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## CALIFORNIA COASTAL COMMISSION

SOUTH COAST AREA  
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Filed: 3/17/97  
49th Day: 5/5/97  
180th Day: 9/13/97  
Staff: CP-LB  
Staff Report: 4/14/97  
Hearing Date: May 13-16, 1997  
Commission Action:

STAFF REPORT: DE NOVO & REGULAR CALENDAR

Tu 15e

APPLICATION NO.: A-5-VEN-97-032/5-97-032

APPLICANT: Werner G. Scharff

AGENT: Mark Ryavec

PROJECT LOCATION: 1105-1119 Ocean Front Walk, Venice, City of Los Angeles, Los Angeles County.

PROJECT DESCRIPTION: Conversion of 12 ground floor units (6,277 sq. ft.) in an existing 44 unit residential building to commercial retail use. Twenty-five parking spaces are proposed to be leased in an existing parking lot located approximately 1000 feet from the site.

Lot Area	21,345 sq. ft.
Building Coverage	16,328 sq. ft.
Pavement Coverage	5,017 sq. ft.
Landscape Coverage	0 sq. ft.
Parking Spaces	38 on-site/25 off-site
Zoning	C1-1
Plan Designation	Commercial
Ht abv fin grade	20 feet

SUMMARY OF STAFF RECOMMENDATION:

Staff recommends approval with conditions regarding provision of parking, permitted uses, signs, and the protection of public property. A deed restriction is also required in order to ensure the continued provision of the parking supply for the life of the commercial retail uses permitted herein. The applicant agrees with the recommendation.

LOCAL APPROVALS:

1. City of Los Angeles Local Coastal Development Permit No. 96-012.
2. City of Los Angeles Zone Variance Case No. 96-0833(ZV).

## SUBSTANTIVE FILE DOCUMENTS:

1. City of Los Angeles Local Coastal Development Permit No. 96-012 (Scharff).
  2. California Coastal Commission Regional Interpretive Guidelines for Los Angeles County, 10/14/80.
  3. City of Los Angeles Venice Interim Control Ordinance No. 170,556.
  4. Coastal Development Permit 5-96-178 (Neal).
  5. Coastal Development Permit 5-93-332 (Sands).
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STAFF NOTE:

The proposed development is located between the sea and first public road nearest the shoreline and within three hundred feet of the inland extent of the beach. Therefore, it is within the coastal zone area of the City of Los Angeles which has been designated in the City's permit program as the Dual Permit Jurisdiction area. Pursuant to Section 30601 of the Coastal Act and Section 13307 of the California Code of Regulations, any development located in the Dual Permit Jurisdiction which receives a Local Coastal Development Permit must also obtain a permit from the Coastal Commission.

The City's approval of the Local Coastal Development Permit has been appealed to the Commission. In order to minimize duplication and unnecessary delays, Commission staff has combined the de novo appeal and Coastal Development Permit into one staff report and one Commission hearing. However, Commission approval, modification, or disapproval of this project will require separate actions on the appeal and Coastal Development Permit.

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STAFF RECOMMENDATION

The staff recommends that the Commission adopt the following resolutions:

I. Approval with Conditions of 5-97-032

The Commission hereby grants, subject to the conditions below, a permit for the proposed development on the grounds that the development, as conditioned, will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3 of the Coastal Act, is located between the sea and first public road nearest the shoreline and is in conformance with the public access and public recreation policies of Chapter 3 of the Coastal Act, and will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.

## II. Approval with Conditions of A-5-VEN-97-032

The Commission hereby grants, subject to the conditions below, a permit for the proposed development on the grounds that the development, as conditioned, will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3 of the Coastal Act, is located between the sea and first public road nearest the shoreline and is in conformance with the public access and public recreation policies of Chapter 3 of the Coastal Act, and will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.

## III. Standard Conditions

1. Notice of Receipt and Acknowledgment The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
5. Inspections The Commission staff shall be allowed to inspect the site and the project during its development, subject to 24-hour advance notice.
6. 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.
7. 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.

IV. Special Conditions

1. Parking Plan

Prior to issuance of the Coastal Development Permit, the applicant shall submit a parking plan, for the review and approval of the Executive Director, which carries out the following requirements:

