

CALIFORNIA COASTAL COMMISSION

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W11a

Appeal Filed: 6/17/2010
49th Day: 8/5/2010
180th Day: N/A
Staff: Charles Posner-LB
Staff Report: 9/22/2010
Hearing Date: October 13, 2010
Commission Action:

**STAFF REPORT: APPEAL - DE NOVO HEARING**

APPEAL NUMBER: A-5-VEN-10-138

APPLICANT: Fran Camaj – ADC Development, Inc.

AGENT: Susan McCabe & Anne Blemker, McCabe and Company

APPELLANTS: 1311 A.K. Properties, LLC (Attn: John A. Henning, Jr.) & Arminda Diaz

PROJECT LOCATION: 1305 Abbot Kinney Boulevard, Venice, City of Los Angeles, Los Angeles County.

PROJECT DESCRIPTION: Demolition of a one-story 1,312 square foot residential building, and construction of a 25-foot high, 1,248 square foot restaurant with a rooftop parking deck.

Lot Area	3,400 square feet
Building Coverage	2,300 square feet (approx.)
Landscape Coverage	250 square feet (approx.)
Parking Spaces	13 on-site
Zoning	C2-1 Commercial
Plan Designation	Commercial - Artcraft
Building Height	25 feet above fronting street

SUMMARY OF STAFF RECOMMENDATION

On July 9, 2010, the Commission determined that the appeals raised a substantial issue because the local approval did not include a plan to mitigate the parking impacts of the development. Subsequent to the July 9, 2010 hearing, the applicant revised the proposed project by proposing to provide thirteen on-site parking stalls, twelve of which will be on a rooftop parking deck (Exhibit #4).

Staff is recommending **APPROVAL** of the coastal development permit with special conditions. The recommended special conditions, which begin on Page Three, would: a) require the provision of thirteen on-site parking stalls and implementation of the approved attendant parking plan; b) impose best management practices for restaurant operation to protect water quality; c) limit signage; and, d) require the recordation of a deed restriction. As conditioned, the proposed project will protect coastal access and conform with the Chapter 3 policies of the Coastal Act. The applicant agrees with the staff recommendation. **See Page Two for the motion to carry out the staff recommendation.**

LOCAL APPROVALS:

1. City of Los Angeles Local Coastal Development Permit No. APCW-2009-1738.
2. City of Los Angeles Zone Variance to permit compact parking stalls within an on-site parking area that contains less than ten overall spaces (Case No. APCW-2009-1738).
3. City of Los Angeles Zone Variance to permit tandem parking (No. APCW-2009-1738).
4. City of Los Angeles Zone Variance to not provide a loading space that is otherwise required for commercial buildings which abut an alley (Case No. APCW-2009-1738).
5. City of Los Angeles Specific Plan Project Permit pursuant to the Venice Coastal Zone Specific Plan (Case No. APCW-2009-1738).
6. City of Los Angeles Negative Declaration No. ENV-2009-1739-MND, 8/24/2009.

SUBSTANTIVE FILE DOCUMENTS:

1. City of Los Angeles certified Land Use Plan for Venice, 6/14/2001.
2. City of Los Angeles Specific Plan for Venice, Ordinance No. 175,693.
3. Commission Appeal Case A-5-VEN-07-200 (Amuse Café, 796 Main Street).
4. Coastal Development Permit Amendment 5-98-071-A1 (Axe Restaurant - 1009 Abbot Kinney Blvd.).
5. Updated Parking Assessment for a Proposed 1,248 SF Restaurant Located at 1305 Abbot Kinney Boulevard in the Venice Community, Prepared by Overland Traffic Consultants, Inc. September 13, 2010.

STAFF RECOMMENDATION:

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

MOTION: *"I move that the Commission approve with special conditions Coastal Development Permit Application No. A-5-VEN-10-138 per the staff recommendation."*

The staff recommends a **YES** vote. Passage of the motion will result in **APPROVAL** of the coastal development permit application with special conditions, and adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of Commissioners present.

I. Resolution: Approval with Conditions

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. 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 on which the Commission voted on the application. 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

1. Approved Development: Restaurant with On-site Parking

Coastal Development Permit A-5-VEN-10-138 approves the construction of a restaurant with a maximum of 600 square feet of Service Floor Area (which includes both the indoor and outdoor patio Service Floor Area), a rooftop parking deck, and a total of thirteen on-site parking spaces (**as shown on Exhibit No. 4 of the Staff Report dated September 22, 2010**). The approved restaurant use is contingent upon the permittee's implementation and continued operation of the parking program described in Special Condition Two of this permit. In the event of non-compliance with the approved parking program, the permittee's right to use the 600 square feet of Service Floor Area for customer service shall terminate.

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 plans, any proposed change in use, expansion of customer dining areas, change to the approved parking program, change in number of parking stalls, or any other deviation from the approved development, shall be submitted for review by the Executive Director to determine whether an 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.

2. Parking Program

In order to protect nearby public parking facilities from the parking impacts of the proposed development and to protect public access to the coast, the permittee shall:

- a) Provide at least thirteen (13) parking stalls on the site for use by restaurant employees and customers. There shall be no charge or fee for customers and employees to use the on-site parking while working or patronizing the approved restaurant (a parking validation system is permitted).
- b) Provide a parking attendant service on the premises during all hours that the restaurant is open to maximize the on-site parking capacity. Storage of vehicles by valets in public parking lots or on public rights-of-way is prohibited. Automobiles may be queued in the alley for up to five minutes, if necessary.
- c) Maintain an area on the site for convenient bicycle parking (for customers and employees).

The Parking Program shall be implemented at all times consistent with the above-stated requirements and limitations. Any proposed change to the required Parking Program shall be submitted to the Executive Director to determine whether an amendment to this permit is necessary pursuant to the requirements of the Coastal Act and the California Code of Regulations.

3. Beach Impact Zone Parking

Up to fifty-percent of the required Beach Impact Zone parking spaces (in this case, one of the two required BIZ spaces) may be paid for in lieu of providing the space. All in-lieu fees shall be paid into the Venice Coastal Parking Impact Trust Fund to be administered by the City of Los Angeles Department of Transportation for improvement and development of public parking facilities that support public access to the Venice Coastal Zone. **PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit written documentation to the Executive Director demonstrating that the necessary in-lieu fee has been paid into the City of Los Angeles Venice Coastal Parking Impact Trust Fund.

4. Protection of Marine Resources

PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit plans, subject to the review and approval of the Executive Director, for the implementation of appropriate source control, treatment, and both structural and non-structural Best Management Practices (BMPs) to mitigate the pollutant load of stormwaters and nuisance flows from the development site. The BMPs shall include, but are not limited to the following:

- A. The applicant shall, on a weekly basis, sweep the on-site parking surface and outdoor dining areas and other impervious surfaces to remove sediment, debris and vehicular residues. Washing-down of impervious surfaces is prohibited,

unless these nuisance flows are diverted through an approved filter and do not contribute any additional pollutants to the runoff.

- B. The applicant shall use trash and recycling containers that, if they are to be located outside or apart from the principal structure, are fully enclosed and water-tight in order to prevent stormwater contact with waste matter which can be a potential source of bacteria, grease and other pollutants in runoff.
- C. Wash down areas for restaurant equipment and accessories shall be identified and designed as follows: i) The area shall be self-contained, equipped with a grease trap or grease interceptor, or other BMP that prevents grease from reaching the sewer system, and properly connected to a sanitary sewer; ii) if the wash area is to be located outdoors, it shall be covered, paved, have primary containment, and be connected to the sanitary sewer; and, iii) the grease trap/interceptor shall be regularly maintained according to manufacturer's specifications to ensure maximum removal efficiencies.

The permittee shall implement, maintain and carry out the plans for BMPs as approved by the Executive Director.

5. Signs

Rooftop signs and signs that exceed the height of the structure are prohibited. Freestanding signs are not permitted.

6. Local Government Approval

The proposed development is subject to the review and approval of the local government (City of Los Angeles). This action has no effect on conditions imposed by a local government pursuant to an authority other than the Coastal Act, including the conditions of the City of Los Angeles Department of City Planning Case No. APCW-2009-1738 (Venice Specific Plan Project Permit & Zone Variances). In the event of conflict between the terms and conditions imposed by the local government and those of this coastal development permit, the terms and conditions of Coastal Development Permit A-5-VEN-10-138 shall prevail.

7. Deed Restriction

PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and approval documentation demonstrating that the applicant has executed and recorded against the parcel governed by this permit a deed restriction, in a form and content acceptable to the Executive Director: (1) indicating that, pursuant to this coastal development permit, the California Coastal Commission has authorized development on the subject property, subject to terms and conditions that restrict the use and enjoyment of that property; and (2) imposing the special conditions of this permit as covenants, conditions and restrictions on the use and enjoyment of the property. The deed restriction shall include a legal description of the entire parcel governed by this coastal development permit. The deed restriction shall also indicate that, in the event of an extinguishment or termination of the

deed restriction for any reason, the terms and conditions of this coastal development permit shall continue to restrict the use and enjoyment of the subject property so long as either this coastal development permit or the development it authorizes, or any part, modification, or amendment thereof, remains in existence on or with respect to the subject property.

IV. FINDINGS AND DECLARATIONS

The Commission hereby finds and declares:

A. Project Description

The applicant proposes to construct a new restaurant on a 3,400 square foot C2-1 zoned lot in North Venice (Exhibit #4). The project site, which fronts Abbot Kinney Boulevard, is about one-quarter mile inland of the beach and boardwalk (Exhibit #1). A public parking lot is situated behind the project site, on the other side of the rear alley (Exhibit #2). The proposed project includes the demolition of the one-story, 1,312 square foot structure (c. 1922) that occupies the site (Los Angeles County records indicate that two residential units exist on the property). Abbot Kinney Boulevard is a low-scale pedestrian-oriented commercial street lined with a variety of eating and drinking establishments, retail stores, boutiques, art galleries, and artist's residences. The community was established early in the nineteenth century and many of the businesses have very little or no on-site parking. The competition for the limited amount of on-street parking is intense, especially in the evenings and on weekends when many of the residents of the surrounding neighborhood are at home.

The proposed one-story restaurant building is 25 feet high and has 570 square feet of indoor and outdoor customer service area (Exhibit #4, p.1). The approval of the restaurant project granted by the City of Los Angeles West Los Angeles Area Planning Commission on May 13, 2010 limits the patron capacity to a maximum of 47 people (Exhibit #9, p.2).

Parking Program

The applicant is proposing to provide thirteen on-site parking stalls on the site. Twelve parking stalls are arranged in tandem in three rows on a proposed rooftop parking deck (Exhibit #4, p.2). Access to the parking deck would be provided by a ramp from the rear alley. One parking stall, the extra-large handicapped space, is proposed on ground level next to the parking deck ramp. Three stalls on the proposed rooftop parking deck are proposed to be equipped with mechanical vehicle lifts in order to allow six vehicles to fit in the three inner-most stalls. Employee's vehicles would be placed on the mechanical vehicle lifts, thus enabling three other cars to be placed beneath the cars on the lifts. Parking attendants would operate the vehicle lifts and drive the vehicles onto the proposed rooftop parking deck. A loading area is not being provided on the site.

B. Land Use

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 Commission's standard of review for the proposed development is the Chapter 3 policies of the Coastal Act. The certified Venice LUP is advisory in nature and may provide guidance.

The land use designation for the project site, as set forth in the certified Venice Land Use Plan (LUP), is Commercial Artcraft. The City's zoning for the site is C2-1-0-CA (commercial). The Commercial Artcraft land use designation allows a mix of residential and small business uses and emphasizes artists' residences that include on-site work areas. The certified Venice LUP contains the following relevant policies:

- **Policy I. B. 2. Mixed-Use Development.** *Mixed-use residential-commercial development shall be encouraged in all areas designated on the Land Use Policy Map for commercial use. Residential density in commercial land use designations shall not exceed one unit per 800-1200 square feet of lot area and shall comply with the Floor Area Ratio (FAR) limits set forth in Policy I.B.7. The design of mixed-use development is intended to help mitigate the impact of the traffic generated by the development on coastal access roads and reduce parking demand by reducing the need for automobile use by residents and encouraging pedestrian activity. Such development shall comply with the density and development standards set forth in this LUP.*
- **Policy I. B. 3. Commercial Artcraft Land Use Designation.** *The purpose of this land use designation is to create enclaves in which the artisan segments of the population may live, create, and market their work, to maintain the variety and distinctiveness of Venice's lifestyles. Residential density in the Commercial Artcraft designation shall not exceed one unit per 800-1200 square feet of lot area. Land designated Commercial Artcraft in the Venice Coastal Zone shall include the following areas: **North Venice:** As indicated on the Land Use Policy Maps (Exhibits 10a and 10b), properties located along Abbot Kinney Boulevard from North Venice Boulevard to Westminster Avenue, along Windward Avenue from Ocean Front Walk to Pacific Avenue, and along Ocean Front Walk in that vicinity, including a small site at North Venice Boulevard and Pacific Avenue.*

Uses: Artcraft activities including mixed-use, combining residential and commercial uses which emphasize artist-in-residence uses, small businesses, light industrial and artisan activities are permitted in these areas. Drive-thru facilities and billboards shall be prohibited in the Commercial Artcraft land use designation.

The certified Venice LUP includes small businesses, like small restaurants, in the mixture of uses that are allowed the Commercial Artcraft land use designation. Therefore, the proposed restaurant is an appropriate land use for the project site as long as the development complies with the parking and development standards set forth in the certified LUP.

The Coastal Act requires that visitor-serving commercial uses be given priority over residential and other non-priority land uses.

Section 30222 of the Coastal Act states:

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Coastal Act Section 30252(2) states that new development should provide commercial facilities within or adjoining residential development as a way to reduce vehicular traffic.

Coastal Act Section 30252(2) states:

The location and amount of new development should maintain and enhance public access to the coast by (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads.

The proposed restaurant project is sited adjacent to a densely populated residential development. Thus, the proposed restaurant would provide coastal visitors and nearby residents with sit-down dining service. Therefore, the proposed project complies with Sections 30222 and 30252(2) of the Coastal Act because it would provide a commercial facility on the site that would cater to visitors and residents in the adjoining residential area.

C. Public Access/Parking

The primary Coastal Act policy raised by the proposed project is the restaurant's parking demand and its relationship to public access. The Commission has consistently found that a direct relationship exists between the provision of adequate parking and availability of public access to the coast. Further intensification of uses in the project area will increase the demand for parking on Abbot Kinney Boulevard and on the surrounding residential streets. The community was established early in the nineteenth century and many of the businesses have very little or no on-site parking. The competition for the limited amount of on-street parking is intense, especially in the evenings and on weekends when many of the residents of the surrounding neighborhood are at home. The demand for parking on this commercial street already surpasses the supply during peak use periods. The peak use periods in the Venice area are primarily summer weekends when beach attendance increases, although the restaurants in the area generate a significant demand for parking during the dinner hours.

The Coastal Act requires that new development shall enhance public access to the coast by, among other things, providing adequate parking.

Section 30252 of the Coastal Act states:

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other

areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

Section 30252 of the Coastal Act requires the proposed project to provide adequate parking facilities in order to mitigate its parking impacts so that the development does not adversely affect the public parking supply that supports public access to Venice Beach and the boardwalk. The amount of parking that is “adequate” is determined by calculating the parking demand of a specific project using a parking standard. The parking standard is typically part of a certified local coastal program or zoning ordinance.

The Commission, on June 14, 2001, certified the Venice Land Use Plan (LUP), which contains specific policies to carry out the requirements of the Coastal Act. The certified Venice LUP requires that new development shall provide the necessary additional parking spaces as required by the LUP Parking Requirement Table.

Policy II.A.3 of the certified LUP states:

Policy II. A. 3. Parking Requirements. *The parking requirements outlined in the following table shall apply to all new development, any addition and/or change of use. The public beach parking lots and the Venice Boulevard median parking lots shall not be used to satisfy the parking requirements of this policy. Extensive remodeling of an existing use or change of use which does not conform to the parking requirements listed in the table shall be required to provide missing numbers of parking spaces or provide an in-lieu fee payment into the Venice Coastal Parking Impact Trust Fund for the existing deficiency. The Venice Coastal Parking Impact Trust Fund will be utilized for improvement and development of public parking facilities that improve public access to the Venice Coastal Zone.*

The certified LUP parking table, contained within LUP Policy II.A.3, sets forth the parking requirements for restaurants as follows:¹

Restaurant: 1 space for each 50 square feet of service floor area (including outdoor service areas).

The LUP definition for “Service Floor Area” is: All areas where the customer can be served, except the bathroom, including the indoor and outdoor dining area, bar, waiting room and tavern.

The proposed restaurant has 570 square feet of customer service area (Exhibit #4, p.1). The parking requirements set forth in the certified Venice LUP require twelve parking spaces for

¹ The parking standards in the certified Venice LUP are identical to the parking standard contained in the Commission’s Regional Interpretive Guidelines for Los Angeles County, adopted 1980.

570 square feet of customer service area (at the rate of one parking space for each fifty square feet of service area). The applicant is proposing to provide thirteen parking spaces on the site (Exhibit #4, p.2).

In addition to the parking spaces required by LUP Policy II.A.3, the City also requires the provision of additional parking spaces (or the payment of in lieu fees) for new development in the Beach Impact Zone (BIZ). The proposed project is in the BIZ.

Policy II.A.4 of the certified LUP states:

- **Policy II. A. 4. Parking Requirements in the Beach Impact Zone.** *Any new and/or any addition to commercial, industrial, and multiple-family residential development projects within the Beach Impact Zone shall provide additional (in addition to parking required by Policy II.A.3) parking spaces for public use or pay in-lieu fees into the Venice Coastal Parking Impact Trust Fund.*

Beach Impact Zone (BIZ) Parking Impact Trust Fund criteria:

- a. Commercial and industrial projects in the BIZ shall provide one additional parking space for each 640 square feet of floor area of the ground floor. Up to 50% of the total number of these additional parking spaces required in this section may be paid for in lieu of providing the spaces.*
- b. Multiple family residential projects in the BIZ shall provide an additional parking space for each 1,000 square feet of floor area of the ground floor for multiple dwelling projects of three units or more. Up to 100% of the total number of these additional parking spaces required in this section may be paid for in lieu of providing the spaces. The recommended rates shall be established based upon the development cost study of the area.*
- c. All in-lieu fees shall be paid into the Venice Coastal Parking Impact Trust Fund to be administered by the City of Los Angeles Department of Transportation for improvement and development of public parking facilities that support public access to the Venice Coastal Zone.*
- d. In no event shall the number of BIZ parking spaces (over and above those spaces required by the parking requirements set forth in Policy II.A.3) required for projects of three or more dwelling units, or commercial or industrial projects, be less than one (1) parking space for residential projects and two (2) parking spaces for commercial and industrial projects.*

Implementation Strategies - *The in lieu fee for a BIZ parking space shall be established in the (LIP) at a rate proportional to the cost of providing a physical parking space.*

The BIZ parking requirement for the proposed project is one parking space for each 640 square feet of floor area on the ground floor. The proposed project includes the provision of one BIZ space on the site in addition to the twelve spaces required for the 570 square feet of

customer service area. The applicant is proposing to pay into the Venice Coastal Parking Impact Trust Fund in lieu of providing the second required BIZ parking space.

The applicant is proposing to utilize three mechanized vehicle lifts as a way to increase the capacity of the on-site parking supply so that twelve cars can be stored within the nine stalls on the proposed parking deck (Exhibit #4, p.2). The three proposed mechanical vehicle lifts would allow six vehicles to fit in the three inner-most stalls. Employee's vehicles would be placed on the mechanical vehicle lifts, thus enabling three other cars to be placed beneath the cars on the lifts. Parking attendants would operate the vehicle lifts and drive the vehicles onto the proposed rooftop parking deck. A handicapped stall on ground level would bring the total number of proposed on-site parking spaces to thirteen.

In past Commission meetings, the Commission has found that mechanized vehicle lifts are a feasible way to increase a parking supply in a commercial area. For example, on May 12, 2010, the Commission approved a coastal development permit for a retail store with residence above that employs a tandem parking arrangement and four mechanized car lifts in order to allow nine cars to be parked in a garage with five parking stalls (Coastal Development Permit 5-10-006 - 1422 Main Street, Venice).

Pursuant to the parking standards set forth in the certified Venice LUP, thirteen on-site parking spaces are adequate to meet the demands of the proposed restaurant. The project's parking issue, however, is not solved simply by providing the required number of stalls. The proposed project includes a plan to ensure that the proposed tandem parking arrangement will actually be used to provide the parking supply that keeps the employee and customer vehicles off of the surrounding streets. The applicant has proposed to provide parking attendants to operate the vehicle lifts and drive the vehicles onto and off of the proposed rooftop parking deck. Employee's vehicles would be placed on the mechanical vehicle lifts, thus enabling three other cars to be placed beneath the cars on the lifts. The alley would be used for queuing the vehicles, but not for parking. Parking will be free for employees and customers. Free parking for employees and customers will encourage the employees and customers to use the parking supply specifically designated for the restaurant. The applicant also proposes to encourage employees to use bicycles and public transportation to get to work. The project site is located next to a bus stop.

Special Condition Two sets forth the details of the required parking program. The Commission finds that, only as conditioned to mitigate the parking demands of the proposed restaurant by providing thirteen on-site parking spaces with parking attendants and bicycle parking space, does the proposed project conform with Section 30252 of the Coastal Act and the parking requirements of the certified Venice LUP.

The opponents assert that the incline of the proposed parking ramp does not conform to City standards because it will be too steep (more than 20% slope). The applicant states that the rear alley is more than 3.5 feet higher in elevation than the fronting street, so the proposed ramp will only need to rise about seven feet above the alley elevation and will conform to the City's twenty-percent slope limit. It is the applicant's responsibility to obtain the City's approval for the proposed ramp and parking deck. If the City does not approve the proposed ramp and parking deck (with the proposed tandem parking arrangement and the three mechanized vehicle lifts) then the proposed project cannot be permitted and built. Should the City require

any changes to the proposed project, Special Condition One of the permit requires that any deviation from the development approved by the Commission shall be submitted for review by the Executive Director to determine whether an 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.

The opponents also assert that the queuing of vehicles in the twenty-foot wide rear alley will interfere with access (Exhibit #8). The use of the alley for temporary queuing of vehicles, however, is preferable to the prevailing custom of utilizing public parking spaces and the fronting street for a vehicle drop-off and pick-up area. The alley is wide enough (about twenty feet) for other drivers to pass the queued vehicles at the restaurant. The applicant has provided a plan describing how the vehicles will be moved into and out of the on-site parking supply [See Updated Parking Assessment for a Proposed 1,248 SF Restaurant Located at 1305 Abbot Kinney Boulevard in the Venice Community, Prepared by Overland Traffic Consultants, Inc. September 13, 2010 (Exhibit #7)].

