**

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PAGE 1 OF 1

5/18/2009

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**Chuck Posner**

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**From:** Steve Freedman [steve.freedman@earthlink.net]  
**Sent:** Sunday, May 17, 2009 11:00 PM  
**To:** Chuck Posner  
**Subject:** RE: CDP apps for Venice OPDs

Chuck-

Thanks for your response.

I've been a beach guy for fifty years. Before I lived in Venice, I lived at the foot of Topanga Canyon when Topanga Beach was private. I have long supported Coastal Access in the Malibu area where beach access was and remains a very real issue. I also support the implementation of Overnight Parking Districts in Venice.

Some frame the Venice OPD issue as one of beach access. Clearly, that's the only basis on which parties opposed to OPDs can appeal the local approvals at the CCC level. I have studied your January Staff Report and understand your concern that the restricting parking between 2am and 6am might limit beach access. As such, I would like to share my views on Venice OPDs as they affect coastal access.

I've been involved in the OPD effort for years and am quite familiar with the issues involved. For a variety of reasons, many residential properties lack adequate off-street parking. As such, many must park on the street. In addition, many Venice neighborhoods also suffer from a lack of street parking. In some neighborhoods, residents can't find street within blocks of their homes when they return in the evening. The parking shortage is compounded by the fact that a lot of vehicles that are not related to local households are parked and stored on residential streets for extended periods of time because there are no other parking restrictions that prevent their owners from doing so.

Though some do come to Venice Beach in the wee hours of the morning, there is adequate public parking in metered spaces and public lots in commercial districts in the middle of the night. Far more folks visit the beach in the daytime and come to dine and recreate in the evening when they find considerably less affordable public parking.

Restricting parking from 2am to 6am, four of the quietest hours in each 24-hour cycle, will actually increase available beach parking and improve beach access during the other twenty hours. Forcing owners of vehicles currently parked in the beach area for days and weeks at a time to move their cars each night will actually free up public parking for residents as well as legitimate users of the public beach and related recreational activities.

I appreciate your consideration of my viewpoint. Please make sure this letter is added to the OPD file that is passed to the Commissioners. Thank you.

Steve Freedman  
732 Howard Street  
Venice, CA 90292

**COASTAL COMMISSION**

> [Original Message]  
> From: Chuck Posner <cposner@coastal.ca.gov>  
> To: <steve.freedman@earthlink.net>  
> Date: 5/14/2009 11:38:01 AM  
> Subject: RE: CDP apps for Venice OPDs  
>

EXHIBIT # 54  
PAGE 1 OF 1

5/18/2009

**Chuck Posner**

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**From:** Scott Mayers [sscottmayersphd@ca.rr.com]  
**Sent:** Thursday, May 21, 2009 11:05 AM  
**To:** Chuck Posner  
**Subject:** OPD'S

I am a Venice Stake Holder and Rental Property owner. I keep losing tenants because they cannot park. I strongly urge you to approve OPD's in the Venice Beach Areas designated. My Rental Units are at 2008-2020 Strongs Drive in Venice. One block East of Pacific Avenue off of Venice Boulevard North. I live at 745 Milwood Avenue. Venice/90291. Thank you. Respectfully submitted: Dr. S. Scott Mayers. 310-827-5700. sscottmayersphd@ca.rr.com.,

**COASTAL COMMISSION**

EXHIBIT # 55  
PAGE 1 OF 1

5/21/2009

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**Chuck Posner**

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**From:** Christopher Plourde [wienerdogproductions@mac.com]  
**Sent:** Wednesday, February 25, 2009 2:16 PM  
**To:** Bill.Rosendahl@lacity.org; mike.bonin@lacity.org; Peter Douglas; John Ainsworth; Chuck Posner  
**Subject:** Venice Overnight Parking Districts

Following is a letter submitted today to the Los Angeles Times.