- a) A minimum of 25 parking spaces shall be leased on a long-term and on-going basis for the exclusive use of the tenants, employees and customers of the retail establishments at 1105-1119 Ocean Front Walk in Venice.
- b) The 25 parking spaces shall be located in the parking lot located at 713 Ocean Front Walk in Venice or other parking lot located within 1000 feet of the property at 1105-1119 Ocean Front Walk in Venice. Any change in the parking location shall be submitted as a request to the Executive Director to determine if an amendment to the permit is necessary.
- c) A copy of the lease and an inventory of all leased or rented parking spaces in the parking lot shall be submitted to demonstrate that the 25 parking spaces which are leased to serve the retail establishments are not leased or used by any other person or party. A site plan in the lease shall identify the location of the 25 required parking spaces in the parking lot.
- d) Signs shall be posted on each of the 25 leased parking spaces and at the retail establishments which clearly state that the parking spaces are reserved and available for the exclusive use of the tenants, employees and customers of the retail establishments.
- e) The tenants and employees of the retail establishments shall be allowed to use the 25 parking spaces while they are working. If a parking fee is charged it shall not exceed the cost of parking in public beach parking lots in Venice. The plan shall identify the signs, notices and other measures that will inform the tenants and employees of the retail establishments of the availability and location of the 25 parking spaces.
- f) The 25 leased parking spaces shall be available to customers of the retail establishments for a minimum of one hour of free parking per day. Customers who make a purchase shall be granted validations for at least one hour of free parking. The plan shall identify the signs, notices and other measures that will inform the customers of the retail establishments of the validation program and location of the 25 parking spaces.

The applicant shall provide the required parking spaces and signs and implement the parking plan as approved by the Executive Director for the life of the uses permitted in this action.

2. Permitted Uses

The permitted use of the 6,277 square feet of ground floor space fronting Ocean Front Walk at 1105-1119 Ocean Front Walk in Venice is general retail use only. The permitted use of the remainder of the complex at 1105-1119 Ocean Front Walk is 32 residential units only. Any intensification or change in use of the structure, including fast food and restaurant service or change in the number of residential units, will require an amendment to the permit or a new Coastal Development Permit.

3. Signs

All signs shall be attached flush to the building facade, and no sign shall encroach over a public right-of-way. No sign shall rotate, flash, or be internally illuminated.

4. Deed Restriction

Prior to issuance of the Coastal Development Permit, the applicant shall submit a deed restriction for recording, subject to the review and approval of the Executive Director, and free of all prior liens and encumbrances which the Executive Director determines may affect the interest conveyed, which states that:

- a) The applicant shall provide the parking spaces and signs and implement the parking plan as approved by the Executive Director pursuant to Special Condition One of Coastal Development Permit 5-97-032 for the life of the uses permitted in this action.
- b) The permitted use of the 6,277 square feet of ground floor space fronting Ocean Front Walk at 1105-1119 Ocean Front Walk in Venice is general retail use only. The permitted use of the remainder of the complex at 1105-1119 Ocean Front Walk is 32 residential units only. Any intensification or change in use of the structure, including fast food and restaurant service or increase in the number of residential units, will require an amendment to the permit or a new Coastal Development Permit.

The deed restriction shall run with the land, binding on all heirs and assigns of the applicant.

5. Public Property

Through the acceptance of this Coastal Development Permit, the applicant agrees to the following:

- a. The development approved by this Coastal Development Permit is limited to the private property located at 1105-1119 Ocean Front Walk in Venice.
- b. There shall be no encroachment into any public property or right-of-way by any portion of the development, including, but not limited to landscaping, canopies, awnings, signs, or other structures.

- c. There shall be no interference with the public's ability to access the public areas, streets, sidewalks, and on-street parking spaces in the vicinity of the project.

## V. FINDINGS AND DECLARATIONS

The Commission hereby finds and declares:

### A. Project Description

The proposed project involves the conversion of twelve ground floor units (6,277 sq. ft.) in an existing three-building, 44 unit residential complex to commercial retail use (Exhibit #4). The 44 existing residential units are currently served by 36 on-site parking spaces. The proposed project will result in a three-building complex with 32 residential units and twelve retail units. The twelve proposed ground floor retail units face Ocean Front Walk, a popular boardwalk in Venice. The public beach is located directly in front of the site across Ocean Front Walk.

The site is a commercially zoned parcel which occupies almost the entire block between Ocean Front Walk, Wave Crest Avenue, Club House Avenue, and Speedway, the rear alley (Exhibit #2). Ocean Front Walk is a popular commercial and residential pedestrian street on the beachfront which attracts many tourists and day visitors.

The applicant proposes to provide a total of 63 parking spaces: 38 on the project site, and 25 to be leased on an existing parking lot located approximately 1000 feet up the boardwalk (Exhibit #2). Twenty-six of the 38 on-site parking spaces will be reserved for use by the 32 remaining residential units in the complex. The applicant proposed to provide twelve on-site parking spaces and the 25 off-site parking spaces to serve the twelve proposed retail units which will result from the conversion project.

The City of Los Angeles acted on the proposed project by approving Local Coastal Development Permit No. 96-012 and Zone Variances No. 96-0833 (ZV) on December 27, 1996. The local approval is conditional upon the provision of the proposed parking supplies.

### B. Public Access/Parking

The proposed project is located in the North Venice area on Ocean Front Walk. The most important coastal planning issue for the North Venice area is the provision of adequate parking facilities to assure continued public access opportunities to the highly popular coastal area.