As conditioned to mitigate the parking demands of the proposed restaurant, the proposed development is consistent with the public access policies of the Coastal Act and the parking requirements of the certified Venice LUP. The Commission finds that, only as conditioned to ensure the continued provision of adequate on-site parking, is the proposed project consistent with the public access policies of the Coastal Act.

D. Control of Polluted Runoff

Section 30230 of the Coastal Act states:

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231 of the Coastal Act states:

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

The proposed restaurant poses a potential source of pollution due to contaminated runoff from the restaurant and its parking and trash areas. Runoff from the site could enter the City's

stormdrain system and be discharged into the marine environment. Untreated wastewater from the site must be prevented from negatively affecting the marine resources in the adjacent waters of the Pacific Ocean.

To mitigate potential impacts to marine resources caused by polluted runoff leaving the site, Special Condition Four requires the applicant to incorporate best management practices (BMPs) into the project and site management procedures to reduce or prevent contaminants from running off the site. As conditioned, the proposed project will minimize water quality impacts and is consistent with past Commission action with regards to water quality requirements. A similar condition was imposed by the Commission when it approved Venice restaurant projects at: 1401 Ocean Front Walk [Coastal Development Permit Amendment 5-93-389-A1 (10/8/01)], 205 Ocean Front Walk [Coastal Development Permit 5-01-177 (10/8/01)], 18 Washington Boulevard [Coastal Development Permit 5-03-378 (1/15/4)] and 796 Main Street [Coastal Development Permit A-5-VEN-07-200 (1/9/08)]. The Commission, therefore, finds that, as conditioned, the development will be consistent with Sections 30230 and 30231 of the Coastal Act.

E. Community Character

As required by the Coastal Act and the certified Venice LUP, the visual qualities of this coastal area shall be protected from negative impacts such as excessive building heights and bulks, and unnecessary visual clutter.

Section 30251 of the Coastal Act states:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas....

Policies I.D.4 and V.A.5 of the certified Venice LUP state:

Policy I. D. 4. Signs. *Roof top signs and billboards are prohibited in all land use categories. Business identification signs shall comply with the height limits and development standards specified in the LUP to ensure they do not adversely affect view sheds and view corridors.*

Policy V. A. 5. Streetscapes. *Streetscape improvements throughout the Venice Coastal Zone shall be maintained and enhanced to enhance pedestrian activity and contribute to a high quality of life and visual image for residents and visitors.*

The proposed rooftop parking deck on top of the one-story restaurant will be screened from public view by a 25-foot high façade (Exhibit #6). The local community and the Commission are also concerned about the design and appearance of the commercial structures. Exterior signs and other advertising on structures can negatively impact the visual quality of the area. Therefore, in order to protect against excessive visual impacts caused by signs, the approval of the project is conditioned to limit the type of exterior signs that are permitted to be attached

to the proposed structure. Special Condition Five states that rooftop signs and signs that exceed the height of the structure are prohibited. No freestanding signs are permitted.

Therefore, only as conditioned, does the proposed project adequately protect the scenic and visual qualities of the Venice area consistent with Section 30251 of the Coastal Act and the provisions of the certified Venice LUP.

F. Deed Restriction

To ensure that any prospective future owners of the property are made aware of the applicability of the conditions of this coastal development permit, the Commission imposes one additional condition requiring that the property owners to record a deed restriction against the property, referencing all of the above special conditions of this permit and imposing them as covenants, conditions and restrictions on the use and enjoyment of the property. Thus, as conditioned, this permit ensures that any prospective future owner will receive actual notice of the restrictions and/or obligations imposed on the use and enjoyment of the land in connection with the authorized development.

G. 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 which 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.

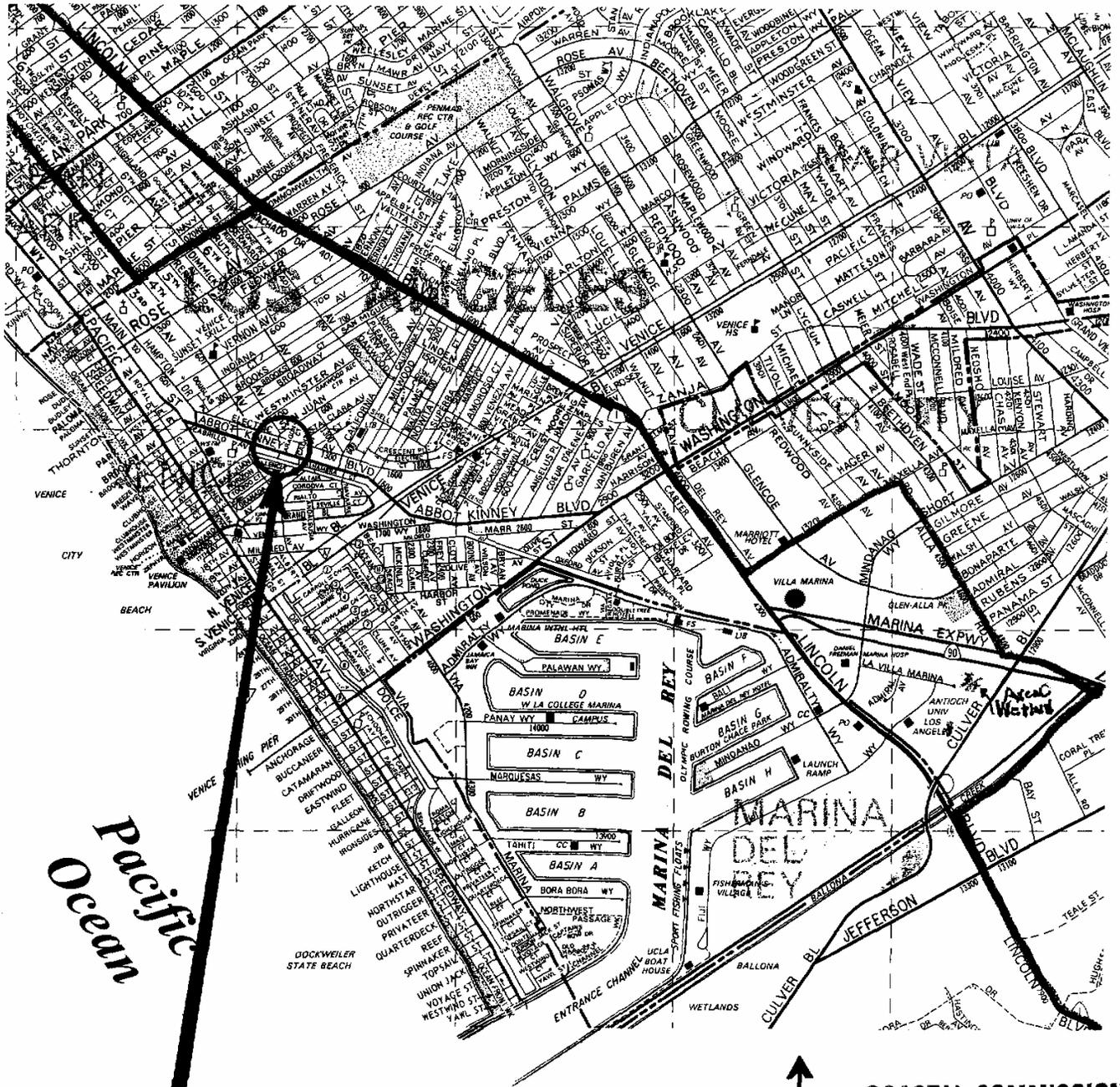
The City of Los Angeles does not have a certified Local Coastal Program for the Venice area. The City of Los Angeles Land Use Plan (LUP) for Venice was effectively certified on June 14, 2001. The Commission's standard of review for the proposed development is the Chapter 3 policies of the Coastal Act. The certified Venice LUP is advisory in nature and may provide guidance. As conditioned, the proposed development is consistent with Chapter 3 of the Coastal Act and the certified LCP for the area. As a result of the proposed project's consistency with the Coastal Act and the certified LUP for Venice, approval of this project will not prejudice the City of Los Angeles' ability to prepare an LCP that is consistent with Chapter 3 of the Coastal Act.

H. California Environmental Quality Act (CEQA)

Section 13096 of the California Code of Regulations requires Commission approval of 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 and the Commission is the responsible agency for the purposes of CEQA. The City of Los Angeles issued Negative Declaration No. ENV-2009-1739-MND for the project on August 24, 2009. Further, 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



Site: 1305 Abbot Kinney N

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AS-VEN-10-138

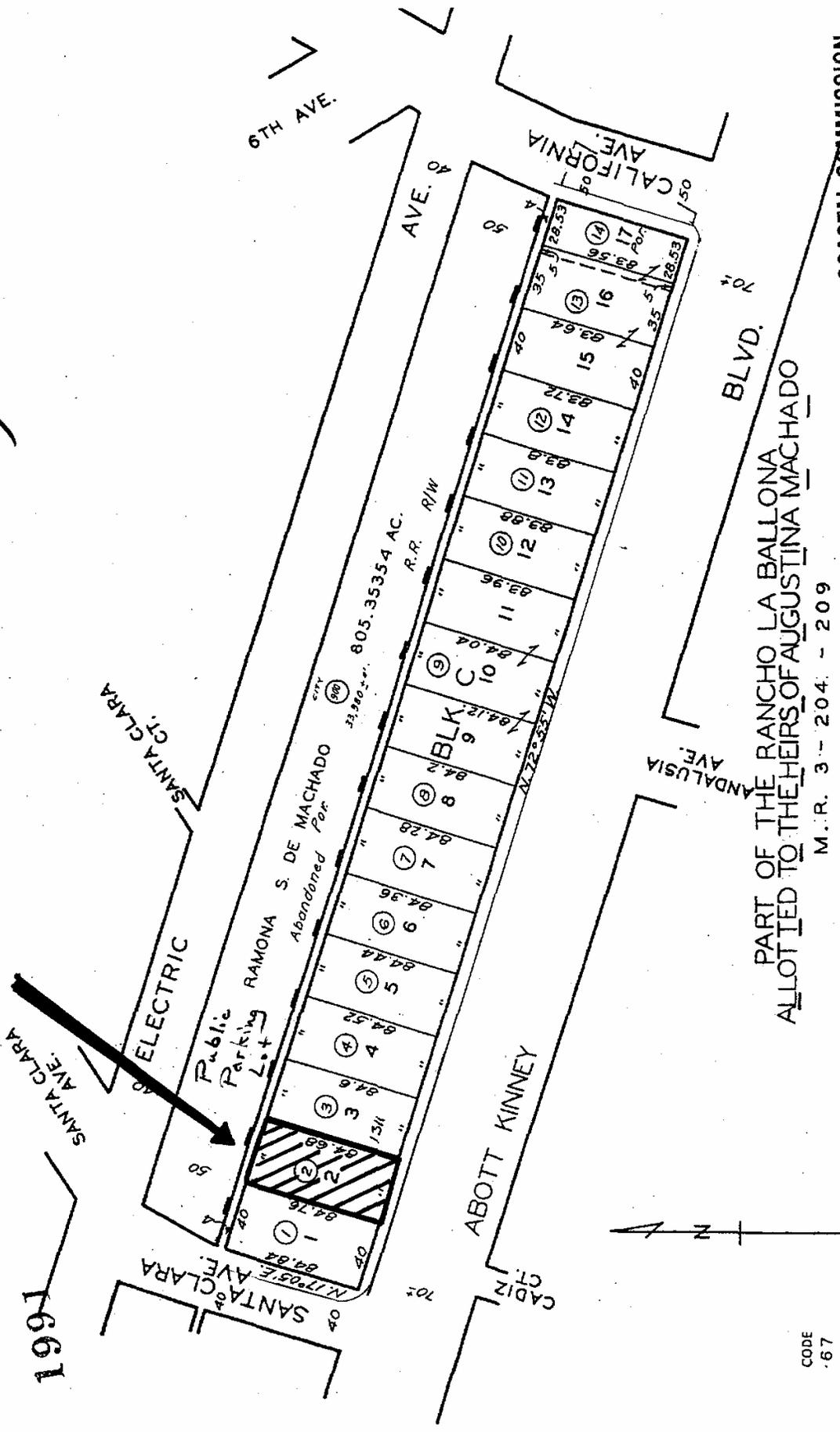
EXHIBIT # 1

PAGE 1 OF 1

4239 | 27
 SCALE 1" = 60'

Site: 1305 Abbot Kinney Blvd.

1961



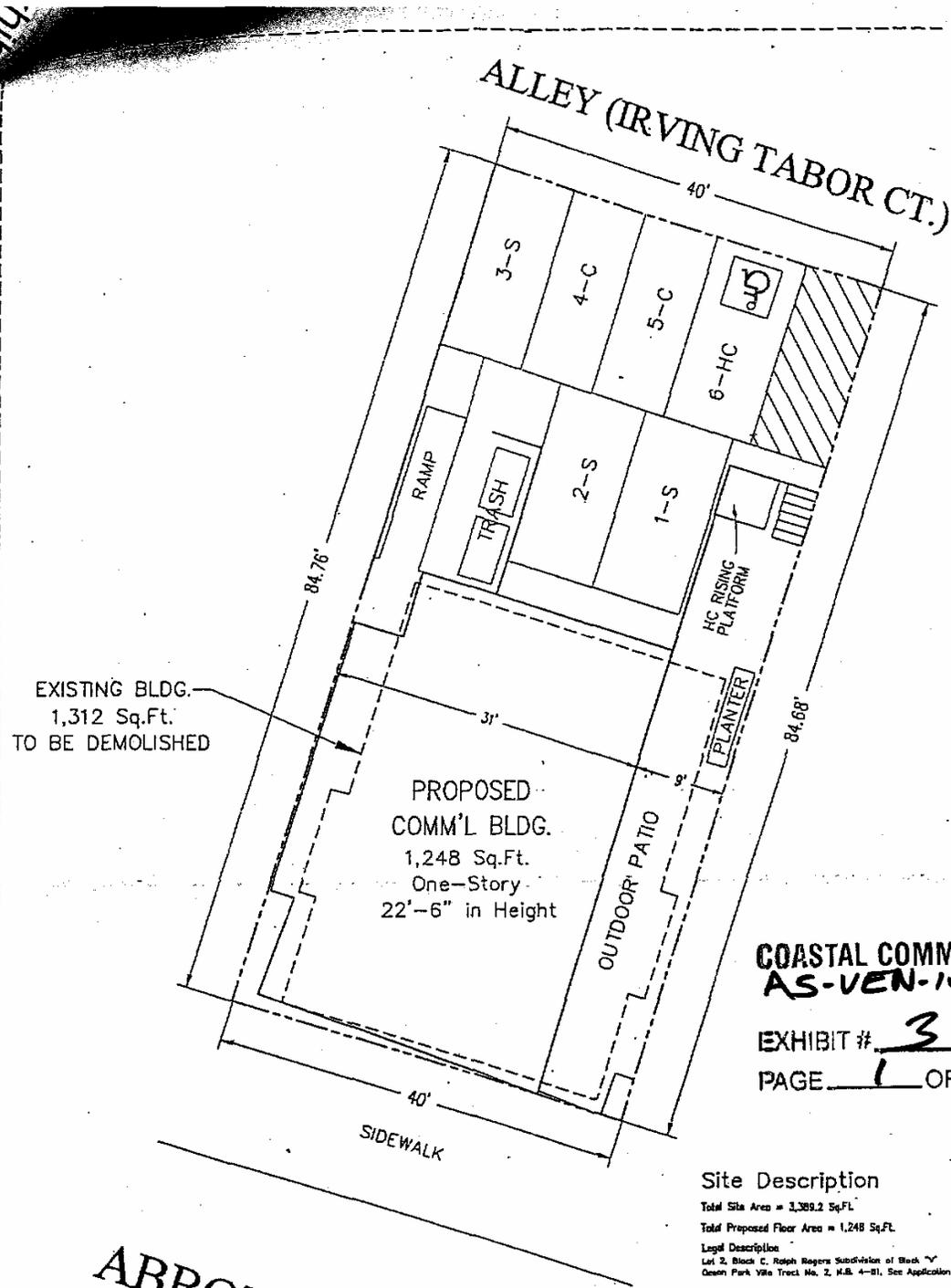
PART OF THE RANCHO LA BALLONA
 ALLOTIED TO THE HEIRS OF AUGUSTINA MACHADO

CODE
 .67

M.R. 3-204 - 209

COASTAL COMMISSION
 A-5-VEN-10-138

EXHIBIT # 2
 PAGE 1 OF 1



EXISTING BLDG.
1,312 Sq.Ft.
TO BE DEMOLISHED

PROPOSED
COMM'L BLDG.
1,248 Sq.Ft.
One-Story
22'-6" in Height

COASTAL COMMISSION
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EXHIBIT # 3
PAGE 1 OF 1

ABBOT KINNEY BLVD

Site Description

Total Site Area = 3,389.2 Sq.Ft.
Total Proposed Floor Area = 1,248 Sq.Ft.
Legal Description
Lot 2, Block C, Ralph Rogers Subdivision of Block
Green Park Villa Tract No. 2, W.B. 4-81, See Application
Parking Required for Proposed Restaurant
Per Section 13 D of Venice Specific Plan
Proposed Outdoor Food Service Area, 225 Sq.Ft. (1 per 30 Sq.Ft.) = 4 Spaces
Proposed Interior Food Service Area, 375 Sq.Ft. (1 per 50 Sq.Ft.) = 8 Spaces
Per Section 13 E of Venice Specific Plan
Beach Impact Zone, 1,248 Sq.Ft. (1 per 640 Sq.Ft.) = 2 Spaces
Total Spaces Required for Proposed Restaurant = 14 Spaces

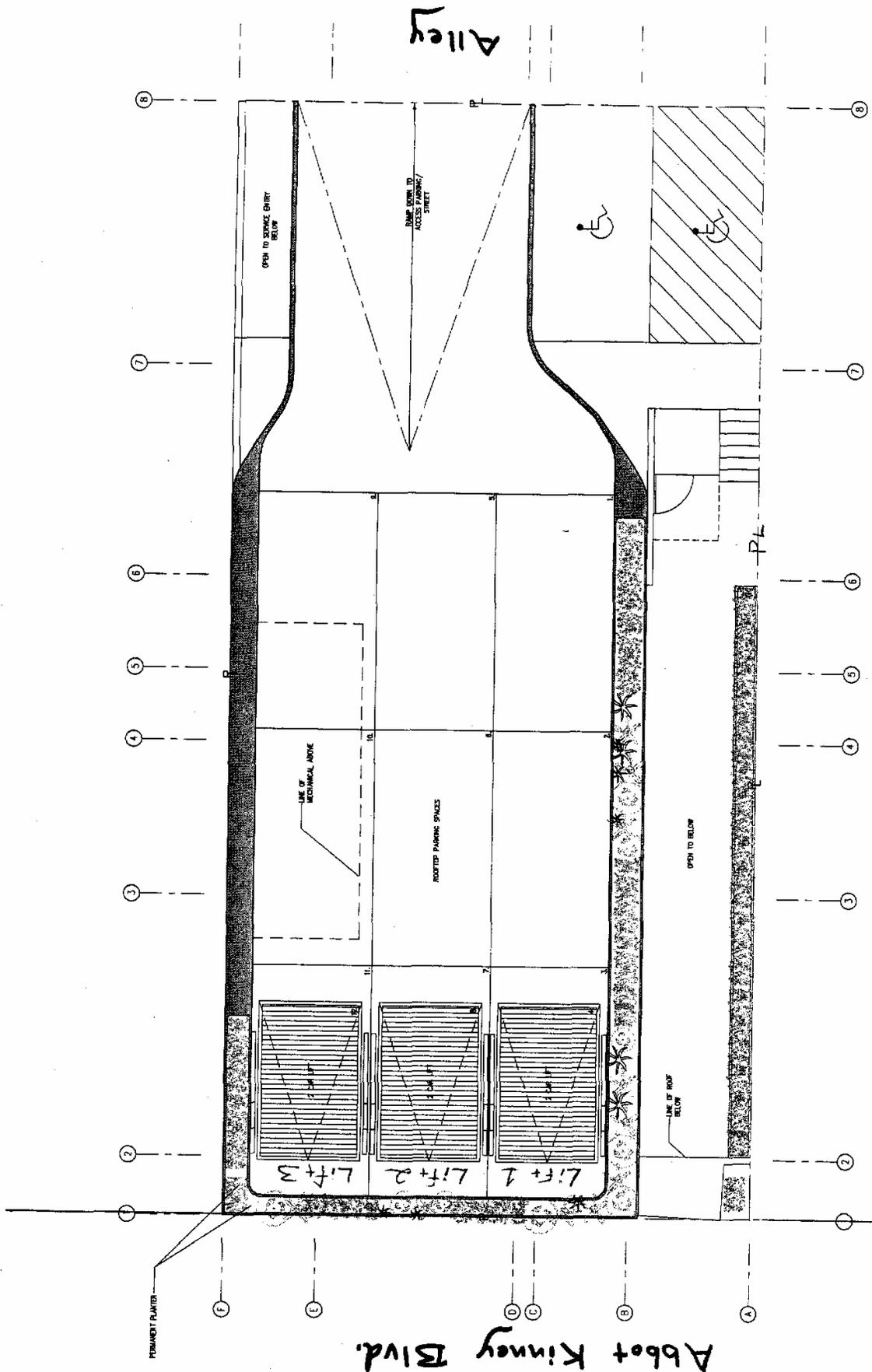
Parking Provided for Proposed Restaurant

Standard Spaces (8'-4" x 18' Typ.) = 3 Spaces
Handicapped Spaces (14' x 18' Typ.) = 1 Space
Covered Spaces (7'-0" x 15' Typ.) = 2 Spaces
Total Spaces Provided for Proposed Restaurant = 6 Spaces

Local CDP No:
APCW 2009-1738

PLOT PLAN

north



Abbot Kinney Blvd.