----- Forwarded Message

**From:** Christopher Plourde <wienerdogproductions@mac.com>  
**Date:** Wed, 25 Feb 2009 11:32:28 -0800  
**To:** Los Angeles Times <letters@latimes.com>  
**Conversation:** Venice Overnight Parking  
**Subject:** Venice Overnight Parking

I sympathize with those who are fed up with the problems created by people who camp out in RVs and vans on the streets of my town. Our city government has failed to deal with this issue, and so residents are grasping for the nearest available tool to address the problem.

But the devil is in the details. The Overnight Parking District laws were never intended for neighborhoods where a large number of residents live on streets where parking is already forbidden by law. It was never intended for neighborhoods where those across the street from a district were barred by law and the Pacific Ocean from parking on the other side of their homes. We are being disenfranchised, many of us won't even be allowed to purchase permits to park on the street we can see from our kitchen windows.

This is what happens when the government fails to govern. Well-intentioned citizens wind up taking actions which have the effect of stripping their neighbors of their rights, actions defended because "it will work." What we need is a government that addresses this issue properly, not one that pits neighbor-against-neighbor as a way of staying in office.

Thankfully the Coastal Commission understands that you can't ensure the rights of all by stripping rights from some.

Chris Plourde  
118 Wavecrest Ave.  
Venice, CA 90291  
310/701-0652

**COASTAL COMMISSION**

EXHIBIT # 56  
PAGE 1 OF 1

2/25/2009

Tim Wirkus  
1101 Ocean Front Walk, Apt. 42  
Venice, CA 90291  
(310) 272-1126

March 6, 2009

Charles R. Posner  
Coastal Program Analyst  
California Coastal Commission  
200 Oceangate, Suite 1000  
Long Beach, CA 90802

**RECEIVED**  
South Coast Region

MAR 10 2009

CALIFORNIA  
COASTAL COMMISSION

Dear Mr. Posner:

I am a Venice stakeholder and I am concerned about the consequences of the permit parking vote, as well as the conduct of officials during the election, in Venice on February 21<sup>st</sup> at the Venice Library. While I understand that there are Venice stakeholders who have issues with a few problematic RV owners, the enactment of permit parking will unduly harm me as a Venice stakeholder. I live on Ocean Front Walk (west of the Speedway) and may potentially not be allowed to park conveniently in my neighborhood due to how permit parking will be implemented. As a working professional, I am required to be at work early in the morning and I work long hours. I am not sure why, as a taxpayer citizen and a contributor to the Venice neighborhood and economy, I will potentially have to park over ½ a mile from my residence. Without even delving into general concerns of street safety during the hours I travel to and from my car, it is not a very viable and time-efficient option for me and the institution of permit parking could potentially have the effect of forcing me to move. This would seem to me to have the opposite effect of the law's intent and could continue to fuel the deterioration of the Venice neighborhood and the City of Los Angeles.

Having gone to one of the Venice Neighborhood Council's Rules Committee meetings in the days leading up to the vote, it seemed to me that both the Rules Committee, as well as Councilman Bill Rosendahl, were not interested or concerned about different issues I and others who attended the meeting conveyed about the time, place, ballot and rules of the upcoming vote. On the day of the vote, the voting process seemed very disjointed and not well run. I was directed to a line where I waited for two hours in line only to find out that I already had the proper paperwork and I had not needed to wait in line. It is my understanding that numerous people were turned away and told to come back at 5 PM after the polls would have been closed. However, the most egregious problem which occurred was that the vote was not counted on the site, on the day of the vote. I understand that the ballots were taken home by one of the voting commissioners and were in his sole control and possession until these votes were counted nearly 18 hours later on Sunday morning at which time this same election official certified the vote in favor of allowing the institution of permit parking to continue. Whether this was a lapse of judgment or a potentially willful means of manipulating the vote, I cannot say.

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PAGE 1 OF 2



However, the specter of impropriety looms large in my mind. I would be shocked if other elections that occur in this city and state are not being safeguarded from the potential for ballot box stuffing or misappropriating votes.