Many of the existing commercial and residential structures in this area were constructed decades ago at a time when the parking demands generated by development were significantly less than they are today. In addition, many residential structures have been converted to commercial uses without

providing any additional parking. Because there is now a severe shortage of available parking spaces in the area during the summer when demand is highest, public access to the coast is negatively affected by the competition for existing parking spaces between commercial uses and recreational uses.

The Commission has consistently found that a direct relationship exists between the provision of adequate parking and availability of public access to the coast. Section 30252 requires that new development should maintain and enhance public access to the coast by providing adequate parking facilities.

Section 30252 of the Coastal Act states, in part:

The location and amount of new development should maintain and enhance public access to the coast by... (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation....

Therefore, in order to conform to the requirements of the Coastal Act, the proposed project must provide an adequate parking supply to meet the needs of the proposed new development. Adequate parking means that parking sufficient to meet the demands generated by the proposed development must be provided on the site or within a reasonable distance of the site. The Commission's Interpretive Guidelines and previous actions are used to determine how many spaces are sufficient and what is a reasonable distance for off-site parking.

The 44 unit residential complex currently is served by 36 on-site parking spaces. For the proposed twelve retail units and remaining 32 residential units the applicant proposes to provide a total of 63 parking spaces: 38 on the project site, and 25 to be leased on an existing parking lot located approximately 1000 feet up the boardwalk (Exhibit #2). Twenty-six of the 38 on-site parking spaces are proposed to be reserved for use by the 32 remaining residential units in the complex. The applicant proposes to provide twelve on-site parking spaces and the 25 off-site parking spaces to serve the twelve proposed retail units which will result from the conversion project.

Although the existing parking supply for the current residential uses on the site does not comply with the Commission's standard of two parking spaces per residential unit, the existing units can be allowed to retain their non-conforming parking rights according to the Commission's established practice for projects that were built prior to 1972 when the passage of Proposition 20 created the Coastal Commission. Section 30252 of the Coastal Act does not require that existing non-conforming uses supply additional parking. The existing three-building complex was constructed in two phases: 1937 and 1967.

Section 30252 of the Coastal Act does, however, require that new development provide adequate parking facilities. The proposed conversion of 6,227 square feet of residential space to commercial retail space on the ground floor of the existing complex will increase the intensity of use of the site. Commercial retail uses have been found to be more intensely used thereby generating greater parking demands than residential uses. The parking demands of the site will increase as a result of the added commercial retail uses.

Many applicants have argued that small, pedestrian oriented commercial uses along Ocean Front Walk cater to visitors already in the area and do not in and of themselves increase the parking demand in the Venice area. However, the Commission has consistently required the provision of parking for such uses in order to offset the cumulative effects on public parking and beach access which are caused by the continuing intensification of commercial uses along the Venice boardwalk.

Based on the Commission's current parking standards for new commercial development in the North Venice area, 6,227 square feet of new general retail use would require 27.7 parking spaces (general retail: 1 space/225 sq. ft.). The Commission's current parking standards are contained in the Regional Interpretive Guidelines for Los Angeles County, adopted by the Commission on October 14, 1980. In general the Commission has required strict adherence to its adopted parking standards.

In addition, because the proposed project is located within the Beach Impact Zone (BIZ) of the North Venice area as defined in the City of Los Angeles Venice Coastal Interim Control Ordinance (ICO), the proposed project must also provide Beach Impact Zone parking spaces. The Beach Impact Zone parking requirements apply to all new commercial developments in the Beach Impact Zone, and are in addition to the standard parking requirements. The parking spaces generated by the Beach Impact Zone parking requirements help offset the cumulative impacts on public access opportunities caused by the intensification of commercial enterprises in the Venice area. One Beach Impact Zone parking space is required for each 640 square feet of ground floor commercial area. The City allows the option of paying an in lieu fee of \$18,000 per required Beach Impact Zone parking space (up to two spaces) into the Venice Coastal Parking Impact Trust Fund. The Venice Coastal Parking Impact Trust funds are used to increase the parking supply in the Venice area. In this case, 9.7 additional parking spaces are required to meet the BIZ requirements.

The applicant has proposed to provide 37 parking spaces to serve the needs of the twelve proposed retail units on the ground floor: 12 on the project site, and 25 to be leased on an existing parking lot located approximately 1000 feet up the boardwalk (Exhibit #2). In order to provide for twelve on-site parking spaces, one for each of the twelve proposed retail units, the applicant proposes to create two new on-site parking spaces and also to use ten existing residential parking spaces on the site. Ten existing parking spaces on the site may be used by the proposed retail uses due to the elimination of twelve residential units which will result from the proposed retail conversion.

The proposed provision of 63 total parking spaces [(38 on-site/25 off-site) & (26 residential/37 retail)] is consistent with the number of parking spaces required for the proposed development by the Commission's Regional Interpretive Guidelines for Los Angeles County. The City's approval of the proposed project also requires the applicant to provide 63 parking spaces [(38 on-site/25 off-site) & (26 residential/37 retail)].