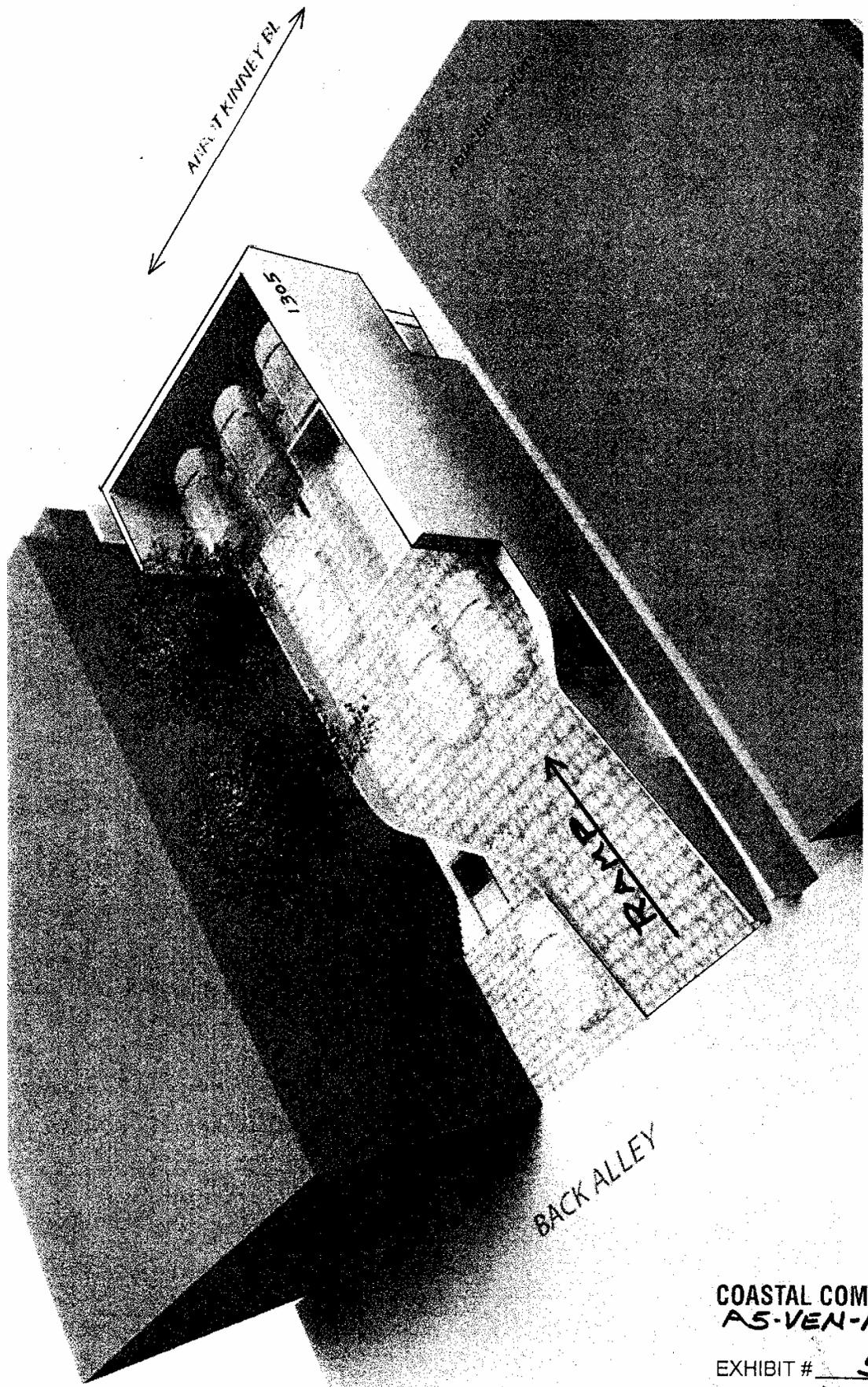
COASTAL COMMISSION
AS-VEN-10-138

EXHIBIT # 4

PAGE 2 OF 2



Roof-Parking Plan



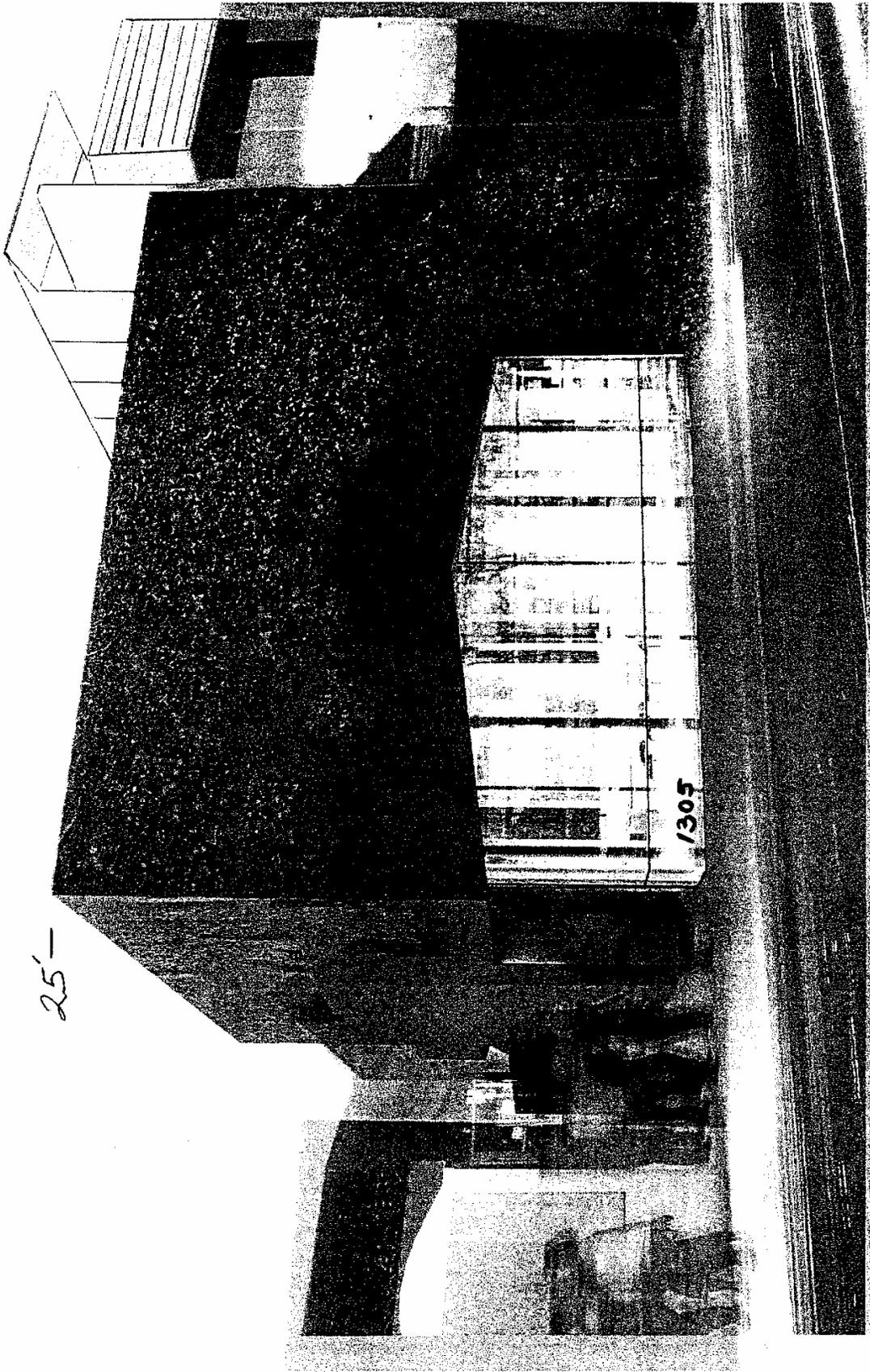
ALLEY 7 KINNEY BL

5051

BACK ALLEY

COASTAL COMMISSION
A5-VEN-10-138

EXHIBIT # 5
PAGE 1 OF 1



25'-

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AS-VEN-10-138

EXHIBIT # 6
PAGE 1 OF 1

1305 Abbot Kinney Blvd.

Overland Traffic Consultants, Inc.

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CALIFORNIA
COASTAL COMMISSION

UPDATED
PARKING IMPACT EVALUATION FOR A
PROPOSED 1,248 SQUARE FOOT RESTAURANT

Located at
1305 Abbot Kinney Boulevard
In the Venice Community
City of Los Angeles

Prepared by:

Overland Traffic Consultants, Inc.
27201 Tourney Road, #206
Santa Clarita, California 91355
(661) 799 – 8423

September 13, 2010

COASTAL COMMISSION
A-S-VEN-10-138

EXHIBIT # 7
PAGE 1 OF 12

INTRODUCTION

Overland Traffic Consultants has conducted a parking evaluation of the proposed 1,248 square foot restaurant project at 1305 Abbot Kinney Boulevard in the Venice community of the City of Los Angeles. Our office has conducted an analysis including parking demand, access evaluation, auto lift description and operation, rooftop parking evaluation and evaluation of a combined rooftop and auto lift option.

PARKING REQUIREMENTS & DEMAND

The proposed restaurant is within the Venice Coastal Zone Specific Plan Area (Specific Plan). Due to the unique nature of the Venice community, the Specific Plan includes requirements for parking separate from the overall City of Los Angeles Municipal Code (LAMC) standard. The LAMC requires 10 spaces per 1,000 square feet of usable area equating to 1 per 100 square feet. The Specific Plan requirement is 1 space per 50 square feet of service floor area, including outdoor service area. The Specific Plan (at Section 13.E) also requires two additional parking spaces because the project is located within the beach parking impact zone. The project proposes approximately 600 square feet of service floor area, including outdoor service area which equates to a requirement for 12 parking spaces to service the restaurant. In total, the project thus requires up to 14 parking spaces (12 spaces to service the restaurant + 2 beach parking impact zone parking spaces). These requirements dictate a need for 12 spaces under LAMC requirements and 14 spaces under the Specific Plan & Coastal Zone as shown below in Table 1.

Table 1

<u>Demand/Requirement Reference</u>	<u>Parking Peak/ Requirement for Restaurant</u>	<u>Size</u>	<u># of Spaces Required</u>
City of LA L.A.M.C.	1 per 100 sf of useable area	1,248 sf	12
Venice Specific Plan	1 per 50 sf of service floor area + 2	600 sf	14

LAMC = Los Angeles Municipal Code
 sf = square feet

The proposed restaurant, with its direct frontage on the Abbot Kinney Boulevard commercial corridor, will be located in close walking and biking distance to multiple other Abbot Kinney businesses and in close proximity to many multiple- and single-family residences. When assessing parking demand in this pedestrian-oriented area of the City, it is important to note that the Abbot Kinney commercial district of the Venice community is principally supported by local residents who typically patronize more than one Abbot Kinney business in an outing, very often by foot or on bike. Venice is a community with numerous bicyclists. Venice Boulevard, located south of

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the project site, provides bike lanes in each direction. The project proposes to provide bicycle racks at the site

Mass transit usage is also ample in the local vicinity of the project site. Two Metro bus lines are provided along Venice Boulevard including Line 33 and Line 733 which operate between Santa Monica to downtown Los Angeles. Two Santa Monica bus lines operate along Lincoln Boulevard, including Big Blue Bus Line 3 and Rapid Line 3. Both lines operate between the Green Line at Aviation and Imperial to Los Angeles International Airport, Westchester, Marina Del Rey, Venice, Santa Monica, Brentwood, the Veteran Administration Hospital and University of California Los Angeles (UCLA). In addition, Santa Monica operates Big Blue Bus Line 2 along Abbot Kinney Boulevard between Venice and UCLA. This bus line has a stop at the intersection of Abbot Kinney Boulevard and Santa Clara closest to the project site. To facilitate transit and pedestrian activity, a crosswalk is provided at this location for pedestrians to cross Abbot Kinney Boulevard. A map of the local transit in the area is attached.

An hourly parking demand for the proposed restaurant has been developed based upon national standards by the Urban Land Institute (ULI) for similar uses. The ULI separates the parking demand for employees and patrons. Table 2 displays the percentage and anticipated hourly demand for parking at the new restaurant. Charts are displayed to pictorially demonstrate the potential hourly demand for parking at the proposed restaurant.

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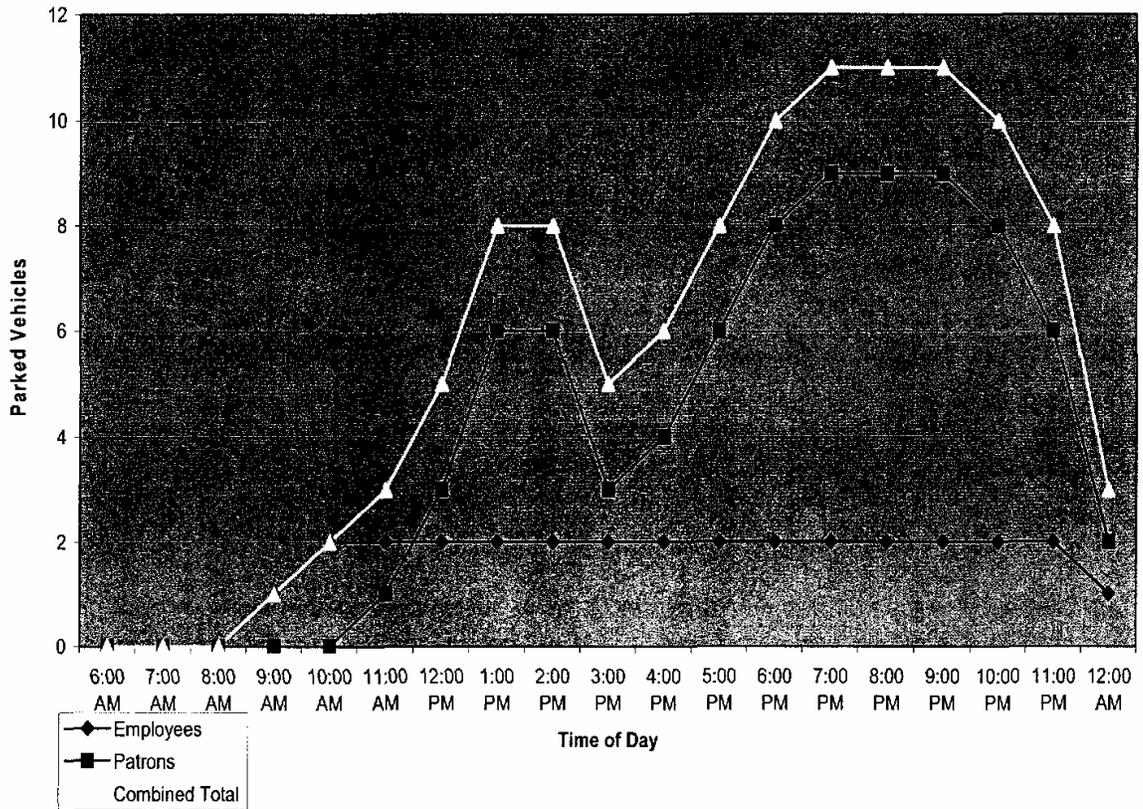
EXHIBIT # 7
PAGE 3 OF 12

Table 2a
Percentage and Hourly Parking Weekday

Time-of-Day Factors for Weekday Demand

	AM						PM											
	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
Customer	0%	0%	0%	0%	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%
Employee	0%	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%
Customer	0	0	0	0	0	1	3	6	6	3	4	6	8	9	9	9	8	6
Employee	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>													
Total	0	0	0	1	2	3	5	8	8	5	6	8	10	11	11	11	10	8

Weekday Parking Demand



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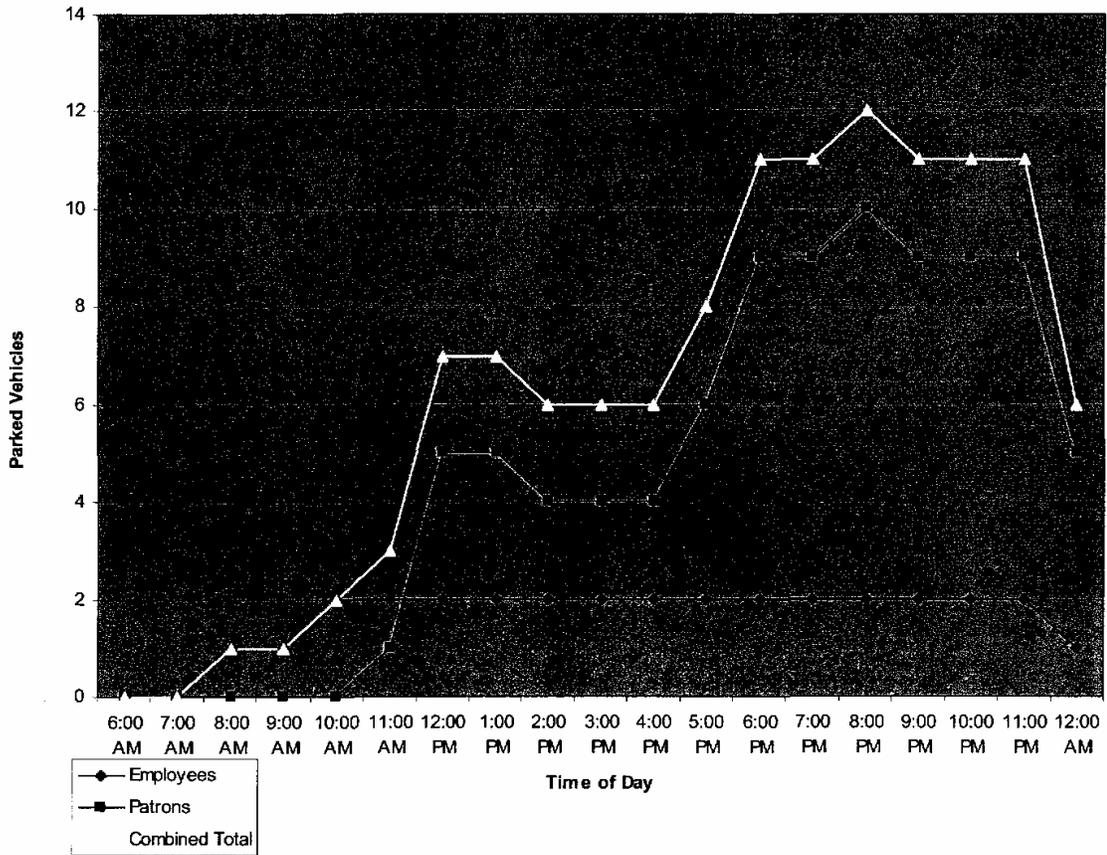
OVERLAND TRAFFIC CONSULTANTS

Table 2b
Percentage and Hourly Parking Weekend

Time-of-Day Factors for **Weekend Demand**

	AM					PM											AM			
	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	1	
Customer	0%	0%	0%	0%	0%	15%	50%	55%	45%	45%	45%	60%	90%	95%	100%	90%	90%	90%	90%	50%
Employee	0%	20%	30%	60%	75%	75%	75%	75%	75%	75%	75%	100%	100%	100%	100%	100%	100%	100%	85%	50%
Customer	0	0	0	0	0	1	5	5	4	4	4	6	9	9	10	9	9	9	9	5
Employee	0	0	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Total	0	0	1	1	2	3	7	7	6	6	6	8	11	11	12	11	11	11	11	7

Weekend Parking Demand



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Note that the restaurant parking demand is projected to peak on the weekend at 8PM with a need for 12 parking spaces.

Parking demand in the area surrounding the proposed restaurant is high. Observations indicate that there is parking turnover throughout the day in the surrounding residential neighborhood, the City parking lots and along the abandoned railroad right-of-way behind Abbot Kinney Boulevard. Based on the analysis above, and due to the eclectic nature of the area, it is anticipated that the parking demand for the restaurant could be accommodated on-site without further impacting the neighboring businesses or residences.

PARKING ACCESS AND AVAILABILITY

Access to and from the project is proposed from the existing alley. This is in keeping with the Specific Plan requirements. The alley operates the same direction as Abbot Kinney Boulevard and runs along the back of the properties along Abbot Kinney Boulevard. The portion of the alley adjacent to the proposed project is paved with an abandoned railroad strip adjacent which is not paved and is used for parking. The parking along this unpaved lot is not time-limited or restricted in any way. The Los Angeles Department of Building and Safety requires a minimum of 18 feet depth for a standard parking stall. The unpaved parking area is 28 feet in width providing sufficient area for angled or 90 degree parking. Although alleys are typically 20 feet in width, the paved alley way behind the proposed project is 23 feet in width and provides sufficient access to the parking.

City-managed parking lots are available at Millwood & Electric with 22 parking spaces and at California & Electric with 29 parking spaces. Both of these parking lots are within a few blocks of the proposed project, within convenient walking distance. The parking is free from 7AM to 2AM for a maximum of 8 hours Monday through Friday and 4 hours Saturday and Sunday. Overnight parking is prohibited. Both of these City lots are heavily used throughout the week and weekend.

The project is considering three on-site parking options: 1) a 4-car-high mechanical parking lift, 2) rooftop parking, and 3) combined rooftop parking with a 2-car-high mechanical parking lift.

Due to limited space on the lot, under the first parking option (i.e., 4-high mechanical parking lift), the parking lift entry would be at the property line and alley. The alley behind the property may be temporarily used to transfer the vehicle between the occupants and the attendant.

The rooftop parking option and the combined rooftop with parking lift option would provide some transfer of vehicle opportunities on the ramp itself, clear of the alleyway. Any queues which may develop under either option can be

accommodated in the alley without impacting the roadways. Attendants can also circulate vehicles to keep the alley clear, if necessary.

PARKING OPTIONS

Under the 4-car-high auto lift option (Option1), stacked vehicle parking would be provided within a partially enclosed structure at the back of the property. A total of 14 spaces could be provided under the auto lift option.

The rooftop parking option (Option 2) would be accessed from the alley with a transitioning sloped driveway providing a total of 13 parking spaces. Twelve of the spaces would be provided on the roof and one space would be provided on grade for handicap parking. Pursuant to section 13.E.1 of the Specific Plan, under the rooftop parking option, the applicant would pay a fee of \$18,000 to the Venice Coastal Parking Impact Trust (the Specific Plan allows up to 50% of the beach parking impact zone spaces – one parking space in this case – to be purchased through an in lieu fee of \$18,000 per qualifying space).

The combined rooftop and 2-car-high auto lift option (Option 3) is the preferred option. The parking would be accessed the same way as the rooftop parking option. The difference would be that the area used for parking could be reduced by utilizing three auto lifts for two cars each. The additional space can then be used for additional screening and landscaping buffer. This option would also provide 12 parking spaces on the roof and one space would be provided on grade for handicap parking. As with the rooftop parking option, the applicant could pay the \$18,000 fee to the Venice Coastal Parking Impact Trust if necessary.

The three parking options are evaluated in more detail below. The lot would be managed by one to three attendants depending on the time of day and day of the week.