I earned a Bachelor of Arts in Political Science from Boston College in 2003, and the brazenness with which this election was conducted is disturbing and alarming. While I understand Councilman Rosendahl came up for re-election on March 3<sup>rd</sup> and I was able to express my views on his fitness for public office in that election, to allow this vote to be considered legitimate would be a disgrace to the political process of this city and state. When political leaders and processes are allowed to trample the minority, whether it be the true intent or not, the harm needs to be rectified. The parking vote that occurred on February 21<sup>st</sup> truly felt like an engineered election with very few, if any, checks against the political establishment's power to write the rules as they deemed necessary to be able to implement their goals. They should not be able to hide behind the guise of a fair election. At this stage we desperately need your help to overturn these actions. I can not believe that I am the only person or even part of a small minority who believes that my rights as an Angeleno and a Venetian are being trampled due to the potential revocation of my right to park in my own neighborhood. Ocean Front Walk is a densely populated part of Venice which is being completely ignored in the implementation of this law. I urge you not allow this engineered election to be upheld and please help us stop this callous disregard for a significant portion of Venice's population.

Best regards,  
Tim Wirkus

**COASTAL COMMISSION**

EXHIBIT # 57  
PAGE 2 OF 2

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**ROBERT A. ARONSON**

1909 OCEAN FRONT WALK #4  
VENICE, CALIFORNIA 90291-4148

TELEPHONE: (310) 823-2113

EMAIL: R\_Aronson@UReach.com

**RECEIVED**  
South Coast Region

FEB 17 2009

February 12, 2009

California Coastal Commission  
South Coast District Office  
200 Oceangate, 10th Floor  
Long Beach, CA 90802-4416

CALIFORNIA  
COASTAL COMMISSION

Re: Appeal No. A-5-VEN-08-342 (City of Los Angeles, Dept. of Transportation)

Dear California Coastal Commission:

I live in proposed Venice Overnight Parking District 522 where the walk streets are, between Pacific Avenue and Ocean Front Walk. In my area, I am not aware of any problem with overnight parking of RVs and people living in their vehicles. In other parts of the proposed District, on the other side of Pacific Avenue, there is apparently a problem. I feel that the boundaries of District 522 are improperly drawn.

Additionally, an overnight parking district is unnecessary to solve the problem as described by the City itself in the Notice Of Public Hearing, and is not a reasonable solution, and imposes significant burden on persons wishing to park overnight in the coastal area. An overnight parking district unreasonably interferes with coastal access in the areas adjacent to the Boardwalk and the beach, adjacent to the Venice walk streets, and adjacent to Windward Avenue and Abbot Kinney Boulevard.

The City of Los Angeles "Notice Of Public Hearing" describes the problem as follows:

**"The OPDs have been established by the Los Angeles Department of Transportation (LADOT) to address public safety and public welfare issues associated with overnight parking of commercial vehicles and abandonment of vehicles within each district by non-residents."**

If the problem is commercial vehicles, then the OPD should only apply to commercial vehicles. If the problem is oversize commercial vehicles parking overnight with people living in them, then the OPD should only apply to commercial vehicles over a certain size parked on the street between 2 A.M. and 6 A.M. An OPD is unnecessary to address the problem identified by the City.

In late 2006, the City passed LAMC § 80.69.4, entitled "Parking Of Oversize Vehicles" added August 25, 2006, and created the Oversize Vehicle Parking Program, scheduled to be fully effective March, 2008. The City should explain why this Ordinance and program is insufficient to solve the problem identified by the City.

PAGE 1 OF 3

The proposed OPD should not apply to cars or vans under a certain length who are coming to the coastal area. It should only apply to oversize commercial vehicles and/or RVs. The proposed OPD is akin to using a bulldozer to swat a housefly (not that anyone would ever want to hurt a housefly).

Ex. 58

The proposed OPD does not narrowly address the problem, and instead is overkill, creating a massive level of permits and bureaucracy that will interfere with coastal access and result in thousands of unnecessary parking tickets to visitors and residents alike.