Even though the applicant is proposing enough parking to meet the needs of the proposed development, the applicant is not proposing to increase the overall parking supply in the Venice area by more than the two proposed new on-site



parking spaces. Sixty-one of the required parking spaces are already in existence. Thirty-six parking spaces are located on the site, and 25 of the proposed parking spaces are located in a parking lot approximately 1000 feet from the site at 701-713 Ocean Front Walk (Exhibits #2&3). The applicant has proposed to lease the 25 off-site parking spaces on an ongoing basis. There is no other space on the project site for any more parking than is already existing or proposed.

The Commission's Guidelines allow off-site parking to be used for commercial uses when on-site parking is not available. The off-site parking, however, must be unencumbered and available for long-term lease. The Guidelines also state that commercial parking must be located within 300 feet of the site when on-site parking is not feasible.

The primary issues of this permit application are: 1) the distance between the proposed project and the proposed parking supply, and 2) the actual availability of the spaces. According to the applicant, the parking lot at 701-713 Ocean Front Walk contains the only unencumbered parking spaces in the area. Therefore, there is no other available parking for the applicant to lease which is closer than 1000 feet to the site. The applicant has requested that the Commission relax its guideline of 300 feet for off-site parking so that the proposed conversion of the ground floor units from residential to commercial retail can be permitted.

The applicant states that the ground floor residential units which front Ocean Front Walk should be converted to retail use because commercial use is more appropriate for units which front the boardwalk. Currently, the ground floor residential units on Ocean Front Walk are difficult to rent because of the noise and lively boardwalk atmosphere just outside the units. Oftentimes, when the units are rented, the applicant states that they are used for clandestine or illegal commercial uses such as illegal drug sales and fortune telling.

Although the zoning designation and actual use of Ocean Front Walk in North Venice is commercial, the surrounding neighborhood and the second and third floors along Ocean Front Walk are primarily residential. The Commission has previously approved the conversion of many ground floor residential units on Ocean Front Walk to retail uses. In fact, the draft land use plans for the area contemplate a mixed-use type of development for North Venice. One of the methods used to limit the conversion of old residential uses to commercial uses is to require parking for such conversions. Therefore, in order to protect public access to the area and to protect the mixed character of the North Venice community, the Commission has consistently required the provision of parking, whether on-site or off-site, as a condition for such conversions. Because most of the old residential units along Ocean Front Walk have little or no on-site parking, many of the previously approved commercial conversions are required to lease off-site parking to serve their parking needs.

Coastal Development Permit 5-93-332 (Sands), approved on January 11, 1994, approved the conversion of approximately 1,000 square feet of ground floor residential space at 615 Ocean Front Walk to commercial retail use. The parking lot at 619 Ocean Front Walk contains the parking spaces which were required as a condition of Coastal Development Permit 5-93-332 (Sands).

Coastal Development Permit 5-96-178 (Neal), approved on March 14, 1997, approved the conversion of 1,681 square feet of ground floor residential space at 8 Brooks Avenue (900 Block of Ocean Front Walk) to commercial retail use. The parking lot at 713 Ocean Front Walk, the same lot proposed for off-site parking in this application, contains the eleven parking spaces which were required as a condition of Coastal Development Permit 5-96-178 (Neal).

Almost all of the old ground floor residential uses on Ocean Front Walk have already been converted to commercial uses. According to the applicant this project is one of the last five or six developments on Ocean Front Walk in North Venice with residential uses on the ground floor. Because there is already so many commercial uses on the boardwalk, the available parking for lease by the applicant is scarce.

As previously stated, the Commission's Guidelines require that off-site parking must be located within a reasonable distance from the site so that it will be utilized by the people it is meant to serve: the owners, employees and customers of the commercial uses. The Commission must decide whether a distance of 1000 feet between a parking supply and a commercial use is a reasonable distance. In the past, the 300 feet has been considered a reasonable distance for off-site parking. The concern was that off-site parking that is farther than 300 feet from the site would not be used by the owners, employees and customers of the proposed commercial uses if they can find closer parking facilities in other commercial lots or public parking areas. However, on March 14, 1997, the Commission approved Coastal Development Permit 5-96-178 (Neal) for the conversion of 1,681 square feet of ground floor residential space on Ocean Front Walk. The off-site parking for that project is located 455 feet from the approved retail use.

In this case, there is a shortage of available parking in the vicinity of the project site. The applicant's representative states that the applicant was not able to lease any parking spaces closer than 1000 feet from the site. If the applicant posts both the proposed retail establishments and the parking spaces with signs, they will be more likely to be utilized by the tenants, employees and customers of the proposed project.

The Commission finds that commercial uses on the ground floors of structures on Ocean Front Walk in North Venice are a higher priority land use than residential use. Therefore, the proposed conversion to retail uses should be permitted if adequate parking will be provided to meet the needs of the proposed project. Because the availability of parking for lease by the applicant is scarce in the project area, Staff recommends that the proposed project be approved even though the distance between the parking and the commercial use exceeds the 300 foot limitation of the Guidelines. However, the approval must be conditioned to require the actual provision of the proposed parking spaces for use by the tenants, employees and customers of the proposed retail establishments. The required parking must be reserved for use of the permitted project, and may not be used by any other project.