- A. Auto Lift Parking – Auto lift parking is a relatively new concept in the City of Los Angeles, but not throughout the United States or the world. Automated parking systems are cost effective, space efficient, maintenance friendly, safe, secure and customer friendly. Lifts would be installed in rows sharing common posts between units. The lifting capacity is 12,000 pounds with platforms rated at 6,000 pounds. The lifts would be powered by an integrated power pack with a control panel, hydraulic pump motor and hydraulic fluid tank. A driver wanting to park in the lot would approach a vehicle doorway from the alley. The driver and passengers would exit the vehicle either at the access way or outside the access way, turning the vehicle over to an attendant. The lift would then be activated by the attendant on duty. The vehicle would be moved internally to be stored until leaving. The opposite would occur upon leaving. The driver or

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attendant would provide the identification of the vehicle (typically by a key or code), the vehicle would be transported to the access way and the driver and passengers would await arrival of the vehicle. Once the vehicle is provided at the access way the attendant could exit the access way and provide entry for the next vehicle and allow the driver and passengers to enter their vehicle to depart. The auto lifts would stack up to four vehicles each. The amount of time to process a vehicle is from 45 to 120 seconds. Two examples of parking lifts are attached.

Queue Evaluation of Autolift Parking

An evaluation of the potential queues which could develop in this type of scenario has been conducted. The queuing model is an analytical model. A Poisson distribution is used which assumes random arrivals where each arrival is independent from the state of the system. The input values are the number of entries (in this case 1), the arrival rate, and the service rate (worst case 120 seconds). The arrival rate is based on the Venice Specific Plan of 7.5 trips per 1,000 square feet of restaurant. With the 1,248 square foot restaurant this equates to 9.36 vehicles per hour during the peak hours. Note that trip generation is different than parking demand as some vehicles may be parked more than one hour. Queuing occurs when the vehicles arriving to park (arrival rate) exceed the rate at which these vehicles can be parked. The queuing model used in this analysis was developed by New Alternatives Inc., a well-qualified private consulting firm that practices in areas of transportation planning, city planning and computer programming. The parking demand is based on both the number of trips and how long those vehicles stay in one place.

Model Performance Results

Arrival/Departure Rate: 9.36 vehicles per hour

Service Rate: 30 vehicles per hour

1. Unit Statistics (Performance measure that quantifies how many arrivals are in the queue)
 - a. One vehicle expected in the system
 - b. One vehicle expected in the queue
2. Time Statistics: (Performance measure that quantifies how much time it takes for an arrival to wait in the queue before being parked)
 - a. Three minutes in the system

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- b. One minute of wait time
- 3. Use/Idle Statistics: (Performance measure that quantifies how often a given server is being used by the arrivals)
 - a. In use 33% of the time
 - b. Idle 68% of the time

The results of the queue analysis indicate that a majority of the time patrons to the restaurant will be able to turn their car over to an attendant to be parked within one minute of arrival.

The queue analysis sheets are attached.

It would be anticipated that the queues could be managed by one to two parking attendants the bulk of the time when there is less than one minute of wait. This is similar to a standard parking lot providing attendant services. It has been found that attendant services parking off-site can take up to three minutes service time exceeding the wait times provided by the on-site parking lift. The two-way alleyway behind the building could queue two to three vehicles in the northeast direction and multiple vehicles in the southwest direction along the alley without impeding traffic on the surrounding roadways. However, an additional attendant during the peak hours could manage a developing queue by circulating vehicles if a queue develops.

- B. Rooftop Parking – The second option being considered is rooftop parking. Parking on the roof of a building is not a new concept. The limited space provided on the site to achieve access to the rooftop requires use of maximum slopes to reach the roof in a short distance. The Los Angeles Department of Building & Safety allows a maximum slope of 20% on a driveway or ramp. The proposed rooftop parking design will provide a transitional slope on the ramp to allow vehicles to queue on the entry of the ramp from the alleyway.

Attendants will direct vehicles to the side of the ramp along the section of the ramp which slopes only slightly, allowing the driver and passengers to exit to the restaurant safely. The attendant will then enter the vehicle, traverse the balance of the ramp, and park on the roof. The restaurant patrons will retrieve their vehicles at the bottom of the ramp, along the exit side of the ramp's less sloped section from an attendant to exit the restaurant area.

It is anticipated that there will be a similar lack of queues as with the auto lift parking as the arrival rate is the same and the service rate will not exceed the 120 seconds evaluated in the lift parking analysis. The rooftop parking would also provide two on-site locations on the ramp to transfer the vehicles from the driver and passengers to the attendant without queuing on the alley.

- C. Combined Rooftop Parking with Parking Lifts – The third option is the combined rooftop parking with auto lifts. This is the preferred option as it provides for the combined benefits of the two previous options. As noted, access would be the same as with the rooftop parking from a ramp accessed via the alley. Vehicles would queue on the entry ramp from the alleyway with attendants parking the vehicles on the roof. The combined option would have a smaller surface area for parking. A screen wall would be provided along the Abbot Kinney Boulevard rooftop side and along sections of the sides with a landscaping buffer. Three two-level parking lifts providing 6 parking spaces would be provided along the Abbot Kinney rooftop wall. Another 6 spaces would be provided behind the lifts and one handicap parking space would be provided on grade.

Parking attendants would provide parking service the same way as the rooftop parking design. However, parking arriving cars and retrieving parked cars may take additional time. The mechanical parking lifts are estimated to take 45 to 120 seconds to service under multiple level lifts. The lifts provided in this option are only two high and would take less time. The access to the vehicles may be blocked by other cars depending on arrival and departure times. It is estimated that up to 30 seconds additional may be needed for the attendants to manage the vehicles. In order to provide a conservative analysis, a potential queue analysis for up to a 150 second service time has been conducted. This analysis was conducted in the same way as the mechanical auto lift alone option.

Queue Evaluation of Combined Rooftop with Auto Lift Parking

An evaluation of the potential queues which could develop in this type of scenario has been conducted. The arrival rate is the same as with the auto lift Parking evaluation.

Model Performance Results

Arrival/Departure Rate: 9.36 vehicles per hour

Service Rate: 24 vehicles per hour

COASTAL COMMISSION

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OVERLAND TRAFFIC CONSULTANTS

1. Unit Statistics (Performance measure that quantifies how many arrivals are in the queue)
 - c. One vehicle expected in the system
 - d. One vehicle expected in the queue
2. Time Statistics: (Performance measure that quantifies how much time it takes for an arrival to wait in the queue before being parked)
 - e. Four minutes in the system
 - f. Two minutes of wait time
3. Use/Idle Statistics: (Performance measure that quantifies how often a given server is being used by the arrivals)
 - g. In use 42% of the time
 - h. Idle 58% of the time

The results of the queue analysis indicate that a majority of the time patrons to the restaurant will be able to turn their car over to an attendant to be parked within two minutes of arrival.

The queue analysis sheets are attached.

As with the auto lift option, it would be anticipated that the queues could be managed by one to two parking attendants the bulk of the time when there is less than two minute of wait. This is similar to a standard parking lot providing attendant services. It has been found that attendant services parking off-site can take up to three minutes service time exceeding the wait times provided by the on-site combined rooftop and parking lift. The service time will be much less with good management by the attendants of the vehicles anticipating the departure patterns. The less sloped portion of the access ramp to the roof could queue one to two vehicles in each direction. An additional attendant during the peak hours could manage a developing queue by circulating vehicles if a queue develops.

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DELIVERIES

Deliveries to the restaurant will be conducted between the hours of 8:30 AM and 11AM. It is a condition of the Area Planning Commission approval that all deliveries be conducted prior to 11 AM. As a result, there would be space available on site to conduct the delivery services without impacting customer parking. As with many (if not all) of the businesses in the area, the deliveries can be conducted from the alleyway in the case of the 4-car-high auto lift option. The restaurant is not scheduled to open until 11AM; therefore, there would be limited interaction between the deliveries and patrons of the restaurants.

CONCLUSIONS

Based on the foregoing analysis, it is anticipated that the parking lift, rooftop parking, or combined rooftop and parking lift options would provide adequate on-site parking to meet the needs of the proposed restaurant without causing negative impacts to coastal access or the surrounding neighborhood. Based on applicable Specific Plan standards, up to fourteen (14) parking spaces are required to serve the anticipated demand of the proposed restaurant. Fourteen (14) spaces can be provided through the parking lift option and fourteen (14) spaces can be provided by the rooftop parking option and combined rooftop and parking lift option. (Thirteen (13) on-site and one (1) through the purchase of a required Beach Impact Zone parking space.) As such, parking to serve the proposed restaurant can be provided by any parking option described herein. It is desired to provide the combined rooftop and auto lift parking option to make use of a ramp for attendant service without using the alley, to provide a landscape buffer, and to manage the vehicle parking in an efficient manner on-site.

COASTAL COMMISSION

EXHIBIT # 7
PAGE 12 OF 12

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E-MAIL: jhenning@planninglawgroup.com

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South Coast Region

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COASTAL COMMISSION

September 20, 2010

VIA ELECTRONIC MAIL AND U.S. MAIL

Charles Posner
Coastal Program Analyst
California Coastal Commission
200 OceanGate, Suite 1000
Long Beach, CA 90802-4302

Re: Commission Appeal No. A-5-VEN-10-138 (Local Permit # APCW-2009-1738)
(Proposed construction of restaurant at 1305 Abbot Kinney Blvd., Venice CA)

Dear Mr. Posner:

On behalf of 1311 A.K. Properties LLC, the appellant in the above appeal, this letter will respond to the documents recently presented to Coastal Commission staff by the project applicant, as follows:

- (1) Plan (site plan), Rooftop Parking Plan and Proposed Service Area Plan, submitted September 13, 2010;
- (2) Revised Project Description, submitted September 13, 2010;
- (3) Parking Assessment for a Proposed 1,248 SF Restaurant Located at 1348 Abbot Kinney Boulevard in the Venice Community, prepared by Overland Traffic Consultants, Inc., submitted September 7, 2010 (the "Parking Assessment")

The Plans and Revised Project Description mark an abrupt change of course for the applicant. Instead of the 4-level parking lifts he originally proposed to Commission staff, these submittals indicate a roof-level parking deck, with a ramp leading up to it. On the deck itself,

COASTAL COMMISSION
A-5-VEN-10-138

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Mr. Posner
September 20, 2010
Page 2

there would be three rows of three-layer tandem parking, with the rearmost three spaces occupied by a series of two-level parking lifts. With this plan, there would be 13 parking spaces.

Meanwhile, the Proposed Service Area Plan shows the same seating plan as before, with a new calculation depicting 580 square feet of "Service Floor Area." On this basis, the applicant contends that only 13 parking spaces are required, i.e., one for each 50 square feet of Service Floor Area, plus two "BIZ" parking spaces based upon the square footage on the ground floor.

The Parking Assessment is riddled with errors and mischaracterizations. Moreover, the new plans present an utterly unworkable parking scenario – both in a practical sense and in terms of the required approvals by the City of Los Angeles. Thus, there is still simply no meaningful evidence before the Commission that the restaurant would not adversely affect community character or public access to the beach. Therefore, the Commission should grant the appeal and deny the requested Coastal Development Permit.

A. The Rooftop Parking Plan Has No Chance of Approval by the City.

The ramp portrayed in the Rooftop Parking Plan violates the City's code in so many obvious respects that it has no chance whatsoever of being approved by the City.

First, the City does not allow triple tandem parking. Tandem parking is limited to a maximum of two cars in depth.

Second, the ramp is at least 2.5 times as steep as the maximum slope allowed under the City's zoning code. The plan shows a ramp rising to the top of the parking deck in a distance of just 24 feet. Assuming that the roof is just 12 feet high (and it would very likely be higher than that, given that restaurants typically have high ceilings), in order to get up to the roof, the ramp must rise at a 50% slope (i.e., at a 22.5 degree angle). The code maximum is a 20% slope, or 9 degrees.

Third, the proposed ramp goes from a flat alley to a flat parking deck, and does not show a "transition slope," as required by the City's code for all ramps steeper than 12.5%. The transition slope must 8 feet long and at both ends of the primary slope. It must be ½ the maximum slope (e.g., 10% for a 20% slope). The parking spaces themselves cannot be located on any slope greater than 5%, so they cannot be on the transitional slope.

Given the above constrains, even at the City's maximum 20% allowable grade, in order to climb to the top of a 12-foot roof the ramp would have to stretch 68 feet in length (i.e., 52 feet at 20%, plus two 8-foot transitional slopes at 10% each). Given that the lot is only 85 feet in length, the ramp would eliminate virtually all of the parking shown on the plan.

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Fourth, the shape of the ramp violates the City's code because it blocks access to most of the parking spaces. Even assuming that cars could back down this steep ramp, the City's code requires that there be a minimum of 10 feet of clearance with no obstructions from a 9-foot wide stall located at a right angle to the parking bay (which in this case is the ramp itself). Yet, both sides of the ramp (and particularly the left side) narrow into a "bottleneck" shape, thus impeding both of the outer rows.

B. The Rooftop Plan Does Not Create Maneuvering Room On-Site.

The rooftop parking plan does not cure the problem that has existed with every other plan the applicant has proposed – namely, that there is no room on-site for maneuvering cars. This forces these activities to take place in the public alley, which is shared by other uses and parking, and is just 20 feet wide.

It should be emphasized that on the plan, the flat portion of the roof is completely consumed by triple-tandem parking. Meanwhile, the space behind the parked cars is entirely consumed by a steep ramp. This ramp is too narrow for a car to turn around, and given its steep slope any such maneuver would be extraordinarily difficult.

Thus, just as with the parking lift proposal, the sole "maneuver" on this ramp will be cars exiting the site by backing all the way down the ramp and then turning perpendicularly into the alley (or, conversely, backing up from the alley into the spaces). This isn't an improvement from the previous configuration of the site, in which the parking spaces directly touched the alley. In fact, with this design cars would be backing into the alley from a steep angle, which is that much trickier and more hazardous.

C. The Rooftop Plan Has No Place for Deliveries as Required by the City.

The City's approval of the Coastal Development Permit was accompanied by a variance from the usual requirement of an on-site loading zone (generally 400 square feet). However, it included a condition of approval providing that "Loading and unloading shall be on site from the rear, northeast portion, of the lot only. Loading activities are permitted to use the on-site parking spaces." The condition further required that deliveries occur only between 8:30 a.m. and 11:00 a.m., when the restaurant is closed.

At the time of the City's approval, the applicant's plan was to have parking spaces on the northeast portion of the lot, which allowed loading to take place on those spaces when the restaurant was closed. In the revised plan, however, the applicant has removed all of the surface parking spaces, except for the single handicapped space at grade in the northeast portion of the site. Meanwhile, the ramp to the roof is far too steep to be used for loading of any kind. This means that loading activities can only take place in the handicap space, which is illegal.

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D. There is No Room in the Alley for Queuing Cars From the Restaurant.

Although the applicant has proposed to use the alley for both a valet service and for queuing cars waiting to be parked, in fact there is no room in the alley for any of these activities. Nor is there any room for valet attendants to idle cars while other cars are being unloaded from tandem spaces.

The alley (actually a street, Irving Tabor Court) is only 20 feet wide. On the south side of the alley there are private properties developed right up to the alley, and the alley is their sole vehicular access. On the north side, the alley is fronted by a continuous city-owned dirt parking strip where cars and RVs park perpendicular to the alley, and in many cases, often right up to the edge of the alley.

There is barely enough room for two cars to pass on Irving Tabor Court, even when no cars are parked on it. Yet, cars do park on the alley in several places, because its status as a public street rather than an alley means that unless posted otherwise, parking is allowed.

There is actually plenty of traffic on this street because of people looking for parking on the city-owned parking strip, and because of the other uses already using the alley for their access. Any queuing at all is thus a huge disruption, and multiple cars queuing at the same time is simply unworkable.

E. The Revised Plan Cannot Be Handled by Just Three Parking Attendants.

The Revised Project Description indicates that "One to three attendants would be on duty at any given time, depending upon parking demand." Yet, even three attendants would be far too few for this operation, because it only allows one tandem row to be unloaded at a time.

The proposed plan depicts three rows of triple-tandem parking, with two-level parking lifts at the rear. Even assuming that the upper levels of the parking lifts were used to store longer-term parked cars (such as employees), these cars would nonetheless move from time to time. Moreover, even when the lifts were not being operated, just unloading one of the tandem rows to retrieve the rearmost car would require three attendants – one to move the car to be retrieved, and two more to move the other cars out of its way.

Since the cars to be moved would necessarily have to be backed into the alley, they all would have to remain idling – and attended – at all times. (See Vehicle Code section 22951 (prohibiting owner of off-street facility from parking in alley).)

In a common scenario, two or three people will emerge from the restaurant at the same time, all retrieving separate cars. These cars, in turn, may be on any of the three tandem rows.

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With just three attendants, these patrons might have to wait for one or even two other rows of three cars each to be unloaded – in sequence rather than simultaneously – before retrieving their cars.

Even assuming that such delays are acceptable to the patrons of the restaurant, they should not be acceptable to the other users of Irving Tabor Court, or to the public generally who use the neighborhood. The congestion that would result in this narrow, constrained alley and nearby streets would be enormous.

F. The Project Applicant Still Has Not Presented a Viable Parking Plan.

The project applicant has now had more than three months since the appeal was filed on June 3, 2010, to present Commission staff with a viable plan for his proposed restaurant, and specifically for the parking it needs. During that time, he has presented staff, the appellants and the public with a constant “moving target.” The submittals include the following.

- (1) A brief letter from the applicant’s expediter, assuring the Commission that “all required parking will be provided on-site through innovative, camouflaged parking lifts.”
- (2) A one-page site plan depicting three four-level parking lifts;
- (3) A separate one-page drawing depicting the floor area calculations, parking calculations and occupancy of the proposed restaurant;
- (4) A copy of an ordinance in which the City purportedly authorizes the use of mechanical lifts for required parking; and
- (5) The Parking Assessment, which assumes the installation not of individual parking lifts, but rather, of a far more complex robotic parking structure.
- (6) The revised Plan (site plan), Rooftop Parking Plan and Proposed Service Area Plan, showing the rooftop parking deck; and
- (7) The Revised Project Description describing the rooftop parking deck.

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What the applicant has most emphatically not presented to Commission staff is a parking plan, showing the specific design of the proposed parking lot and any mechanical parking system, with dimensions, elevations and mechanical specifications for the mechanical components.

Nor has the applicant presented the Commission with an approval by any City department for his proposed parking, or of its mechanical components, or even evidence that he has even begun the process of applying for such an approval.

Nor has the applicant presented any analysis – independent or otherwise – showing that the project site can practically and legally accommodate the parking plan he proposes under the City’s building and zoning codes – whether it is on the rooftop, via parking lifts, a robotic system, or some combination thereof.

Nor has the applicant presented any discussion – much less any serious analysis – about the noise, visual and other adverse effects on the character of this beachside community that would inevitably result from the rooftop parking deck and its mechanical parking lifts 13 hours per day for a high-turnover restaurant operation.

Rather, after three months before the Commission, the applicant is still merely casting around for a pie-in-the-sky solution that would, at least on paper, solve his parking problem and allow him to build an oversized restaurant on this tiny parcel.

Part of the applicant’s strategy is to persuade the Commission to not even try to answer the many questions it might have about the design, operation, and impacts of his proposal, and instead to approve it in the abstract. However, it is the job of the Commission to decide these questions now, and before granting any permit. The Commission should not repeat the City’s mistake by granting a “blank-check” permit for the applicant’s restaurant, with the details to be filled in later.

G. The Parking Assessment is Hopelessly Optimistic About Parking Demand.

The Parking Assessment submitted by the applicant’s consultant actually predates the present proposal to provide the required parking with a rooftop parking deck. Nonetheless, it should be noted that the Parking Assessment is riddled with errors and mischaracterizations, and simply does not contain any meaningful evidence supporting a finding that the restaurant project would not adversely affect community character or public access to the beach.

The Parking Assessment begins with a section entitled “Parking Requirements & Demand.” (Pg. 1.) This section initially makes a series of random, unsupported observations designed to imply implying that few people using the restaurant would arrive in their cars. (See,

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e.g., pp. 1-2 (“Venice is a community with numerous bicyclists”; “the Abbot Kinney commercial district is principally supported by local residents who typically patronize more than one Abbot Kinney business in an outing, very often on foot or by bike”; “Mass transit use is also ample in the local vicinity”).)

The picture painted by the report is of a beachside Shangri-La, where residents bicycle or stroll from their homes to visit local businesses, and where the few outsiders arrive by bus. In fact, the Abbot Kinney neighborhood is a traffic-choked beachside commercial district that draws visitors from a large urban region. Further, most visitors arrive not in the poorly located (and thus largely empty) city buses that cross the area, but by car.

Having painted an inaccurate picture of the neighborhood, the Parking Assessment presents a parking demand analysis. (See pg. 2.) This analysis is purportedly “based upon national standards by the Urban Land Institute (ULI) for similar uses,” but in fact the standards are not even referenced, much less attached. The analysis consists of two charts which together make the astounding conclusion that at peak capacity on weekend evenings, the proposed 47-seat restaurant would generate the need for just two employee parking spaces and ten customer spaces. (See pp. 3-5.)

First, the “national standards” appear to simply ignore the fact that the Coastal Commission and the City have long assumed, by way of their respective planning documents, that any particular use in a coastal area has substantially greater parking demand than the same use in a non-coastal area. For example, the Venice Coastal Zone Specific Plan (VCZSP) and its Commission-certified equivalent, the Venice Local Coastal Program Land Use Plan (LUP) each define the Abbot Kinney neighborhood as being within the “Beach Impact Zone,” and accordingly require two parking spaces for each 100 square feet of “service floor,” plus one additional space for each 640 square feet on the ground floor. (VCZSP at pp. 24-27.) Meanwhile, for a restaurant located elsewhere in the City of Los Angeles, the City’s municipal code requires a flat one space per 100 square feet of total floor area.

Indeed, viewing the projections in the Parking Assessment from a purely practical perspective, one wonders how the chef, cooks, dishwashers, waiters, bussers, host, and other staff for the proposed restaurant – likely numbering at least five at all times and probably more than a dozen at peak times – will all squeeze into two employee parking spaces allowed by the purported “national standard.”

Moreover, one wonders how the 47 patrons shown on the applicant’s plans intend to share the ten parking spaces that this “standard” implies.

One also wonders whether the author of the Parking Assessment has visited Gjelina – the applicant’s other restaurant down the street, on which the subject restaurant is modeled – where

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the applicant crammed 120 seats into a space designed for 60, and which is not much larger than the subject restaurant – and which is filled to capacity with more people waiting, during many of the operating hours, and not just on weekend evenings.