If a resident has an overnight visitor who is driving a car, it is unlikely that they will find a street parking space right in front of the residence. The residents of the walk streets, by definition, have no parking in front of their homes. The visitor would have to find a parking space on the street, go to the residence to borrow the permit, then go back out on the street to the car to hang the permit from their rear-view mirror. Alternatively, the guest could call from a cell phone, and if the resident is available (i.e., not home alone with children), the resident could come out to the street to meet the guest to lend them the permit. When the guest departs, they would have to go to the car, then come back to the house to return the permit, unless the resident was available to come out to the street with the guest to take back the permit. If the problem is truly as described in the Notice Of Public Hearing, all of this is an unnecessary burden on overnight guests who arrive by car.

People who live in oversize commercial vehicles will find a way to obtain a permit, as there are plenty of sympathetic residents in Venice who will accommodate them. Will people break into a car just to steal the overnight parking permit?

The other problem sought to be addressed, as described in the City's Notice Of Public Hearing, is the "abandonment of vehicles within each district by non-residents." Abandoned cars are not a problem that will be solved by permits. Will someone refrain from abandoning a car because it has no permit? Will the OPD cause the City to ticket and tow the abandoned vehicle more quickly because the abandoned vehicle has no permit? Of course not.

There are too many scenarios where the proposed OPD would interfere with coastal access:

1. A resident decides late at night to invite a guest to stay over, and forgets to put the OPD permit on the car.
2. A non-resident comes to the beach to go for a run before 6 A.M., and never suspects that there would be something wrong with parking on the street in an available parking space before 6 A.M.
3. A restaurant or bar patron on Windward Avenue, North Venice Boulevard, or Abbot Kinney Boulevard who has too much to drink and wisely decides to leave their car on the street and makes alternative arrangements to get home, and intends to return to their car the next morning.
4. No resident could have a party where guests might stay past 2 A.M. without getting OPD Commission parking permits for every guest, or telling all guests to leave at 2 A.M.
5. Someone who can not afford the cost of the overnight parking permit, or someone who does not have the physical or mental ability to complete the permit application process, or someone who does not have a guest stay overnight and park on the street.

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The proposed OPD allows only 2 parking permit decals per home. What about homes with more than 2 residents who park on the street? Are they prohibited from parking in their own neighborhood? Some people live near the border of two or three different OPDs. Must they and their guests now park on a street only in the OPD where they actually live? The proposed OPD takes away any possibility of spontaneity in having surprise overnight guests. The proposed OPD unreasonably interferes with the coastal access of residents and their guests.

The western portion of proposed OPD 522 includes the beach and Boardwalk areas, the walk streets from Brooks Avenue to Washington Boulevard, Windward Avenue, and the south side of Abbot Kinney Boulevard. An overnight parking district for each of these areas is inappropriate.

Every Saturday, before 6 A.M., dozens of runners come to Venice to run on the Boardwalk for an hour or so. Why should visitors coming to the beach in the early morning be prohibited from parking on the street before 6 A.M., just to stop people from parking oversize commercial vehicles and vehicles with people inside them? The OPD unreasonably interferes with coastal access by these frequent visitors.

Residents of walk streets, and their guests, can only park on adjacent non-walk streets. The proposed OPD allows 65% of the residents of non-walk streets to institute a 2 A.M. to 6 A.M. parking prohibition, which would force all residents of adjacent walk streets to purchase permits, and observe the restrictions for themselves and their guests, without having any say in the matter.

Businesses on Abbot Kinney Boulevard, North Venice Boulevard, and Windward Avenue include bars that close at 2 A.M. Customers who do not return to their cars by 2 A.M. would be ticketed. Patrons of restaurants and bars who have had too much to drink would be discouraged from leaving their car parked on the street and getting a ride home.

The proposed OPD should not include areas adjacent to the Boardwalk and the beach, areas adjacent to the Venice walk streets, and areas adjacent to Windward Avenue, North Venice Boulevard, and Abbot Kinney Boulevard.

Thank you for considering my opinion.

Sincerely,



Robert A. Aronson

**COASTAL COMMISSION**

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