Therefore, a special condition of approval requires the applicant to provide a parking plan which will ensure that the required parking is provided for the life of the project. Special condition one requires the provision of a parking plan which carries out the following requirements:

- a) A minimum of 25 parking spaces shall be leased on a long-term and on-going basis for the exclusive use of the tenants, employees and customers of the retail establishments at 1105-1119 Ocean Front Walk in Venice.
- b) The 25 parking spaces shall be located in the parking lot located at 701-713 Ocean Front Walk in Venice or other parking lot located within 1000 feet of the property at 1105-1119 Ocean Front Walk in Venice. Any change in the parking location shall be submitted as a request to the Executive Director to determine if an amendment to the permit is necessary.
- c) A copy of the lease and an inventory of all leased or rented parking spaces in the parking lot shall be submitted to demonstrate that the 25 parking spaces which are leased to serve the retail establishments are not leased or used by any other person or party. A site plan in the lease shall identify the location of the 25 required parking spaces in the parking lot.
- d) Signs shall be posted on each of the 25 leased parking spaces and at the retail establishments which clearly state that the parking spaces are reserved and available for the exclusive use of the tenants, employees and customers of the retail establishments.
- e) The tenants and employees of the retail establishments shall be allowed to use the 25 parking spaces while they are working. If a parking fee is charged it shall not exceed the cost of parking in public beach parking lots in Venice. The plan shall identify the signs, notices and other measures that will inform the tenants and employees of the retail establishments of the availability and location of the 25 parking spaces.
- f) The 25 leased parking spaces shall be available to customers of the retail establishments for a minimum of one hour of free parking per day. Customers who make a purchase shall be granted validations for at least one hour of free parking. The plan shall identify the signs, notices and other measures that will inform the customers of the retail establishments of the validation program and location of the 25 parking spaces.

The applicant will be required to provide the required parking spaces and signs and implement the parking plan as approved by the Executive Director for the life of the uses permitted in this action. Only as conditioned is the proposed project consistent with the coastal access policies of the Coastal Act.

As previously stated, the proposed use of the twelve ground floor units on Ocean Front Walk is for general retail sales only. The permitted use of the remainder of the complex at 1101-1119 Ocean Front Walk is 32 residential units only. No restaurant or food sales have been proposed. Restaurant uses and food sales have different parking requirements than general retail uses. Therefore, if the applicant wishes to use the existing complex for any use other than 32 residential units and 6,227 square feet of general retail use, a

new Coastal Development Permit or amendment to this permit must be obtained. Any intensification or change in use of the structure, including fast food and restaurant service or change in the number of residential units, will require an amendment to the permit or a new Coastal Development Permit. Any additional impacts on public access will be analyzed at that time.

In order to ensure the continued provision of the parking supply, a deed restriction is required so that the parking and use requirements are tied to the land. Only as conditioned does the Commission find the proposed project consistent with the coastal access policies of the Coastal Act.

In addition, in order to protect the public's ability to walk along Ocean Front Walk and to park in the parking spaces located in the adjacent public rights-of-way of Wavecrest Avenue and Clubhouse Avenue, the applicant, through the acceptance of this Coastal Development Permit, agrees that: 1) the permitted development is limited to the private property located at 1105-1119 Ocean Front Walk, 2) there shall be no encroachment into any public property or right-of-way by any portion of the development, and 3) there shall be no interference with the public's ability to access the public areas, streets, sidewalks, and on-street parking spaces in the vicinity of the project.

All identified impacts on public access caused by the proposed project have been adequately mitigated by special conditions of approval. Therefore, the Commission finds that the proposed project, as conditioned, is consistent with the coastal access policies of the Coastal Act.

C. Land Use

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.

Section 30222 of the Coastal Act requires that visitor-serving commercial uses be given priority over residential uses. The proposed project is consistent with Section 30222 of the Coastal Act in that it will convert an existing residential use to a commercial use which is visitor-serving. The residential use will be converted to a retail use which can enhance public opportunities for coastal recreation. Therefore, the Commission finds the proposed project that it is consistent with Section 30222 of the Coastal Act.

D. Community Character

Section 30251 of the Coastal Act states in part that:

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...be visually compatible with the character of surrounding areas...

The project site is located on Ocean Front Walk which is a public walkway used for walking, skating, and bicycle riding. Ocean Front Walk is adjacent to Venice Beach. Venice Beach is a very popular, highly utilized public recreation area. The beach is a very wide, sandy beach which can accommodate large numbers of visitors. Venice Beach is a popular destination for both international and domestic tourists, as well as Southern California area residents. As required by the Coastal Act, the visual qualities of this coastal area shall be protected from negative impacts such as excessive building heights and bulks, and unnecessary visual clutter.