Obviously, whatever “national standard” is being used by the applicant’s consultant, it does not take into account how intensively a 1,248 square foot restaurant is actually used in Venice, and especially how it is likely to be used by this particular applicant. Nor does the “national standard” consider the reality of Los Angeles – and even Venice – which is that everyone, including restaurant employees and restaurant patrons, has his or her own car and tries hard to use it whenever possible.

The consultant ends the section on parking demand by leaping to the conclusion that “Based on the analysis above, due the eclectic nature of the area, it is anticipated that the parking demand for the restaurant could be accommodated on-site without further impacting the neighboring businesses or residences.” (See pg. 5.)

However, as “eclectic” as the area may be, there is no basis for any finding that the proposed “47-seat” restaurant – which based upon prior experience with this applicant is more likely to have 100 seats – would generate the need for only 12 parking spaces at peak times.

H. The Assessment Implies that Public Lots are Available to the Restaurant.

Having argued that the restaurant only needs 12 parking spaces, the Parking Assessment goes on to make a similarly optimistic assumption about parking supply in the vicinity. After asserting a truism that applies everywhere – namely, that “there is parking turnover throughout the day in the surrounding residential neighborhood” – the Assessment goes on to imply that in addition, various small public parking lots nearby are also available to the restaurant’s patrons and employees. (See pg. 5.)

In doing so, the author would have the reader believe that parking is plentiful in Venice. He also follows the playbook commonly used by other business owners seeking relief from the rules, in which they all lay claim to the same handful of spaces. Meanwhile, of course, because of intense existing demand, the spaces at issue are notoriously unavailable to anyone, even without a new restaurant competing for them.

Specifically, the Parking Assessment calls out the unpaved, abandoned railroad strip on Irving Tabor Court, which is across from the rear of the project site. (See pg. 5.) As our appeal has noted, this strip is owned by the City and used as an informal parking strip, with no posted restrictions. The Assessment also describes the city-managed parking lots at Milwood and Electric (three blocks away) and California and Electric (two blocks away), where there are a total of 51 free public parking spaces.

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What the Assessment does not do is perform any analysis of the actual availability of spaces in any of these lots. Indeed, while the Assessment concedes that the lots are “heavily used throughout the week and weekend,” it fails to mention that the lots are already so saturated that getting a space in any of them triggers an overwhelming feeling of elation, akin to winning the lottery.

I. The Assessment Assumes the Alley Can Accommodate Queuing of Cars.

The applicant’s new proposal for a rooftop parking deck shares the same flaw with the original proposal for four-level parking lifts – namely, that there is no room on-site for the valet service to operate. This requires both loading and unloading, and any queuing of customer vehicles – to take place wholly on Irving Tabor Court and nearby streets, where there is no room for them.

Indeed, remarkably, the Parking Assessment comes right out and proposes to consume a substantial part of Irving Tabor Court for a queuing area. (See pg. 8 (“The two-way alleyway behind the building [Irving Tabor Court] could queue two to three vehicles in the northeast direction and multiple vehicles in the southwest direction along the alley without impeding traffic on the surrounding roadways.”

However, as discussed above, this proposal does not take into account the physical constraints of the street, or the other uses that share it. For one thing, Irving Tabor Court is a two-way street and is only 20 feet wide – just barely enough room for two cars to pass. Moreover, it is constrained directly on both sides – on one side by buildings and lots otherwise developed right to the alley, and on the other by cars parked in an unpaved parking strip. Therefore, the traffic already using the street requires its full width just to pass each other, and any queuing would simply block this traffic.

Moreover, the unpaved city-owned parking strip adjoining Irving Tabor Court to the north is constantly filled with cars, which use Irving Tabor Court as their only access. Since these cars are parked at a 90 degree angle to the street, they require its full width for parking maneuvers. Any queuing for the subject restaurant would block these maneuvers.

Similarly, just like the subject property, the other private properties on the south side of Irving Tabor Court use this street as their only vehicular access, and in most cases they, too, require the full width of the alley for their parking maneuvers. As just one example, the property immediately adjoining the project site to the northeast, at 1311 Abbot Kinney Boulevard, is a live/work unit that has three individual garages that back directly on the alley at the rear property line. The Parking Assessment simply assumes that this part of the alley is available for queuing for the restaurant, but the queuing vehicles would chronically block these garages 13 hours per day.

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J. The “Queuing Model” is Corrupted by Fallacious Assumptions.

One of the only portions of the Parking Assessment that even appears to be scientific is a section entitled “Queue Evaluation of Autolift Parking.” (See pg. 6.) There, the consultant performs what is described as a “Poisson distribution” with the conclusion that “a majority of the time patrons to the restaurant will be able to turn their car over to an attendant to be parked within one minute of arrival.” (See pp. 6-7.)

However, as with all science, it is garbage in, garbage out. For one thing, this analysis assumes the use of the custom-designed Autolift robotic parking system described in the report— with its turntables, pallets and shuttles. Yet, since that report the applicant has changed the proposal to a rooftop parking plan, in which individual three-layer tandem rows must be unloaded by attendants in order to retrieve the cars at the rear.

Moreover, the Poisson distribution was performed with another assumption – namely, that only 10 cars arrive at the restaurant each hour at the peak time on weekend evenings. This is based purely on the trip generation estimates in the Venice Coastal Zone Specific Plan. These estimates are used merely to perform traffic analysis for projects generally, not to calculate the likely rate of arrivals at a particular restaurant. Here, it defies reason that only 10 cars per hour would arrive at this “47-seat” (and likely far larger) restaurant during its busiest time on Saturday nights.

Meanwhile, one shudders to think how the consultant’s model would perform if the actual conditions were to be used. If they were, in order to remove a single car from a three-level tandem row, three separate cars would have to be moved, and for multiple cars this same procedure would have to be repeated after that. Even with sufficient attendants to operate each of the moved cars, this operation would easily take several minutes to complete.

K. The Assessment Wrongly Assumes that the “In-Lieu” Fee is Adequate.

The Parking Assessment simply assumes that the applicant can avoid providing one of the 14 required spaces by paying a so-called “in-lieu parking fee” to the City, in the amount of \$18,000.00. Although the Revised Project Description does not call for the use of such a fee, it should be noted that any assumption that an \$18,000 fee is appropriate for any space is unwarranted because the applicant has done no study showing that this is the actual cost of providing a physical parking space.

As discussed in more detail in our letter to you dated June 22, 2010, although the City’s specific plan provides for an applicant to pay a \$18,000 fee for 50% of the two required Beach Impact Zone (BIZ) spaces, the Venice Local Coastal Zone Program (LUP) certified by the Commission in 2001 notably excludes any reference to this amount, and instead provides that

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“[t]he in lieu fee for a BIZ parking space shall be established in the [Local Implementation Plan (LIP)] at a rate proportional to the cost of providing a physical parking space.” (Venice Local Coastal Program Land Use Plan (LUP), pg. III-11.)

Manifestly, in a place where real estate is as expensive, and parking as rare, as the Venice neighborhood of Los Angeles, this amount is well in excess of \$18,000. Indeed, for many years, residents of Venice, and its certified Venice Neighborhood Council, have challenged the City’s use of the \$18,000 in-lieu fee, because it is simply placed into a City trust fund and does not actually result in parking spaces in the affected areas.

Of course, in administering its own VCZSP, the City may consider itself bound to allow the use of an \$18,000 per-space fee unless and until the plan is amended. However, the Commission is not similarly constrained when it considers a Coastal Development Permit. Rather, the Commission is permitted to – and is indeed obligated to – properly condition any such exception to ensure that the impacts on the community are minimized.

Thus, in order to be consistent with the certified LUP, and to prevent adverse impacts on coastal access, the Commission should, at minimum, require that any in-lieu fee be calculated based upon the proportional cost of providing the subject spaces, to be determined by a proper study, and should further require that the fee be actually used to purchase parking spaces in the Abbot Kinney neighborhood. Otherwise, the Commission, by approving the use of the inadequate \$18,000 fee, is essentially “selling” de facto development rights at the rate of \$18,000 per 50 square feet of service area, to the detriment of the public and coastal access.

L. The Assessment Does Not Consider the Effects of Lifts on the Community.

The Assessment trots out a series of self-serving platitudes about mechanical parking lifts, noting that they are “cost effective, space efficient, maintenance friendly, safe, secure and customer friendly.” (See pg. 6.) No mention is made of the continuous noise they would generate 13 hours a day, seven days a week and lasting until 12 midnight. Nor is there any discussion of the visual blight they would inject into one of Los Angeles’ most quaint, historic and modestly-scaled neighborhoods.

M. Conclusion.

This is not a project with a difficult logistical problem that cries out to be solved by innovative planning. It is a land-grab by a single restaurateur, who wants to appropriate the alley and the surrounding streets for the use of his private business, and to the exclusion of all others. At the eleventh hour, he has proposed an utterly infeasible plan whose only purpose is manifestly to get past the Coastal Commission’s appeal process.

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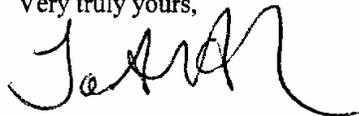
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Of course, even if such a plan could somehow be developed, it is the public who will bear the burden – in terms of diminished community character and reduced access to the shoreline. Thus, the Commission should grant the appeal.

Thank you for the opportunity to comment on this project.

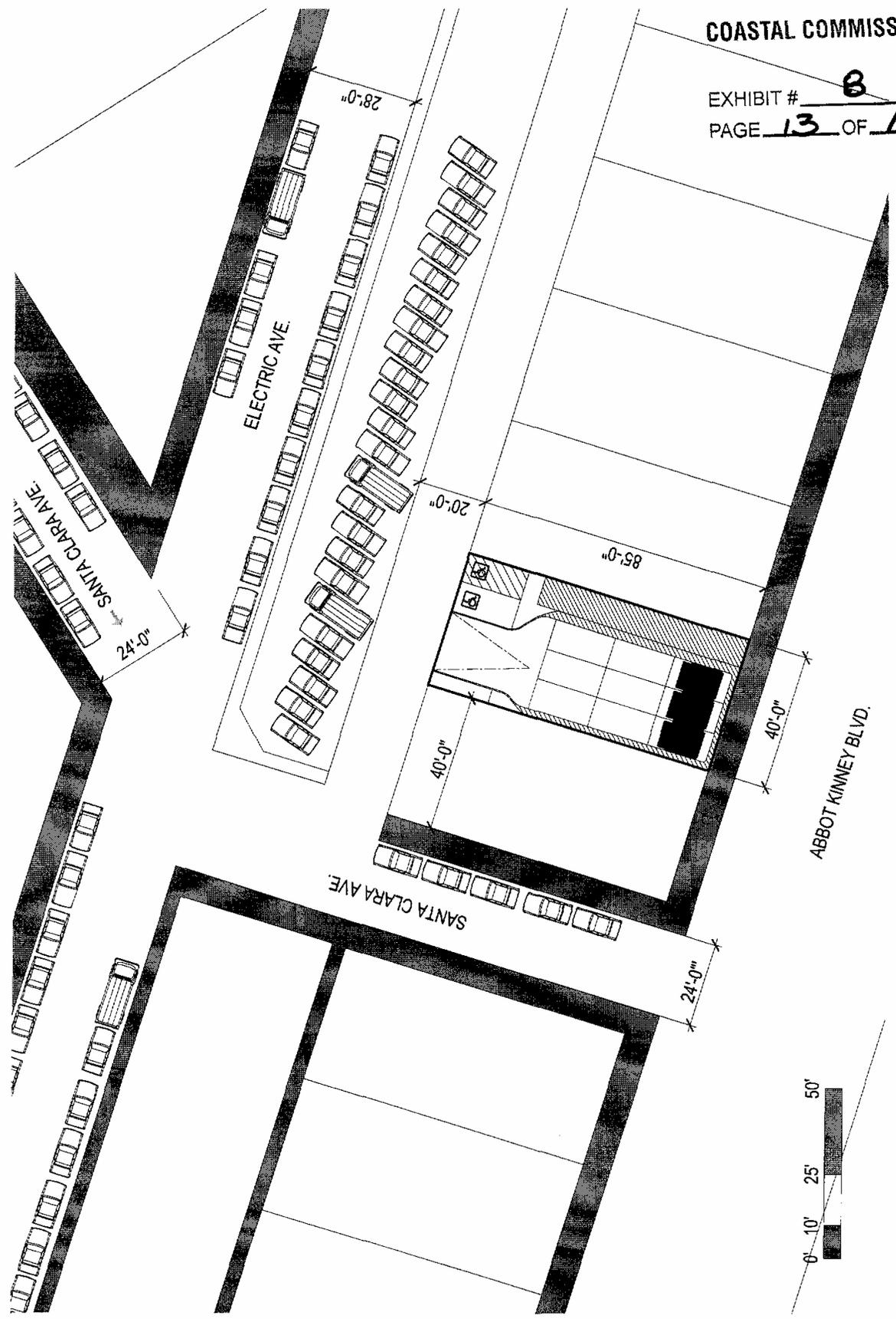
Very truly yours,



John A. Henning, Jr.

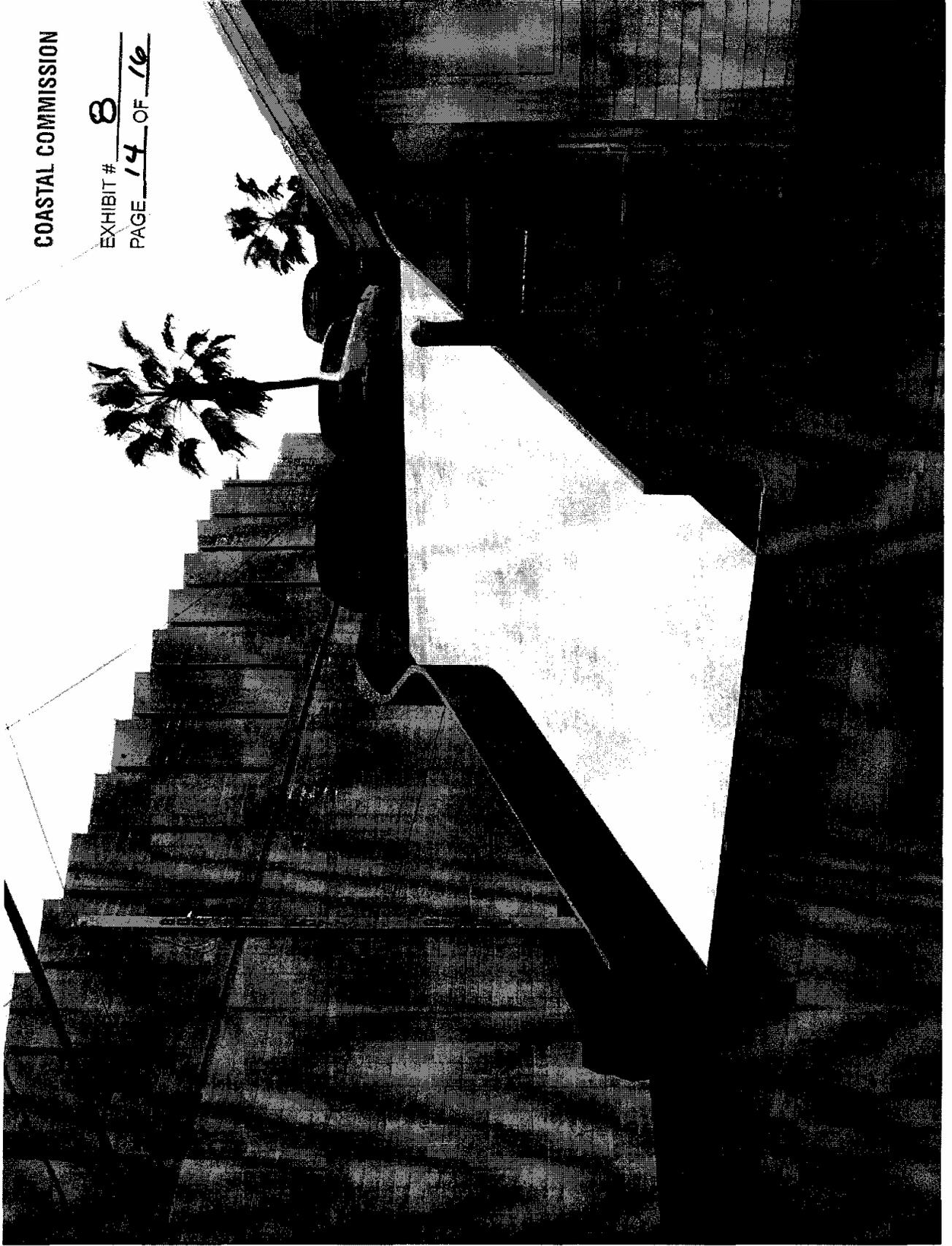
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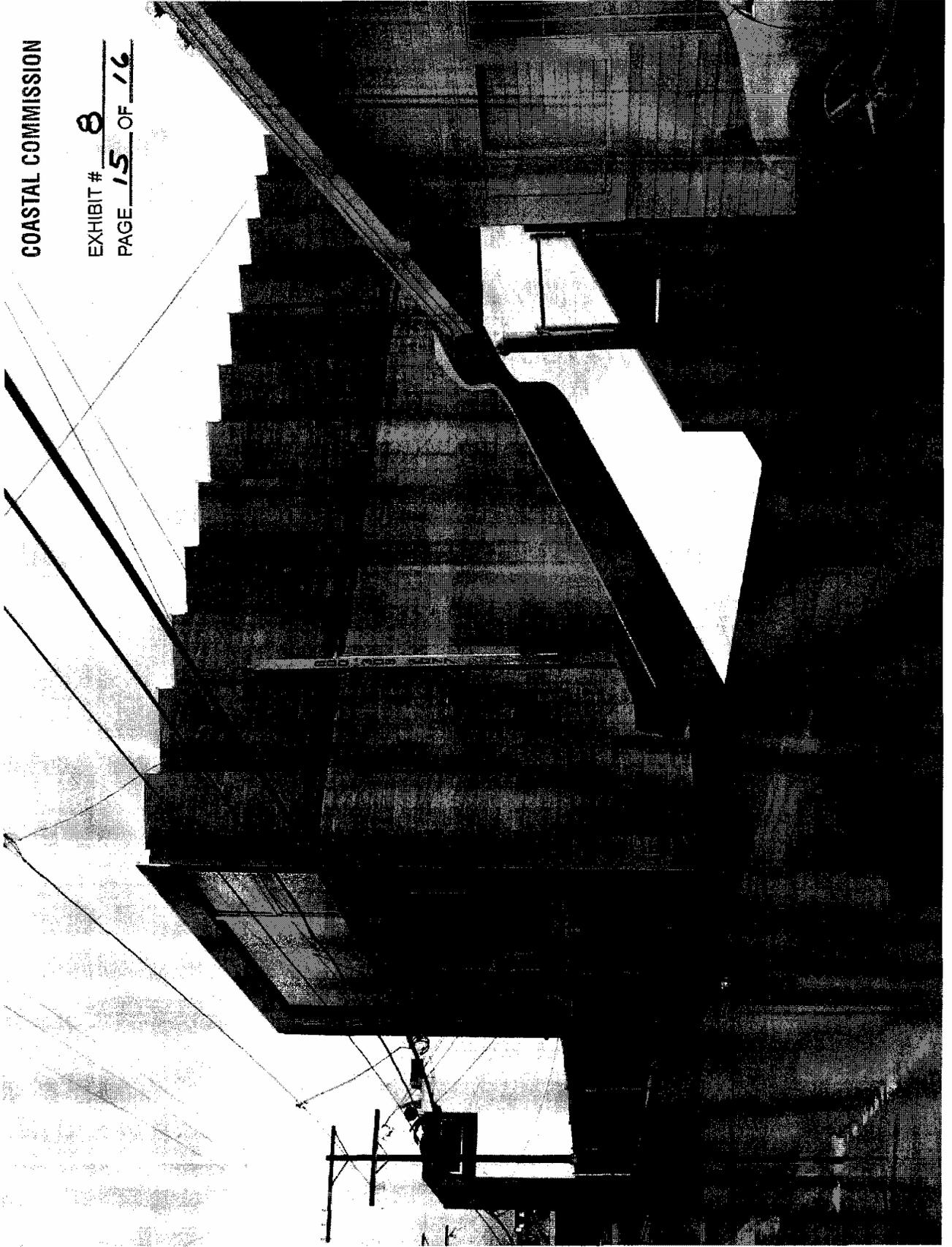
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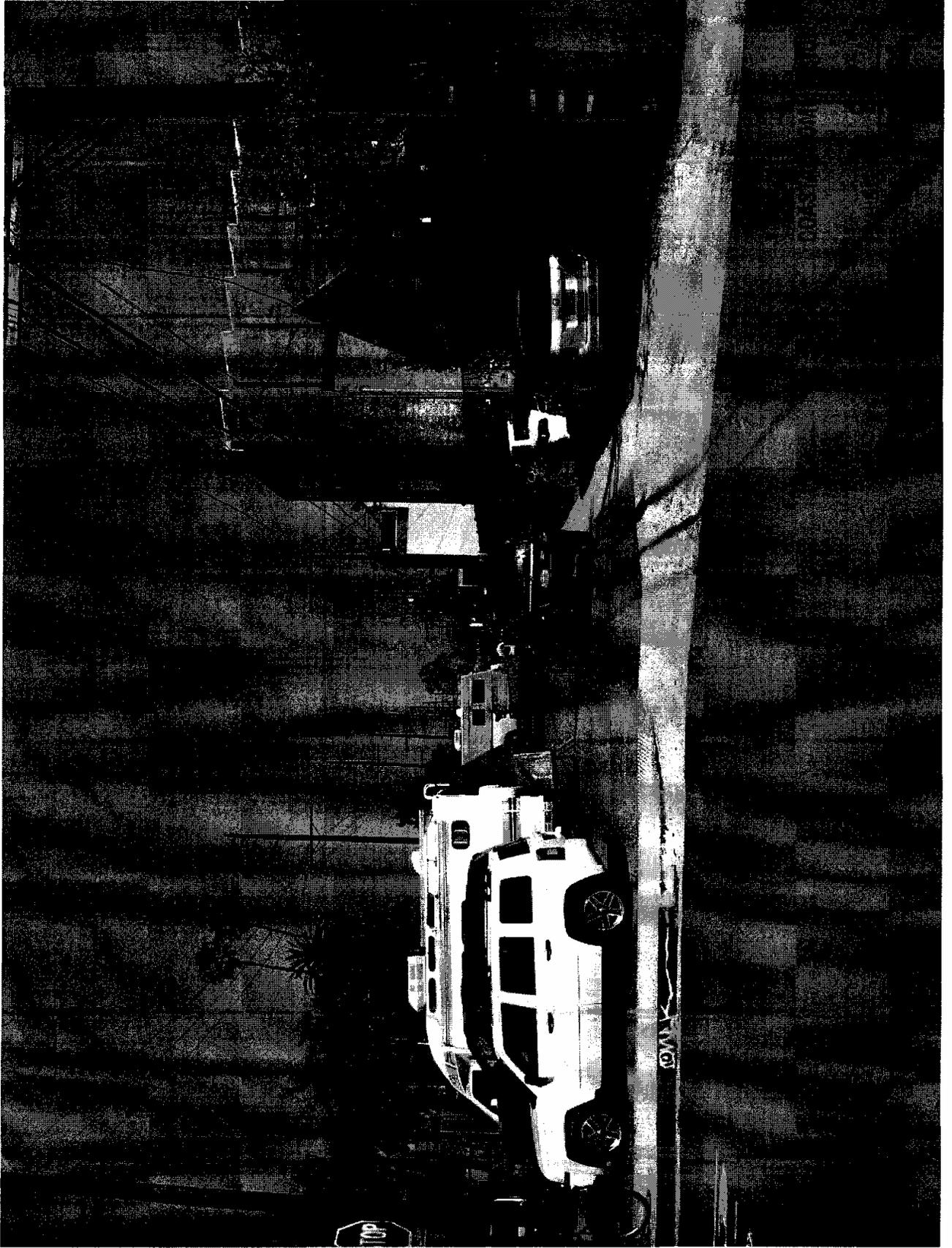
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WEST LOS ANGELES AREA PLANNING COMMISSION

200 N. Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300
www.lacity.org/PLN/index.htm

Determination Mailing Date: MAY 13 2010

CASES: APCW-2009-1738-SPE-CDP-ZV-SPP-MEL
ZA-2007-3442-CUB-1A-PA1

CEQA: ENV-2009-1739-MND

Location: 1305 S. Abbot Kinney
Council District: 11
Plan Area: Venice
Zone: C2-1-O-CA

Applicant: Fran Camaj – ADC Development, Inc.
Representative: Will Nieves, Nieves and Associates

At its meeting on April 21, 2010, the following action was taken by the West Los Angeles Area Planning Commission:

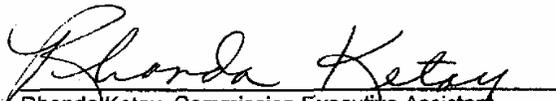
1. **Adopted** Mitigated Negative Declaration No. ENV-2009-1739-MND.
2. **Disapproved** a Specific Plan Exception to permit six (6) on-site parking spaces in lieu of 14 parking spaces which are otherwise required.
3. **Approved** a Variance to permit compact parking stalls within an on-site parking area that contains less than 10 overall spaces.
4. **Approved** a Variance to permit tandem parking.
5. **Approved** a Variance to not provide a loading space that is otherwise required for commercial buildings which abut an alley.
6. **Approved** a Coastal Development Permit.
7. **Approved** a Project Permit Compliance determination with the Venice Coastal Zone Specific Plan.
8. **Approved** a Mello Act Compliance determination for this project located in the Coastal Zone.
9. **Approved** the Approval of Plans for case ZA-1007-3442-CUB-PA1.
10. **Adopted** the attached Conditions and Findings.