Exterior signs and other advertising on structures can negatively impact the visual quality of the area. The design of the signs for the proposed project has not been completed at this time. Exterior signs will likely be attached to the approved structure after construction is completed. Therefore, in order to protect against excessive visual impacts caused by signs, the approval of the project is conditioned to limit the types of exterior signs that may be attached to the approved structure. All signs shall be attached flush to the building facade so that no sign shall encroach over a public right-of-way. No sign shall rotate, flash, or be internally illuminated. As conditioned, the proposed project will not negatively affect the visual quality of the area, and is consistent with Section 30251 of the Coastal Act.

#### E. Local Coastal Program

Section 30604(a) of the Coastal Act provides that the Commission shall issue a Coastal 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.

A preliminary draft of the North Venice Land Use Plan was prepared by the City of Los Angeles in 1980. However, no action was taken by the City or by the Commission to approve the draft Land Use Plan. There is currently a new draft Land Use Plan being developed by the City. It has not yet been submitted to the Commission for certification. Therefore, the City does not have a Local Coastal Program or a Land Use Plan that has been certified by the Commission. The draft Land Use Plan does not contain policies regarding off-site parking for commercial uses.

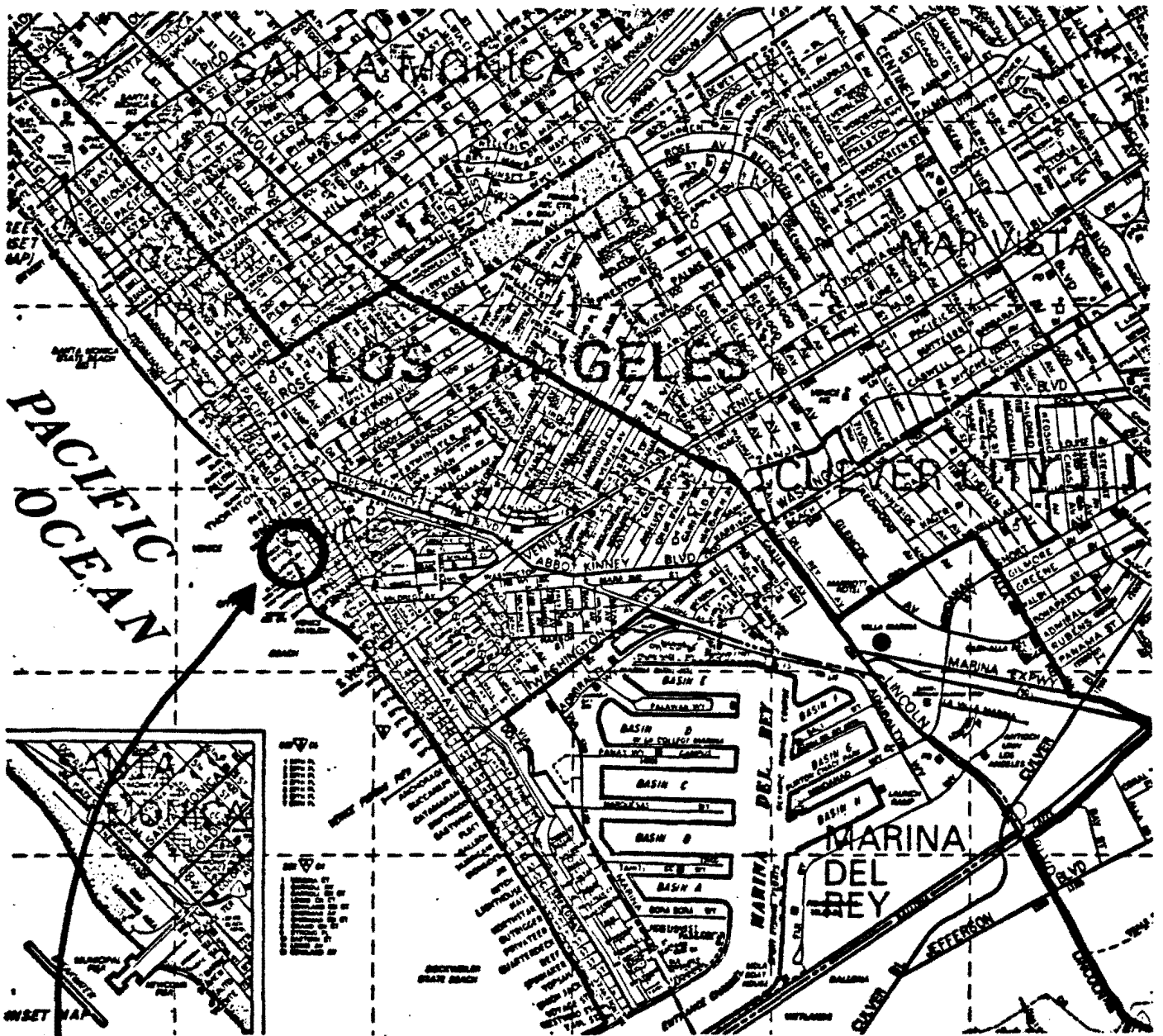
The proposed project, as conditioned, is consistent with the coastal access and other policies of the Coastal Act. Therefore, the Commission finds that approval of the proposed development, as conditioned, will not prejudice the City's ability to prepare a Local Coastal Program consistent with the policies of Chapter 3 of the Coastal Act, as required by Section 30604(a).

F. California Environmental Quality Act (CEQA)

Section 13096 Title 14 of the California Code of Regulations requires Commission approval of a Coastal Development Permit application to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(i) 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 impact which the activity may have on the environment.

The proposed project, as conditioned, provides adequate parking facilities and is consistent with the coastal access and other policies of the Coastal Act. Therefore, the Commission finds that the project is consistent with the requirements of the Coastal Act to conform to CEQA.

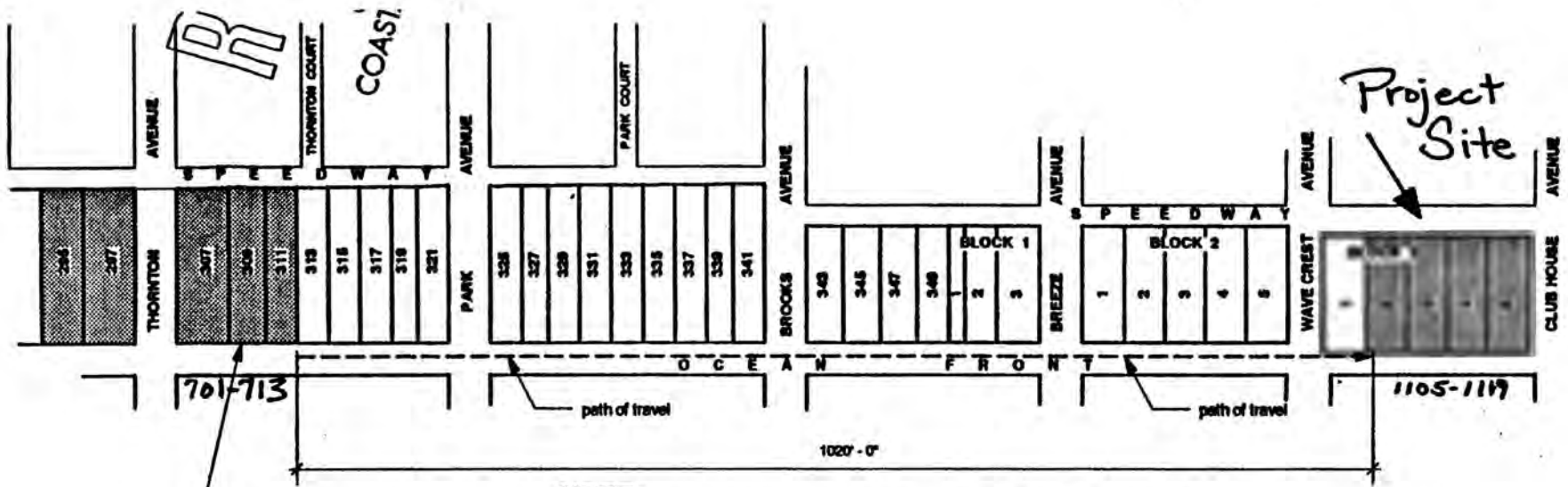
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Site

COASTAL COMMISSION  
A-5-VEN-97-032

EXHIBIT # 1  
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**NOTE:**  
 THE DISTANCE FROM SOUTH WESTERLY CORNER OF LOT # 311 OF TRACT GOLDEN BAY TRACT TO NORTH WESTERLY CORNER OF LOT 2, BLOCK 3, TRACT COUNTRY CLUB IS 1,020' IN LENGTH