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

This action was taken by the following vote:

Moved: Foster
Seconded: Donovan
Ayes: Linnick, Martinez

Vote: 4 - 0


Rhonda Ketay, Commission Executive Assistant
West Los Angeles Area Planning Commission

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AS-VEN-10-138

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CONDITIONS OF APPROVAL

A. Entitlement Conditions

1. **Site Plan.** Prior to the issuance of any building permits for the subject project, detailed development site and elevation plans including complete landscape and irrigation plan by a licensed landscape architect or architect, shall be submitted for review and recommendation by Council District 11 prior to review and approval by the Department of City Planning for verification of compliance with the imposed conditions. The plans shall be modified from the site plans labeled as Exhibit "B" stamped and dated January 3, 2008, to reduce the service floor area to comply with the parking provisions of the Venice Coastal Specific Plan or as modified by the Area Planning Commission for West Los Angeles attached to the subject case file. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization. This approval is for a new restaurant building with a service floor area that complies with the parking standards of the Specific Plan.
2. **Use.** The use of the subject property shall be limited to those uses permitted in the C2 Zone (Commercial Zone) as specified in Section 12.14 of the LAMC.
3. **Patron Capacity** - This restaurant shall have a maximum patron capacity of 47 people: 31 for indoor service and 16 for outdoor service. Note: This maximum patron capacity may be reduced due to size of the serving area, the amount of on-site parking, and compliance with other sections of the Los Angeles Municipal Code (LAMC). Any changes to increase the patron capacity beyond the maximum listed above shall require the recommendation of the Local Certified Neighborhood Council.
4. **Beach Impact Zone Parking** – The applicant is permitted to pay the in-lieu fee of \$18,000 for up to 50 percent of the total number of the required Beach Impact Zone Parking spaces per Section 13 E of the Venice Specific Plan.
5. **Variance.** A Variance is granted to permit compact parking stalls within an on-site parking area that contains less than 10 overall spaces.
6. **Variance.** A Variance is granted to permit to permit tandem parking. Attendant parking services shall be provided to patrons of the restaurant during the Hours of Operation.
7. **Variance.** A Variance is granted to not provide a loading space that is otherwise required for commercial buildings which abut an alley.
8. **Hours of Operation** - Hours of restaurant service shall not exceed 11 A.M. to 12 midnight daily.
9. **Deliveries** - Deliveries shall occur only between the hours of 8:30 A.M. and 11:00 A.M., Monday through Saturday. Loading and unloading shall be on site from the rear, northeast portion, of the lot only. Loading activities are permitted to use the on-site parking spaces.

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B. Environmental Mitigation Measures

10. Aesthetics

I b2 - Aesthetics (Landscaping) – All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

I b4 - Aesthetics (Graffiti) - The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91.8104.15. Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.

I b5 - Aesthetics (Signage) - Multiple temporary signs in the store windows and along the building walls are not permitted. On-site signs shall be limited to the maximum allowable under the Code.

I c1 - Aesthetics (Light) - Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.

11. Geology and Soils

VI a2 - Seismic - The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

VI b2 - Erosion/Grading/Short-Term Construction Impacts

- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
- Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and the tracking of sediment into streets shall be limited.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

General Construction

- All materials transported off-site shall be either sufficiently watered or securely covered to prevent the generation of excessive amounts of dust.

- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent the generation of excessive amounts of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

Noise

- The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.

Air Quality

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
- All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.

VI c1 - Liquefaction

- Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.
- The project shall comply with the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss which requires the preparation of a geotechnical report. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration.

12. Hazards and Hazardous Materials

EXHIBIT # 9
PAGE 4 OF 9

VII b5 - Explosion/Release (Asbestos Containing Materials)

- Prior to issuance of any permit for demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint

materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.

- Prior to the issuance of any demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACM are present in the building. If ACM are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other State and Federal rules and regulations.

13. Land Use and Planning

IX b - Environmental Plans/Policies

- Only low- and non-VOC containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.
- Exceed 2008 Title 24 minimum building energy efficiency requirements by a minimum of 14%.

14. Public Services

XIII a - Public Services (Fire) - The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

XIII b1 - Public Services (Police General) - The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to Design Out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213)485-3134. These measures shall be approved by the Police Department prior to the issuance of building permits.

15. Transportation/Circulation

XV d - Safety Hazards

- Street improvements required per LAMC 12.37-A must be cleared by the Bureau of Engineering prior to issuance of LADOT project approval.
- Prior to plan check submittal to LADBS, submit a site and/or driveway plan, scaled at least 1 inch = 40 feet, to: LADOT West L.A./Coastal Development Review, 7166 W Manchester Avenue, Los Angeles, 90045.
- The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

16. Utilities

XVI d - Utilities (Local or Regional Water Supplies) - (Landscaping)

In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:

- Weather-based irrigation controller with rain shutoff;
- Matched precipitation (flow) rates for sprinkler heads;
- Drip/microspray/subsurface irrigation where appropriate;
- Minimum irrigation system distribution uniformity of 75 percent;
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials; and
- Use of landscape contouring to minimize precipitation runoff.
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for irrigated landscape areas totaling 5,000 sf. and greater, to the satisfaction of the Department of Building and Safety.

(Change of Use to a Restaurant, Bar, or Nightclub) Unless otherwise required, and to the satisfaction of the Department of Building and Safety, the applicant shall:

- Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate. Rebates may be offered through the Los Angeles Department of Water and Power to offset portions of the costs of these installations.
- Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- Install and utilize only restroom faucets of a self-closing design.
- Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
- Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

(All New Commercial and Industrial) - Unless otherwise required, all restroom faucets shall be of a self-closing design, to the satisfaction of the Department of Building and Safety.

(All New Construction, Commercial/Industrial Remodel, Condominium Conversions, and Adaptive Reuse) Unless otherwise required, and to the satisfaction of the Department of Building and Safety, the applicant shall install:

- High-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate. Rebates may be offered through the Los Angeles Department of Water and Power to offset portions of the costs of these installations.
- Restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the

use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

- If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g. use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

XVI f - Utilities (Solid Waste)

- Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.
- To facilitate onsite separation and recycling of demolition and construction-related wastes, the contractor(s) shall provide temporary waste separation bins onsite during demolition and construction. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.
- Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.

C. Other Conditions.

17. Noise. Noise from the premises shall not be audible beyond the property lines.

18. Maintenance. The subject property including any associated parking facilities, sidewalks and parkway, landscaped areas, and exterior walls along the property lines shall be maintained in an attractive condition and shall be kept free of trash, debris and graffiti.

Notice: If conditions dictate, connections to the public sewer system may be postponed until adequate capacity is available.

Notice: Certificates of Occupancies for the subject properties will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.), as required herein, are completed to the satisfaction of the City Engineer.

D. Administrative Conditions

19. Approval, Verification and Submittals. Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the

subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

- 20. Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions may vary.
- 21. Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns. The agreement shall be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
- 22. Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
- 23. Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
- 24. Project Plan Modifications.** Any correction and/or modifications to the Project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, or other Agency for Code compliance, and which involve a change in site plan, floor area, parking, building height, yard or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision making authority including the Director of Planning, City Planning Commission, Area Planning Commission or Board.
- 25. Utilization of Concurrent Entitlement.** The subject Specific Plan Exemption, Zone Variance, Coastal Development Permit, and Project Determination requires completion of all applicable conditions of approval herein to the satisfaction of the Department of City Planning and the effective date of the Zone Variance, and Project Determination shall coincide with that of the associated. The applicant/owner shall have a period of two years from the effective date of the subject to effectuate the terms of for the Zone Variance, and Zone Determination entitlement by either securing a recorded Final Parcel Map Exemption Map for the authorized use, or unless prior to the expiration of the time period to utilize the grant, the applicant files a written request, and is granted an extension to the termination period for up to one additional year pursuant to applicable provisions of the Municipal Code.

Thereafter, the entitlements shall be deemed terminated and the property owner shall be required to secure a new authorization for the use. If a building permit is obtained during this period, but subsequently expires, this determination shall expire with the building permit.

- 26. Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director of Planning, pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if in the decision makers

opinion, such actions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

27. Indemnification. The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim, action, or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

COASTAL COMMISSION

EXHIBIT # 9
PAGE 9 OF 9

Chuck Posner

RECEIVED
South Coast Region

From: Arminda Diaz [arminda@d3architecture.com]

JUL 27 2010

Sent: Tuesday, July 27, 2010 11:50 AM

To: Chuck Posner

CALIFORNIA
COASTAL COMMISSION

Cc: Whitney Blumenfeld

Subject: Commission Appeal No. A-5-VEN-10-138 (Local Permit # APCW-2009-1738) (Proposed construction of restaurant at 1305 Abbot Kinney Blvd., Venice CA)

Dear Mr. Posner-

This letter is to support my appeal for the above mentioned project at 1305 Abbot Kinney Blvd. Here are a series of issues to support my appeal for the CDP submitted July 5th 2010 for this project.

1- NOBODY who lives within a 500' radius has been given the benefit to view this new proposal from the applicants. This is something that will highly impact both visually and audibly the character of the residential neighborhood across the street. I am sure the people across Electric will have an opinion- yet the applicant is rushing thru to get this crammed and approved by Coastal Commission without any further review.

2- Applicant has provided NO specification as to manufacturer's data, machinery specs, etc.

3- These machines typically put out about 67 db which is higher than the noise level allowed in a commercial zone (60 db before 10 PM, 55 db after 10 PM). They will be operating until midnight.

4- As machines DO tend to break and malfunction, this is NOT a solution to provide MINIMUM REQUIRED parking. When the machines break- which they will- or there's a power outage, where is the required parking going to be provided? What's going to happen to people's cars up above if the machine breaks while operating?

6- Where do patrons leave their cars to come into the restaurant while attendants pull cars in and out of the lifts (3 cars to pull out the top car- if two lifts are going at the same time- 8 cars total would have to come down plus whoever shows up at the time) and where do those cars go? This will create a bottle neck at the corner of Electric/ Irving Tabor and Santa Clara.

5- These machines ARE NOT suitable for high turnover. In a restaurant cars have to be moved around constantly people coming and going. In a light industrial or office use, they would be ok. People stay during their shift and extended periods of time.

6- The City cannot even enforce the rules at the applicant's current restaurant down the street, what guarantee do we have that these lifts will actually be used for patrons of the restaurant and that they won't sit there empty looming over the residential area? Who is going to guarantee that the patrons won't be parking on OUR streets because the lifts are not being used to provide minimum required PATRON parking? The City won't come by at night to verify the lifts are being used for patron parking. And we know the applicant has trouble following the rules in his current operating restaurant with increased occupancy and the only parking space on the property is being used for storage and not for parking.

7- It will be difficult for insurance companies to insure a 4-car high lift with or without

COASTAL COMMISSION
A5-VEN-10-138
EXHIBIT # 10
PAGE 1 OF 2

7/27/2010

attendants. This would be the first one in LA. This is no stackable washer we are talking about. Tons of steel are being flung up four stories in the air. If I were a patron and either my car and/or my family is damaged/injured by the use of this lift- I would not only sue the owner of the restaurant and the property owner, but also any and all agencies that approved this machine to operate.

Please do not approve this project. People that will be affected by this project have not had a chance to review it and comment. This will alter the character of a residential neighborhood immensely.

I suggest that the Commission not grant any coastal development permit (CDP) allowing electric lifts until AFTER the applicant goes through a hearing process at the City first. In this process, the following would happen:

- (1) Applicant would apply to the City for a CDP allowing electric lifts, just like they applied for a CDP allowing the original project;
- (2) A hearing would be held before the City planning department, as before, with the final decision made by the City's area planning commission;
- (3) LUPC and VNC would have an opportunity to comment during the City's process; and finally,
- (4) Neighbors would have option to appeal the City's decision to the Coastal Commission, triggering a public hearing at the Coastal Commission.

Please do what is right for the neighborhood and residents- not for the minority business owners.

If you have any further questions, please don't hesitate to call.

Thank you,
Arminda Diaz
310-995-1941

arminda diaz aia lead ap
www.d3architecture.com

'Everything is walking distance if you got the time...'
-Steven Wright

COASTAL COMMISSION

EXHIBIT # 10
PAGE 2 OF 2

7/27/2010

July 22, 2010

Charles Posner
Coastal Program Analyst
California Coastal Commission
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302

RECEIVED
South Coast Region

JUL 23 2010

CALIFORNIA
COASTAL COMMISSION

Re: 1305 Abbot Kinney, Venice 90291
Case No.: A-5-VEN-10-138 (LA City: APCW-2009-1738)

Dear Mr. Posner:

I'm a property owner a couple blocks from the project site at 1305 Abbot Kinney. I am a member of the Land Use and Planning Committee (LUPC) of the local Venice Neighborhood Council (VNC). Also for the last several years, I have been Chair of the VNC Parking Committee.

I'm very aware of the parking constraints in Venice and many traffic related conditions that exist in the area of this project. Furthermore, as a member of the LUPC, I have heard several variations of this project presented over the past few years.

I now understand the applicant is making the statement they will conform to the parking requirements of the City and the Commission by incorporating the use of a mechanical automobile stacking system into the project. This newest variation of the project has NEVER come before the community for review.

Personally speaking I am not opposed to the use of automation to solve the parking problems in our community. I have researched in some depth several of the companies that offer car stacking equipment. They offer varying levels of automation and make claims all over the board about ease-of-use and reliability. I learned they all make statements about how much noise they generate and how there is a need to have trained operator using the equipment. None of the manufacturers that I reviewed offered warranties on the equipment longer than one year and all suggest a bi-annual service cycle.

The applicant is asking for permission to construct a new project that will be a permanent structure in our community. The proposed parking solution is not only a trend setting concept, it is untested in such an application and has no lasting history that we can point to and say "yes it is reliable and solves the requirements for parking". We have no data on the noise issues and how they will effect the residential community directly abutting this site to the rear.

In a restaurant use, car stacking machines need to be proven to withstand multiple customers all arriving and departing within a relatively short period of

COASTAL COMMISSION

EXHIBIT # 11
PAGE 1 OF 3

time – the prime service hours. Furthermore, if the operator needs to re-arrange the cars to retrieve the top most vehicle in the stack, where does the “proposed valet” store the cars while they are removed from the rack, I assume within the public right-of-way which impacts the public.

In the hearings we had in the community about this project, the applicant was very opposed to using valets to serve the driving customers. Now I’ve heard in conversation the applicant has once again changed the story of how he will address the parking needs by using a valet. But can one valet operate the machines and serve the customers or will it take more...?

From another view, if the stacking system is perceived to be a hassle by the restaurant customer who we can assume all drive nice cars, will they choose to look else where to park? I suspect they will and therefore, although the intention to provide parking exists, the reality may well be it goes unused.

If the Commission is going to rule in favor of this project, I would like you to consider putting in place some sort of review conditions that insure the systems perform as presented or their permits get revoked – remember this is a mechanical system that is prone to brakeage and we all know if it stops working in five or ten years from now the restaurant will not necessarily stop serving... unless of course there are controls in place that force them to.

Finely, neither the City nor the community has seen the project as presented to the commission. It seems to still be a moving target! Therefore, it seems to be out of step in the process. I would like to suggest asking the applicant to take it back to the community and City for approval before you choose to rule on it.

Sincerely,
James Murez
Venice Resident
804 Main St, 90291

COASTAL COMMISSION

EXHIBIT # 11
PAGE 2 OF 3

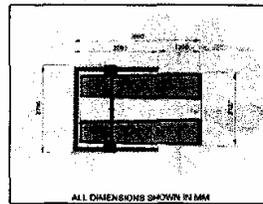
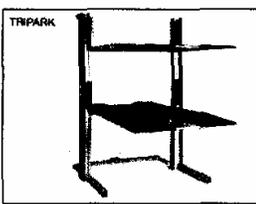
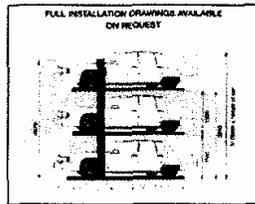
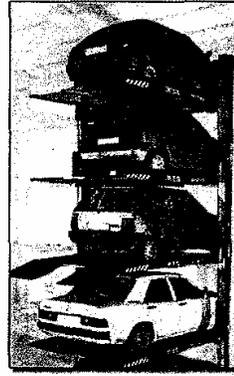
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MultiPark Surface mounted four to ten car parking and storage unit



owners, renters, regular
the public may not park on



range 14° to 104° F. The
notes are specified, they refer
n set up directly next to the
public lines, these times



systems per parking space.
used on the system.
are available

SOUND CONTROL

Numerous sound control features on rubber pads. Steel hydraulic rubber hose isolates the power

Sound tests at the front of the (weighting) noise levels (spec

In multi-family podium construction performed. For residential or is critical. Klaus designers with issues.

EXHIBIT # 11
PAGE 3 OF 3

STRUCTURAL



► **IMPORTANT:** If possible, fax/email by Monday, August 9, 2010

TO: California Coastal Commission
ATTN: Charles Posner, Coastal Program Analyst
200 OceanGate, Suite 1000
Long Beach, CA 90802-4302
Fax: (562) 590-5084
Email: cposner@coastal.ca.gov

NOISSIMMOO TMOO
CALIFORNIA
COASTAL COMMISSION
JUL 26 2010
South Coast Region
RECEIVED

Re: Commission Appeal No. A-5-VEN-10-138 (Local Permit # APCW-2009-1738)
(Proposed construction of restaurant at 1305 Abbot Kinney Blvd., Venice CA)

Honorable Commissioners:

We support the appeal of the coastal development permit for the above restaurant and oppose the restaurant owner's request to use mechanical parking lifts to provide the required parking. This technology is unproven and unsuitable for a busy restaurant with constant turnover. The proposal would also subject the neighborhood to ugly new steel structures and constant noise 13 hours a day, 7 days a week. The owner should to provide all required parking in easily accessible surface or garage spaces, on the restaurant site or nearby.

We believe that for this or any future redesigned project, the owner must present to the Commission "a detailed parking study that demonstrates that the project will provide adequate parking to meet the needs of the development without causing negative impacts to coastal access or access to public recreational facilities," as required by the Venice Local Coastal Program Land Use Plan (LUP) certified by the Commission.

We also request that the Commission reaffirm that the LUP and the Venice Coastal Zone Specific Plan (VCZSP) allow the owner to use an "in-lieu" parking fee instead of actual spaces only for up to 50% of the parking spaces required for Beach Impact Zone (BIZ) parking, rather than for all required spaces. In addition, we believe that the in-lieu parking fee of \$18,000 per space specified in the VCZSP is inadequate and that any in-lieu fee should be set "at a rate proportional to the cost of providing a physical parking space," as has been required by the LUP.

Other Comments: This development cannot be supported in this neighborhood. We're already all living in hell with the overcrowding, noise and utter lack of parking

Print Name: Amy Alkon Address: 1518 Electric Venice
Signature: [Handwritten Signature] Phone: 310-306-6100 - No phone calls p.e. 90291
Email: adviceamy@aol.com
Print Name: _____ Address: _____
Signature: _____ Phone: _____ Email: _____

► **ALSO:** Please fax, email or mail a copy to Arminda Diaz at: FAX: (310) 943 1745;
EMAIL: arminda@d3architecture.com; MAIL: 1520 Andalusia Ave., #7, Venice, CA 90291 COMMISSION

EXHIBIT # 12
PAGE 1 OF 1

Chuck Posner

From: Denise Rockwell [DRockwell@utla.net]
Sent: Monday, June 28, 2010 2:53 PM
To: Chuck Posner
Subject: Re: Commission Appeal No. A-5-VEN-10-138 (Local Permit # APCW-2009-1738) (Proposed construction of restaurant at 1305 Abbot Kinney Blvd., Venice CA)

Dear Mr. Posner,

This is to let you know, that as residents of Venice who live near Abbot Kinney, and who are both impacted by and observers of the results of inadequate parking in our area, we are absolutely opposed to permitting ANY variance to allow Fran Camaj to open a restaurant that she or he will expect that her or his valets and customers will park their cars on the residential streets that surround Abbot Kinney.

It is almost impossible for any of us to leave our homes for work, errands, or worship and expect to find a place to park when we return because this has been allowed in the past. We are done with our wishes as taxpayers being ignored.

Therefore we are respectfully requesting that Mr. or Ms. Camaj be required to show how the restaurant will be able to provide parking for customers by submitting its plans for review and public comment! Currently, the City-approved project does not include a plan that will mitigate the parking impacts of the development.

Thank you in advance for assuring that this concern is presented to the Commission.

Sincerely,

Denise & George Woods

Denise and George Woods
544 Rialto Avenue
Venice, CA 90291-4248
PH: 310.399.6126

Please consider the environment before printing this email.

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COASTAL COMMISSION

EXHIBIT # 13
PAGE 1 OF 1

6/28/2010

Chuck Posner

From: Brian Finney [bfinney@bfinney.com]
Sent: Saturday, July 24, 2010 3:20 PM
To: Chuck Posner
Cc: arminda@d3architecture.com; whitney.blumenfeld@lacity.org; Jacky Lavin
Subject: 1305 Abbot Kinney Blvd.
TO: **California Coastal Commission**

ATTN: Charles Posner, Coastal Program Analyst

200 Oceangate, Suite 1000

Long Beach, CA 90802-4302

Fax: (562) 590-5084

Email: cposner@coastal.ca.gov

Re: Commission Appeal No. A-5-VEN-10-138 (Local Permit # APCW-2009-1738)
(Proposed construction of restaurant at 1305 Abbot Kinney Blvd., Venice CA)

Honorable Commissioners:

5 support the appeal of the coastal development permit for the above restaurant and oppose the restaurant owner's request to use mechanical parking lifts to provide the required parking. The proposal would subject the neighborhood to ugly new steel structures and constant noise 13 hours a day, 7 days a week. The owner should to provide all required parking in easily accessible surface or garage spaces, on the restaurant site or nearby.

5 believe that for this or any future redesigned project, the owner must present to the Commission "a detailed parking study that demonstrates that the project will provide adequate parking to meet the needs of the development without causing negative impacts to coastal access or access to public recreational facilities," as required by the Venice Local Coastal Program Land Use Plan (LUP) certified by the Commission.

5 also request that the Commission reaffirm that the LUP and the Venice Coastal Zone Specific Plan (VCZSP) allow the owner to use an "in-lieu" parking fee instead of actual spaces only for up to 50% of the parking spaces required for Beach Impact Zone (BIZ) parking, rather than for all required spaces. In addition, 5 believe that the in-lieu parking fee of \$18,000 per space specified in the VCZSP is inadequate and that any in-lieu fee should be set "at a rate proportional to the cost of providing a physical parking space," as has been required by the LUP.

Brian H Finney

448 Rialto Avenue

Venice, CA 90291

Phone: 310-399-1199

Email: bfinney@bfinney.com

COASTAL COMMISSION

EXHIBIT # 14
PAGE 1 OF 1

7/26/2010

► **IMPORTANT:** If possible, fax/email by Monday, August 9, 2010

RECEIVED
South Coast Region

TO: California Coastal Commission
ATTN: Charles Posner, Coastal Program Analyst
200 Ocean Gate, Suite 1000
Long Beach, CA 90802-4302
Fax: (562) 590-5084
Email: cposner@coastal.ca.gov

JUL 26 2010

CALIFORNIA
COASTAL COMMISSION

Re: Commission Appeal No. A-5-VEN-10-138 (Local Permit # APCW-2009-1738)
(Proposed construction of restaurant at 1305 Abbot Kinney Blvd., Venice CA)

Honorable Commissioners:

We support the appeal of the coastal development permit for the above restaurant and oppose the restaurant owner's request to use mechanical parking lifts to provide the required parking. This technology is unproven and unsuitable for a busy restaurant with constant turnover. The proposal would also subject the neighborhood to ugly new steel structures and constant noise 13 hours a day, 7 days a week. The owner should to provide all required parking in easily accessible surface or garage spaces, on the restaurant site or nearby.

We believe that for this or any future redesigned project, the owner must present to the Commission "a detailed parking study that demonstrates that the project will provide adequate parking to meet the needs of the development without causing negative impacts to coastal access or access to public recreational facilities," as required by the Venice Local Coastal Program Land Use Plan (LUP) certified by the Commission.

We also request that the Commission reaffirm that the LUP and the Venice Coastal Zone Specific Plan (VCZSP) allow the owner to use an "in-lieu" parking fee instead of actual spaces only for up to 50% of the parking spaces required for Beach Impact Zone (BIZ) parking, rather than for all required spaces. In addition, we believe that the in-lieu parking fee of \$18,000 per space specified in the VCZSP is inadequate and that any in-lieu fee should be set "at a rate proportional to the cost of providing a physical parking space," as has been required by the LUP.

Other Comments: _____

Print Name: Carol Sadiker Address: 113 Vista Pl Venice CA 90291
Signature: [Signature] Phone: _____ Email: Carol - Sadiker@CAHood
Print Name: Will JADIKOV Address: 113 1/2 Vista Pl Venice CA
Signature: [Signature] Phone: 310 392 1099 Email: _____

► **ALSO:** Please **fax, email or mail** a copy to Arminda Diaz at: FAX: (310) 943 1745;
EMAIL: arminda@d3architecture.com; MAIL: 1520 Andalusia Ave., #7, Venice, CA 90291

COASTAL COMMISSION

EXHIBIT # 15
PAGE 1 OF 1

TO: California Coastal Commission
ATTN: Charles Posner, Coastal Program Analyst
200 OceanGate, Suite 1000
Long Beach, CA 90802-4302
Fax: (562) 590-5084
Email: cposner@coastal.ca.gov

Re: Commission Appeal No. A-5-VEN-10-138 (Local Permit # APCW-2009-1738)
(Proposed construction of restaurant at 1305 Abbot Kinney Blvd., Venice CA)

Honorable Commissioners:

I support the appeal of the coastal development permit for the above restaurant and oppose the restaurant owner's request to use mechanical parking lifts to provide the required parking. This technology is unproven and unsuitable for a busy restaurant with constant turnover. The proposal would also subject the neighborhood to ugly new steel structures and constant noise 13 hours a day, 7 days a week. The owner should to provide all required parking in easily accessible surface or garage spaces, on the restaurant site or nearby.

I believe that for this or any future redesigned project, the owner must present to the Commission "a detailed parking study that demonstrates that the project will provide adequate parking to meet the needs of the development without causing negative impacts to coastal access or access to public recreational facilities," as required by the Venice Local Coastal Program Land Use Plan (LUP) certified by the Commission.

I also request that the Commission reaffirm that the LUP and the Venice Coastal Zone Specific Plan (VCZSP) allow the owner to use an "in-lieu" parking fee instead of actual spaces only for up to 50% of the parking spaces required for Beach Impact Zone (BIZ) parking, rather than for all required spaces. In addition, we believe that the in-lieu parking fee of \$18,000 per space specified in the VCZSP is inadequate and that any in-lieu fee should be set "at a rate proportional to the cost of providing a physical parking space," as has been required by the LUP.

Other Comments:

This idea of using a parking lift on Abbot Kinney Blvd. is LUDICROUS! Abbot Kinney Blvd. runs through a residential area with a traditional and historic character that needs to be preserved. A parking lift might work on Hollywood Blvd. where there are plenty of high rise buildings to hide it's ugliness, and plenty of noise to mask the constant operating noise that would go on day after day - but not on ABK - we, in Venice, have worked hard for decades to keep the traditional character of our beach town intact -

PLEASE DO NOT ALLOW A NOISY, UNSIGHTLY, IMPRACTICAL PARKING LIFT ON OUR MAIN STREET! THANK YOU!

Print Name: Barbara Peck Address: 514 Westminster Avenue Venice CA 90291

Signature: /Barbara Peck/ Phone: 310-840-5397 Email: bmpeck@yahoo.com

► **ALSO:** Please **fax, email or mail** a copy to Arminda Diaz at: FAX: (310) 943 1745;
EMAIL: arminda@d3architecture.com; MAIL: 1520 Andalusia Ave., #7, Venice, CA 90291

COASTAL COMMISSION

EXHIBIT # 16
PAGE 1 OF 1

► **IMPORTANT: If possible, fax/email by Wednesday, July 6, 2010**

TO: California Coastal Commission
ATTN: Charles Posner, Coastal Program Analyst
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
Fax: (562) 590 5084
Email: cposner@coastal.ca.gov

RECEIVED
South Coast Region

JUN 28 2010

CALIFORNIA
COASTAL COMMISSION

Re: Commission Appeal No. A-5-VEN-10-138 (Local Permit # APCW-2009-1738)
(Proposed construction of restaurant at 1305 Abbot Kinney Blvd., Venice CA)

Honorable Commissioners:

We support the appeal of the coastal development permit for the above restaurant because the applicant has not presented a design to the City or the public that meets the City's parking requirements. The original 47-seat restaurant proposed by the applicant project provided only 6 of the required 14 spaces, and at least 3 of these were located where a loading space should be.

We also request that the Commission reaffirm that the Venice Coastal Zone Specific Plan and its functional equivalent, the Venice Local Coastal Program Land Use Plan (LUP) allow the applicant to use an "in-lieu" parking fee instead of actual spaces only for up to 50% of the parking spaces required for Beach Impact Zone (BIZ) parking, rather than for all required spaces.

In addition, we believe that the in-lieu parking fee of \$18,000 per space specified in the VCZSP is inadequate and that any in-lieu fee should be set "at a rate proportional to the cost of providing a physical parking space," as has been required by the Commission in the LUP.

Finally, we believe that in any future redesigned project, the applicant must present to the Commission "a detailed parking study that demonstrates that the project will provide adequate parking to meet the needs of the development without causing negative impacts to coastal access or access to public recreational facilities," as required by the LUP certified by the Commission.

Other Comments: _____

Print Name: Alicia Daugherty **Address: 50 Breeze Ave, #15 Venice, CA 90291**

Signature: Alicia Daugherty
Digitally signed by Alicia Daugherty
DN: cn=Alicia Daugherty, c=US,
o=Arlo Creative,
email=alicia@arlocreative.com
Reason: I am approving this document
Date: 2010.06.22 18:14:13 -0700

COASTAL COMMISSION

Phone: 310.400.0368

Email: Alicia@arlocreative.com

EXHIBIT # 17
PAGE 1 OF 1

► **ALSO: Please fax, email or mail a copy to Arminda Diaz at: FAX: (310) 943 1745;
EMAIL: arminda@d3architecture.com; MAIL: 1520 Andalusia Ave., #7, Venice, CA 90291**

RECEIVED
South Coast Region

Chuck Posner

JUL 27 2010

From: Jacky Lavin [jklvenice@jackylavin.com]
Sent: Monday, July 26, 2010 4:55 PM
To: Chuck Posner
Cc: Arminda Diaz; Whitney.blumenfeld@lacity.org
Subject: Re: Commission Appeal No. A-5-VEN-10-138 (Local Permit # APCW-2009-1738) (Proposed construction of restaurant at 1305 Abbot Kinney Blvd., Venice CA)
TO: California Coastal Commission

**CALIFORNIA
COASTAL COMMISSION**

ATTN: Charles Posner, Coastal Program Analyst

200 OceanGate, Suite 1000

Long Beach, CA 90802-4302

Fax: (562) 590-5084

Email: cposner@coastal.ca.gov

Re: Commission Appeal No. A-5-VEN-10-138 (Local Permit # APCW-2009-1738) (Proposed construction of restaurant at 1305 Abbot Kinney Blvd., Venice CA)

Honorable Commissioners:

I support the appeal of the coastal development permit for the above restaurant and oppose the restaurant owner's request to use mechanical parking lifts to provide the required parking. The proposal would subject the neighborhood to ugly new steel structures and constant noise 13 hours a day, 7 days a week. The owner should to provide all required parking in easily accessible surface or garage spaces, on the restaurant site or nearby.

I believe that for this or any future redesigned project, the owner must present to the Commission "a detailed parking study that demonstrates that the project will provide adequate parking to meet the needs of the development without causing negative impacts to coastal access or access to public recreational facilities," as required by the Venice Local Coastal Program Land Use Plan (LUP) certified by the Commission.

I also request that the Commission reaffirm that the LUP and the Venice Coastal Zone Specific Plan (VCZSP) allow the owner to use an "in-lieu" parking fee instead of actual spaces only for up to 50% of the parking spaces required for Beach Impact Zone (BIZ) parking, rather than for all required spaces. In addition, I believe that the in-lieu parking fee of \$18,000 per space specified in the VCZSP is inadequate and that any in-lieu fee should be set "at a rate proportional to the cost of providing a physical parking space," as has been required by the LUP.

Jacky K. Lavin

448 Rialto Avenue

Venice, CA 90292

310-399-1199

email: jklvenice@jackylavin.com

COASTAL COMMISSION

EXHIBIT # 18
PAGE 1 OF 1

7/27/2010

RECEIVED
South Coast Region

JUL 27 2010

CALIFORNIA
COASTAL COMMISSION

TO: California Coastal Commission
ATTN: Charles Posner, Coastal Program Analyst
200 Occangate, Suite 1000
Long Beach, CA 90802-4302
Fax: (562) 590-5084
Email: cposner@coastal.ca.gov

Re: Commission Appeal No. A-5-VEN-10-138 (Local Permit # APCW-2009-1738)
(Proposed construction of restaurant at 1305 Abbot Kinney Blvd., Venice CA)

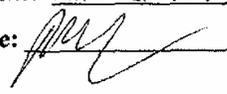
Honorable Commissioners:

We support the appeal of the coastal development permit for the above restaurant and oppose the restaurant owner's request to use mechanical parking lifts to provide the required parking. This technology is unproven and unsuitable for a busy restaurant with constant turnover. The proposal would also subject the neighborhood to ugly new steel structures and constant noise 13 hours a day, 7 days a week. The owner should to provide all required parking in easily accessible surface or garage spaces, on the restaurant site or nearby.

We believe that for this or any future redesigned project, the owner must present to the Commission "a detailed parking study that demonstrates that the project will provide adequate parking to meet the needs of the development without causing negative impacts to coastal access or access to public recreational facilities," as required by the Venice Local Coastal Program Land Use Plan (LUP) certified by the Commission.

We also request that the Commission reaffirm that the LUP and the Venice Coastal Zone Specific Plan (VCZSP) allow the owner to use an "in-lieu" parking fee instead of actual spaces only for up to 50% of the parking spaces required for Beach Impact Zone (BIZ) parking, rather than for all required spaces. In addition, we believe that the in-lieu parking fee of \$18,000 per space specified in the VCZSP is inadequate and that any in-lieu fee should be set "at a rate proportional to the cost of providing a physical parking space," as has been required by the LUP.

Other Comments: _____

Print Name: MIKE JASMER **Address:** 1520 ANDALUSIA AVE #6, VENICE
Signature:  **Phone:** 713 213 5241 **Email:** JASMERPUBLIC@GMAIL.COM

COASTAL COMMISSION

EXHIBIT # 19
PAGE 1 OF 1

Chuck Posner

From: Agnes Feingersh [fuerstin9@msn.com]
Sent: Tuesday, July 27, 2010 8:39 PM
To: Chuck Posner
Cc: arminda@3darchitecture.com
Subject: Abbot Kinney 1305
California Coastal Commission

Re: Commission Appeal No.A-5-Ven-10-138 (Local Permit#APCW-2009-1738)
(Proposed construction of restaurant at 1305 Abbot Kinney Blvd., Venice CA)

Honorable Commissioners:

I support the appeal of the coastal development permit for the above named restaurant and oppose the restaurant owner's request to use mechanical parking lifts to provide the required parking. This technology is unproven and unsuitable for a busy restaurant with constant turnover. The time it needs to put the cars in position to park should be studied before a permit is granted. The parking procedure most likely will impede traffic on Abbot Kinney and adjoining streets. A restaurant may have three to five cars waiting. The proposal would subject the neighborhood to ugly steel structures and constant noise 13 hours a day, 7 days a week.

The owner should provide all required parking in easily accessible surface or garage spaces, on the restaurant site or nearby.

I believe that for this or any future redesigned projects, the owner must present to the Commission a detailed parking study that demonstrates that the project will provide adequate parking to meet the needs of the development without causing negative impacts to coastal access or access to public recreational facilities as required by the Venice Local Coastal Program Land Use Plan (LUP) certified by the Commission.

I also request that the Commission reaffirm that the LUP and the Venice Coastal Zone Specific Plan (VCZSP) allow the owner to use an "in-lieu" parking fee instead of actual spaces only for up to 50% of the parking spaces required for Beach Impact Zone (BIZ) parking, rather than for all required spaces. In addition, I believe that the in-lieu parking fee of \$18,000 per space specified in the VCZSP is inadequate and that any in-lieu fee should be set at a rate proportional to the cost of providing a physical parking space as has been required by the LUP.

Agnes Feingersh
1305 Cabrillo Ave
Venice, CA 90291
Telephon: 1 310 399 2100
fuerstin9@MSN.com

COASTAL COMMISSION

EXHIBIT # 20
PAGE 1 OF 1

7/28/2010

► **IMPORTANT:** If possible, fax/email by Monday, August 9, 2010

TO: California Coastal Commission
ATTN: Charles Posner, Coastal Program Analyst
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
Fax: (562) 590-5084
Email: cposner@coastal.ca.gov

RECEIVED
South Coast Region

JUL 29 2010

CALIFORNIA
COASTAL COMMISSION

Re: Commission Appeal No. A-5-VEN-10-138 (Local Permit # APCW-2009-1738)
(Proposed construction of restaurant at 1305 Abbot Kinney Blvd., Venice CA)

Honorable Commissioners:

We support the appeal of the coastal development permit for the above restaurant and oppose the restaurant owner's request to use mechanical parking lifts to provide the required parking. This technology is unproven and unsuitable for a busy restaurant with constant turnover. The proposal would also subject the neighborhood to ugly new steel structures and constant noise 13 hours a day, 7 days a week. The owner should to provide all required parking in easily accessible surface or garage spaces, on the restaurant site or nearby.

We believe that for this or any future redesigned project, the owner must present to the Commission "a detailed parking study that demonstrates that the project will provide adequate parking to meet the needs of the development without causing negative impacts to coastal access or access to public recreational facilities," as required by the Venice Local Coastal Program Land Use Plan (LUP) certified by the Commission.

We also request that the Commission reaffirm that the LUP and the Venice Coastal Zone Specific Plan (VCZSP) allow the owner to use an "in-lieu" parking fee instead of actual spaces only for up to 50% of the parking spaces required for Beach Impact Zone (BIZ) parking, rather than for all required spaces. In addition, we believe that the in-lieu parking fee of \$18,000 per space specified in the VCZSP is inadequate and that any in-lieu fee should be set "at a rate proportional to the cost of providing a physical parking space," as has been required by the LUP.

Other Comments: _____

Print Name: Julie Erwin **Address:** 122 Mildred Avenue., Venice, CA 90291

Signature: 

Phone: 310-991-4498 **Email:** julierwin@me.com

► **ALSO:** Please **fax, email or mail** a copy to Arminda Diaz at: FAX: (310) 943 1745;
EMAIL: arminda@d3architecture.com; MAIL: 1520 Andalusia Ave., #7, Venice, CA 90291

COASTAL COMMISSION

EXHIBIT # 21
PAGE 1 OF 1

► **IMPORTANT:** If possible, fax/email by Monday, August 9, 2010

TO: California Coastal Commission
ATTN: Charles Posner, Coastal Program Analyst
200 Occangate, Suite 1000
Long Beach, CA 90802-4302
Fax: (562) 590-5084
Email: cposner@coastal.ca.gov

RECEIVED
South Coast Region
AUG 8 - 2010
CALIFORNIA
COASTAL COMMISSION

Re: Commission Appeal No. A-5-VEN-10-138 (Local Permit # APCW-2009-1738)
(Proposed construction of restaurant at 1305 Abbot Kinney Blvd., Venice CA)

Honorable Commissioners:

We support the appeal of the coastal development permit for the above restaurant and oppose the restaurant owner's request to use mechanical parking lifts to provide the required parking. This technology is unproven and unsuitable for a busy restaurant with constant turnover. The proposal would also subject the neighborhood to ugly new steel structures and constant noise 13 hours a day, 7 days a week. The owner should to provide all required parking in easily accessible surface or garage spaces, on the restaurant site or nearby.

We believe that for this or any future redesigned project, the owner must present to the Commission "a detailed parking study that demonstrates that the project will provide adequate parking to meet the needs of the development without causing negative impacts to coastal access or access to public recreational facilities," as required by the Venice Local Coastal Program Land Use Plan (LUP) certified by the Commission.

We also request that the Commission reaffirm that the LUP and the Venice Coastal Zone Specific Plan (VCZSP) allow the owner to use an "in-lieu" parking fee instead of actual spaces only for up to 50% of the parking spaces required for Beach Impact Zone (BIZ) parking, rather than for all required spaces. In addition, we believe that the in-lieu parking fee of \$18,000 per space specified in the VCZSP is inadequate and that any in-lieu fee should be set "at a rate proportional to the cost of providing a physical parking space," as has been required by the LUP.

Other Comments: _____

Print Name: John Snyder Address: 1514 Electric Ave #F, Venice, CA 90299
Signature: [Signature] Phone: 310.827.1123 Email: sunaida@ca.rr.com
Print Name: Mari Snyder Address: 1514 Electric Ave #F, Venice, CA 90299
Signature: [Signature] Phone: 310.827.1123 Email: _____

► **ALSO:** Please fax, email or mail a copy to Arminda Diaz at: FAX: (310) 943 1745;
EMAIL: arminda@d3architecture.com; MAIL: 1520 Andalusia Ave., #7, Venice, CA 90291

EXHIBIT # 22
PAGE 1 OF 1

COASTAL COMMISSION

Chuck Posner

RECEIVED

South Coast Region

From: Flame777@aol.com

Sent: Sunday, August 01, 2010 4:54 PM

AUG 2 - 2010

To: Chuck Posner

Subject: Commission Appeal No. A-5-VEN-10-138 (Local Permit # APCW-2009-1738)

CALIFORNIA
COASTAL COMMISSION

from Amy Alkon
1518 Electric Ave, Venice CA 90291
310-306-6160

re: Commission Appeal No. A-5-VEN-10-138 (Local Permit # APCW-2009-1738)

Dear Mr. Posner,

I am the block captain just a few blocks away from the proposed location of the absolutely INSANE outdoor parking lifts.

I am also somebody who lived near such a contraption in New York. These things are loud, frequently break down, are slow (and cause honking of backed up traffic), and simply do not belong in this neighborhood, this close to houses.

Furthermore, this neighborhood is already terribly, terribly overbuilt with businesses that provide no parking for their customers or have fake "valet" signs and valet cars to our neighborhoods (Wabi Sabi does this, at 1637 Abbot Kinney. Gjelina told the zoning board they were opening a 70-seat restaurant. Hah! They have far more seats than that, they're using the outdoors and the patio, and they provide ZERO parking. Their customers park in our neighborhood, urinate on our property...and don't even get me started on The Brig. They charge for parking at their lot, causing a huge overflow into the neighborhood, with thuggish customers leaving every night in the wee hours, shouting and breaking bottles, etc. They also wake neighbors at least several nights a week, and the LAPD must come, since the Brig's bouncer merely stands at the door looking cool, even when people are whooping in the parking lot, playing car radios with their doors open at high levels, etc.

I have a full log of the neighborhood interruptions for this business (The Brig) since May, and we're going to try to get the ABC to shut them down. We don't mind business in this neighborhood, but we're sick of being made to possibly pay with our lives (residents can no longer park safely late at night-- and many buildings were built long before the garage laws came in, so we are renters and garageless).

To let yet another business abuse residents like these above (and there are many more) is just crazy. Please, please, please, deny their application -- and all others that seek to bring serious traffic to this neighborhood.

And please consider giving residents on Electric Avenue permit parking from 6pm to 6am so we are not run out of our homes and endangered thanks to all the businesses that have been allowed to open without providing parking for their customers. Best,-Amy Alkon

COASTAL COMMISSION

EXHIBIT # 23
PAGE 1 OF 1

8/2/2010

Chuck Posner

From: SAVENEZIA@aol.com
Sent: Sunday, August 01, 2010 6:41 PM
To: Chuck Posner
Subject: To: Mr. Posner re: Commission Appeal No. A-5-VEB-10-138
August 1, 2010
Re: Commission Appeal No. A-5-VEB-10-138
Local Permit #APCW - 2009-1738

RECEIVED
South Coast

AUG 2 - 2010

CALIFORNIA
COASTAL COMMISSION

Dear Mr. Posner,

There is no need to pontificate on the ongoing parking problems created by merchants and customers doing business on Abbot Kinney that impact our street, Cabrillo Avenue, one block to the west. However, stacked parking, as proposed by developers of 1305 Abbot Kinney Blvd., is not the solution for many reasons, including noise, congestion created by cars waiting, entering and exiting the structure, proximity to neighbors--and that said parking will be visible from the street.

We ask that the commission reject the proposal.

Respectfully,
Stephen L. Pouliot
Antonio M. Garcia
1223 Cabrillo Avenue
Venice, CA 90291

COASTAL COMMISSION

EXHIBIT # 24
PAGE 1 OF 1

8/2/2010

Chuck Posner

Sent: Monday, August 02, 2010 10:20 AM
To: Chuck Posner
Subject: Oppose mechanical parking lift

TO: California Coastal Commission
ATTN: Charles Posner, Coastal Program Analyst
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
Fax: (562) 590-5084
Email: cposner@coastal.ca.gov

RECEIVED
South Coast Region

AUG 2 - 2010

CALIFORNIA
COASTAL COMMISSION

Re: Commission Appeal No. A-5-VEN-10-138 (Local Permit # APCW-2009-1738)
(Proposed construction of restaurant at 1305 Abbot Kinney Blvd., Venice CA)

Honorable Commissioners:

I support the appeal of the coastal development permit for the above restaurant and oppose the restaurant owner's request to use mechanical parking lifts to provide the required parking. This technology is unproven and unsuitable for a busy restaurant with constant turnover. The proposal would also subject the neighborhood to ugly new steel structures and constant noise 13 hours a day, 7 days a week. The owner should to provide all required parking in easily accessible surface or garage spaces, on the restaurant site or nearby.

I believe that for this or any future redesigned project, the owner must present to the Commission "a detailed parking study that demonstrates that the project will provide adequate parking to meet the needs of the development without causing negative impacts to coastal access or access to public recreational facilities," as required by the Venice Local Coastal Program Land Use Plan (LUP) certified by the Commission.

I also request that the Commission reaffirm that the LUP and the Venice Coastal Zone Specific Plan (VCZSP) allow the owner to use an "in-lieu" parking fee instead of actual spaces only for up to 50% of the parking spaces required for Beach Impact Zone (BIZ) parking, rather than for all required spaces. In addition, we believe that the in-lieu parking fee of \$18,000 per space specified in the VCZSP is inadequate and that any in-lieu fee should be set "at a rate proportional to the cost of providing a physical parking space," as has been required by the LUP.

Other Comments: Apartment houses and single dwellings will be next to the proposed structure. The increased traffic and noise will impact the surrounding neighborhood that has narrow one way streets. I strongly oppose this parking structure.

Print Name: Mary Ann Danin **Address:** 1310 Abbot Kinney, Venice 902391

Phone: 310.396.4179 **Email:** mdanin@ix.netcom.com

COASTAL COMMISSION

EXHIBIT # 25
PAGE 1 OF 1

8/2/2010

To Whom It May Concern,
Re: Proposed Restuarant, 1305 Abbot Kinney Blvd.

i have been a Venice resident and buiness owner for 13 years. i currently live 2 blocks from the proposed restuarant. i'am in support of this restuarant and support Fran Camaj, the principal. I have know Mr. Camaj for 10 years and know how passionate he is about his business conduct, as well as his respectful feelings for his neighbors

and all the residents of Venice. I watched and listened to him during the building of his first restuarant, Gjelina. During the process, any question as to the impact to the Venice community, he immediately addressed. He is not just a business owner but a family man, with true understanding and desire to listen and address any concerns that may impact the current and future of Venice. He is a resident who plans on raising his family in this community and only wants the best for all parties.

The location in question that Mr. Camaj plans to construct will add jobs and income for the community, as well as a low impact business plan for Abbot Kinney. i believe the current building, not just an eye sore but in dire need of reconstruction will become a business that i believe the Venice community will be most happy with. i also do not feel that this business will increase traffic on the street, but rather in most cases really serve primarily the venice community. this will be a welcome change for the neighborhood. I also believe Mr. Camaj has addressed any parking concerns for this project, once again understanding the concerns of the community and always an issue in Venice.

As a business owner on Abbot Kinney, I'am most concerned about the integrity and types of business that open, as the business climate has changed and will continue to change. Mr. Camaj, i know has the same concerns and is on a mission to open a well designed, very affordable place where the Venice community can come and enjoy a meal.

Finally, i urge you to approve Mr. Camaj's plan for 1305 Abbot Kinney. He is a true citizen of the community who will respect any and all concerns that the people of Venice may have and ultimately give us something of joy.

Sincerely,

Michael Rosen
554 Westminster Ave.
Venice

RECEIVED
South Coast Region

SEP 22 2010

CALIFORNIA
COASTAL COMMISSION

COASTAL COMMISSION

EXHIBIT # 26
PAGE 1 OF 1

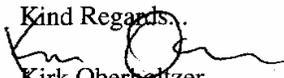
To Whom it May Concern:

In Support of the 1305 Restaurant Project on Abbot Kinney....

I wanted to show my support in this restaurant project for these reasons:

1. Brings business to the neighborhood
2. Moderate price point
3. No doubt a great culinary addition to the food tapestry of Venice and Abbot Kinney
4. Responsible waste/recycle discard
5. Innovative parking solutions
6. Selfishly another superb food concept which keeps me, my friends and my family close to home and out of my car.
7. 'Mom and Pop' medium sized restaurant which favors intimacy and community.
8. Will bring business into the neighborhood which will keep Venice thriving.

Kind Regards,



Kirk Oberholtzer
"Venice Local"

RECEIVED
South Coast Region

SEP 22 2010

CALIFORNIA
COASTAL COMMISSION

COASTAL COMMISSION

EXHIBIT # 27
PAGE 1 OF 1



Sept 10th, 2010

Dear Coastal Commission,

As a frequent patron of Abbot Kinney, I am writing today to show my support for the proposed restaurant at 1305 Abbot Kinney. In this struggling economy we need to be producing jobs for the local citizens, and a reasonably priced restaurant on the street will do just that. There is currently only a dilapidated and abandoned storefront on the lot. It's an eye soar for the street and encourages vandalism and crime.

I drive into Venice multiple times a week and never have any issue parking. The restaurant will have no adverse effect on parking and is easily accessible by public transportation. The visitors and local residents of Venice want to see more retail and restaurants on Abbot Kinney, not over sized homes. It is projects like the one proposed at 1305 Abbot Kinney that keep the street alive and thriving.

Thank you for your time,

Ron Handler
1847 N Doheny Dr
Los Angeles, CA 90069
(323) 654 8120

RECEIVED
South Coast Region

SEP 22 2010

CALIFORNIA
COASTAL COMMISSION

COASTAL COMMISSION

EXHIBIT # 28
PAGE 1 OF 1

September 8, 2010

To Whom It May Concern:

I am writing to express my support of the proposed restaurant project to be located at 1305 Abbott Kinney, Venice, CA 90291. Having been a resident of Venice, CA for several years, I both love and applaud the changes we have seen on Abbott Kinney and believe an additional modestly priced restaurant will only add to the allure of the area. The restaurant will not only serve local residents but will also attract additional visitors to this coastal area from both local areas (like myself) and out-of-state visitors. I personally drive up to Abbott Kinney about once a week from Long Beach to enjoy the restaurants and wonderful atmosphere it offers.

When I lived in Venice 15 years ago, walking 4 blocks at night to Abbot's Habit was always a bit unnerving; although, when visiting now I park my car anywhere near Abbott Kinney and walk everywhere, whether it be the beach, a restaurant or the vacation rental I sometimes stay in on weekends. New businesses and the clientele they have attracted have only made the street more safe and desirable as a destination; the restaurant project at 1305 Abbott Kinney will only make it a more safe and desirable locale.

In addition to the benefits described above, an additional restaurant will also offer many new jobs to the area and additional purchasing power at the other local restaurants and shops. Assuming the proposed restaurant accommodates all required parking (which is my understanding), I feel very confident in saying only multiple benefits to the Venice community will arrive upon the first day the restaurant opens...who wouldn't want another wonderful restaurant on one of the "coolest" street in the country?

On the day the restaurant opens, I will drive up from Long Beach and arrive with my money, family and a smile.

Thank you for your time and consideration.

Regards,



Mark Karaptian
790 Raymond Ave
Long Beach, CA 90804
mkaraptian@hotmail.com

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JAMES J. WEBSTER
35 SUNSET AVENUE
VENICE, CA 90291
TEL: 310-396-9925

September 10, 2010

To The Coastal Commission:

I write in support of the restaurant project intended for 1305 Abbot Kinney Boulevard in Venice.

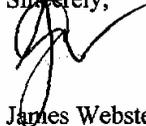
I have lived in Venice for eighteen years, and have been a keen observer of the changing face of the neighborhood. The project referenced above is being executed by people whom I know to be interested in and sensitive to the impact their business will have on the special area that we live in. I understand that there has been some concern about the solution to be provided for parking for the project, and am a strong supporter of the innovative rooftop solution that has been devised to respond to some local concerns about higher parking lifts.

The neighborhood has always thrived by reputation on creativity and cutting edge thinking, and this project is now a clear example of that in execution.

I also support the fact that all parking will be provided onsite, as well as recycling. The fact that the restaurant will operate at a modest price point is also a very welcome development for those of us who use Abbot Kinney.

In sum, I hope that the Commission will see that this thoughtful project is a very worthy addition to our special neighborhood.

Sincerely,



James Webster

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September 10, 2010

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

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To Whom It May Concern:

As a 16-year resident of Los Angeles' "Westside," I am a strong proponent of maintaining our coastal access and the special character of our beach communities. I am writing today in support of the project at 1305 Abbot Kinney in Venice.

The commercial benefits of a stylish, mid-priced restaurant in this location are obvious. The venture would provide much-needed jobs, further stimulate foot traffic for other businesses on the street, and service both the local and tourist population. Successful businesses also raise the professional profile of the area, bolstering community safety. Enhanced neighborhood safety in turn benefits both our local residents and tourism interests.

Parking continues to be a premium in all beach neighborhoods, and like all Westsiders I am torn between the economic and cultural stimulation of new business versus the impact on parking. After viewing plans and being allowed to make an informed conclusion, I believe the planners of 1305 Abbot Kinney have created an innovative solution. Parking will be accommodated on site, removing any adverse effect on street parking. The design of the space cleverly hides the parking from street view, providing a clean aesthetic that integrates perfectly into the mix of buildings along Abbot Kinney.

We must offer strong support of viable, community-based business endeavors in order to continue to see our coastal areas thrive. To this end, I strongly urge your support of this project.

Sincerely,



Cori Tahara

COASTAL COMMISSION

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To: California Coastal Commission

From: Elissar Boujaoude

17 Westminster Ave

Apt B

Venice, CA 90291

Re: 1305 Abbot Kinney Blvd., Venice

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I am writing to urge the Coastal Commission to give reasonable consideration to the proposed restaurant project at 1305 Abbott Kinney Blvd in Venice. I am a four-year resident of Venice Beach and live within walking distance of Abbott Kinney. I have followed this proposal with great interest since receiving notice of permits almost two years ago, even taking time out of work to attend a City of Los Angeles hearing on the matter. The addition of an affordable food establishment within walking distance would be a great addition to the street and bring much needed pedestrian urban life in a city that is so dependent on cars.

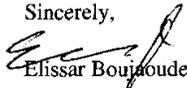
I am speaking out because, often, the loudest voices are those of fear, misplaced anger and at times a special interest group. My voice is that of a young professional who appreciates the uniqueness of Venice, its ethnic and economic diversity, and understands the importance of preservation. I am also someone who drives to downtown Los Angeles everyday for work and does not want to drive in the evenings or weekends to enjoy a night out or risk drinking and driving. There is no better way to create vibrancy and safety in a neighborhood than creating a pedestrian culture, yet Los Angeles goes the opposite by demanding parking and enticing people to drive. Having said that, my observation is that the participants in this project have continuously proposed parking and car congestion solutions that looked reasonable.

When taking the Coastal Commissions mandate into consideration of insuring access and preservation of the character and spirit of the beach communities, I cannot help but argue for establishments that are created and run by small entrepreneurs that are long-term residents and stakeholders in these communities. I recognize the challenge of balancing local residents' needs versus the influx of visitors, but there is an economic reality that we have to face as residents of both Los Angeles and California. The city is saddled with over 14% unemployment while the state and the city are facing insurmountable budgetary deficits. We need to support a local small business such as this proposed restaurant with a team that has a proven track record of bringing a beautiful accessible restaurant to the neighborhood, that has won national acclaim showcasing the best of what Southern California has to offer.

Finally, I would like to bring your attention to the location of the back of the restaurant, the site of the proposed parking solution. Electric Avenue is a dark alley at night parallel to what is largely a commercial street. The street was recently the location of a heinous crime. I feel that, activity in the alley brought on by the parking attendants or patrons leaving the restaurant will bring life to the alley and keep some of the criminal elements away. We are far more likely to feel safe taking a stroll to dinner, knowing that there is urban life in our streets.

I urge you to work with this team for an expedient parking solution. During these tough economic times, Venice Beach more than ever, needs viable small businesses and projects that insure the prosperity and continuity of this unique beach community.

Sincerely,


Elissar Boujaoude

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9/12/10

To: The Coastal Commission
From: Robert Schwan
Subject: Proposed Restaurant Project at 1305 Abbot Kinney

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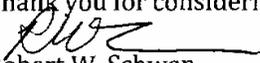
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I have lived and done business in Venice for the past 30 + years and would like to offer my support for the project at 1305 for the following reasons:

1. Gjelina, the first project that Fran Camaj produced on Abbot Kinney, is highly regarded and patronized by many of my neighbors and friends who reside in this community. The design, price point and menu serve the area well.
2. As is the case with Gjelina, the project at 1305 will bring new jobs to the area at a time when they are greatly needed. These jobs allow young people in particular a chance to live in the Venice area and bring their energy and new ideas to the community.
3. I have reviewed the plans for the project and he will have on site parking.
4. In general I feel that a project of this nature will bring a more vibrant energy to the street unlike high priced retail and multi-million dollar residences.

Thank you for considering my views,


Robert W. Schwan
rwschwan@gmail.com

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September 10, 2010

California Coastal Commission

RE: 1305 Abbot Kinney Blvd., Venice CA

Dear Commission:

This letter is in support of the proposed restaurant at 1305 Abbot Kinney.

Here is an applicant abiding by all the rules, asking for no variances and bending over backwards to address the number one concern of many residents – parking. Please just let him construct his project so that he can begin to take the risk of an entrepreneur and provide a lift to the local economy, provide jobs, and provide what should be a fantastic restaurant for the neighborhood.

Thank you.



Peter Quies
2105 Shell Ave.
Venice, CA 90291

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September 10, 2010

Dear Sir or Madam:

As a local merchant on Abbot Kinney Boulevard, I whole-heartedly support of the proposed restaurant at 1305 Abbot Kinney in Venice.

My understanding is that the plan is to both provide all required parking and to significantly "under-build" the project rather than go for maximum density. Whoever is doing this project must be crazy, but as a business neighbor and a local resident, I think it is a no-brainer that we support something unique like this. After all, couldn't someone else come in and go up 3 stories with underground parking by building a big box and create even more traffic?

This is a cool, small-scale neighborhood project that will probably actually be successful and please locals and coastal visitors alike!

Sincerely Yours,



Caroline Keating
1103 Abbot Kinney Blvd.
Venice, CA 90291

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Tuesday, September 21, 2010

John (Jack) Ainsworth, Deputy Director

California Coastal Commission

89 South California Street

Ventura, CA 93001-2801

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Dear Mister Ainsworth:

I am writing in support of a proposed New Restaurant that will be located at 1305 Abbot Kinney Boulevard in Venice, CA.

Fran Camaj owns another very successful eatery – Gjelina. This has been an enormous boon to our community. It has produced employment for local people; and has also brought new faces and revenue to our area business.

I am certain his new venture will be a valuable asset.

Respectively submitted,



Dr. S. Scott Mayers

745 Milwood Avenue

Venice, CA 90201-3828

310-827-5700

sscottmayersphd@ca.rr.com

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To Whom It May Concern

Dear Sir/Madam,

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I am a Real Estate Agent and a concerned property owner for over 26 years. My home is One (1) and 1/2 block away from the proposed restuarant. I whole heartedly support this restuarant especially when Mr Fran Camaj is the principal operator.

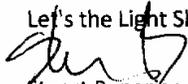
Mr Camaj proved himself not only being a sympathic owner operator local business person but he also owns and live in the immediate neighborhood with his 2 young kids and family. I happen to know Mr Camaj for a long time and he always put others interest before him. It's true in his personal life as well as his business life!

In this day and economic hard times, Mr Camaj proved himself a success and we should all rally behind him and not try to derailed his effort. Mr Camaj creates job, raised taxes and bring tourist and others into this vibrant neighborhood by putting Venice as an avant gran Restuarant Destination among others! This proposed restuarant will not create any more extra traffic congestion but definitely improve the image of this neighborhood.

We need more of Mr. Fran Camaj in our beloved neighborhood, who really believes best for the neighborhood. He's a local transplant like most of us, concern for the area, its safety, security and the quality of life in general.

I also believe that restuarant or any other businesses have no reason to open past midnight. I can think most of Santa Monica, Beverly Hills and West Hollywood creative ways of dealing this tough situation.

Let's the Light Shine On Everybody and Let Mr Camaj Open An Another Landmark!



Stuart Banerjee
610 San Juan Ave.,
Venice, CA. 90291
310-399-6277

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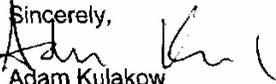
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Dear California Coastal Commission:

I've been a Venice resident for over thirteen years and am writing as a supporter of Fran Camaj and his proposed new restaurant on Abbot Kinney. Though some have raised objections over parking issues, I do not feel that his restaurant would pose a parking problem -- and I live just two blocks west of Abbot Kinney and mostly use street parking. In my experience, the real parking problem in this neighborhood is on summer weekends, when we get a tremendous influx of beach and boardwalk visitors, nearly all of whom park on residential streets that have little to no restrictions. First Fridays and Abbot Kinney day are similarly difficult parking times, but otherwise, it's fairly easy to find parking, and the impact of a new, modest-sized restaurant on neighborhood parking seems minimal to me, especially in contrast to the much larger scale impact of summer weekend visitors. Also, a local restaurant like this one serves many of us in the community -- and we locals enjoy walking and biking to our local establishments, thus saving both gas and parking spaces. It is my understanding as well that the proposed restaurant will have on-site parking to accommodate all requirements, thus any parking impact is that much more minimized.

As a rather long-time local (who, like Fran Camaj, was here before Venice "gentrified"), I feel that the restaurants not only benefit the neighborhood as gathering places that enrich our social and even artistic/professional interaction (I'm a screenwriter and often have meetings with fellow writers, execs, producers, etc at the local establishments), I also feel that they make the neighborhood and the street safer. Unlike the many boutiques and clothing stores that have opened up recently on Abbot Kinney, the restaurants stay open later and draw an eclectic and positive crowd. The Venice that I moved to in the mid-90's had long empty stretches on Abbot Kinney that did not feel safe or even populated, especially at night. Places like Fran's proposed restaurant will continue to fill in those gaps on Abbot Kinney, and indeed the building he wishes to develop is currently decrepit and a place hit by taggers and squatted in by homeless and panhandlers. Obviously, replacing this empty and worn out building with his restaurant will improve conditions there, and it will bring some life and added safety to that stretch of the street, which is otherwise pretty empty -- especially at night. It is really the restaurants that do this throughout the neighborhood, and it is the restaurants that benefit and draw the locals (as well as attract new visitors and prospective residents) more than the high end boutiques and clothing stores that keep opening up on Abbot Kinney.

Lastly, I'd add that Fran Camaj is exactly the kind of local businessman we should all be supporting. He knows and loves Venice. He employs locals and creates the kinds of places that fit in with the character of the neighborhood and at the same time promote the neighborhood to visitors. He and his team live and work here in Venice and have helped mightily to make this the great place to live and work that it is today.

Sincerely,

Adam Kulakow

522 Altair Place
Venice, CA 90291

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