**OFF-SITE PARKING**

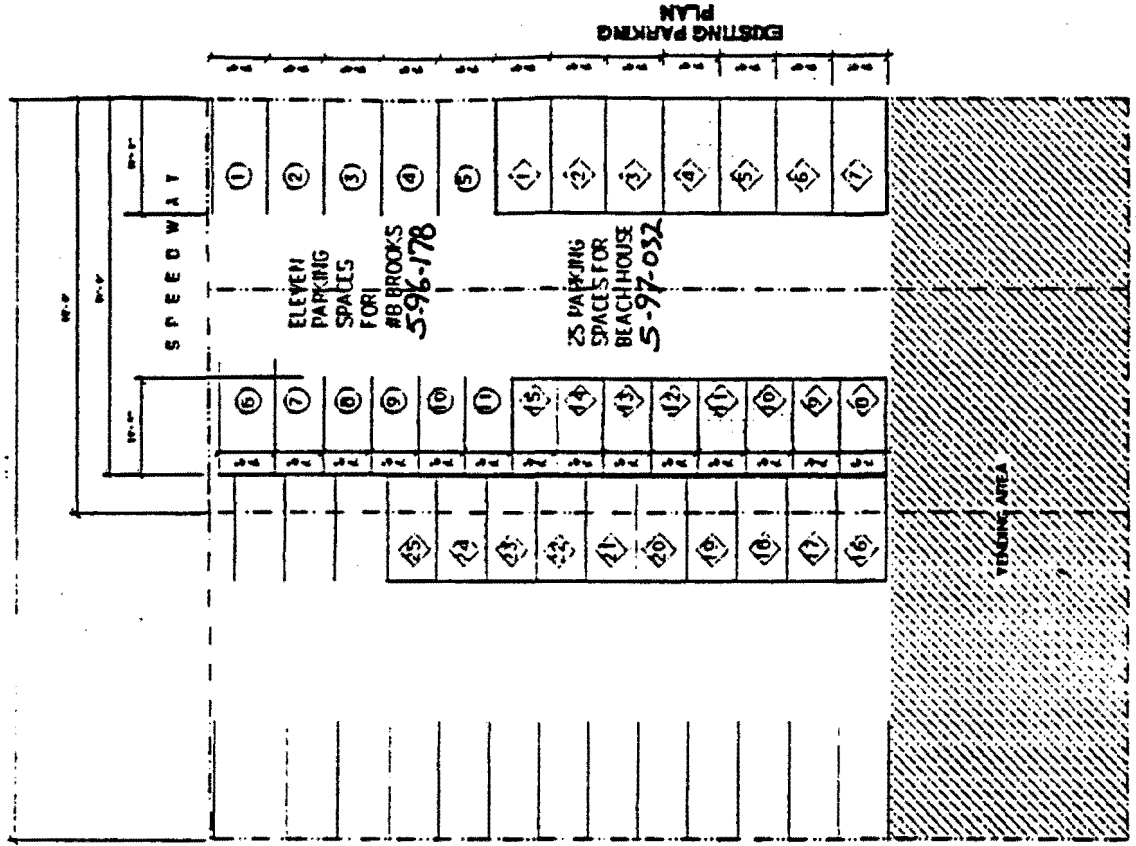
**COASTAL COMMISSION**

A-S-VEN-97-032

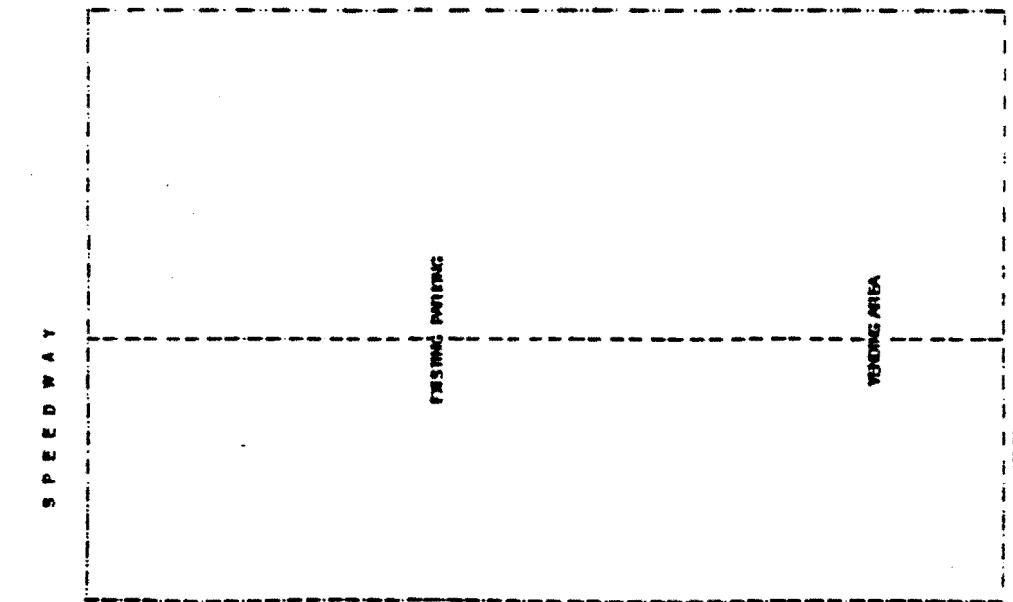
EXHIBIT # 2

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THORNTON AVENUE



EXISTING PARKING 713 Ocean Front Walk  
SCALE 1/8" = 1'-0"

701 OFW  
OCEAN FRONT WALK

619 Ocean Front Walk

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A-5-VEN-97-032

EXHIBIT # 3  
PAGE 1 OF 1

**1101-19 OCEAN FRONT WALK PARKING.**

**BUILDING A:** 1101 OFW  
 EXISTING FIVE STORY BUILDING,  
 MIXED OCCUPANCY - RETAIL AND APARTMENTS  
 BUILT PRIOR TO 1937  
**NO PARKING REQUIRED**

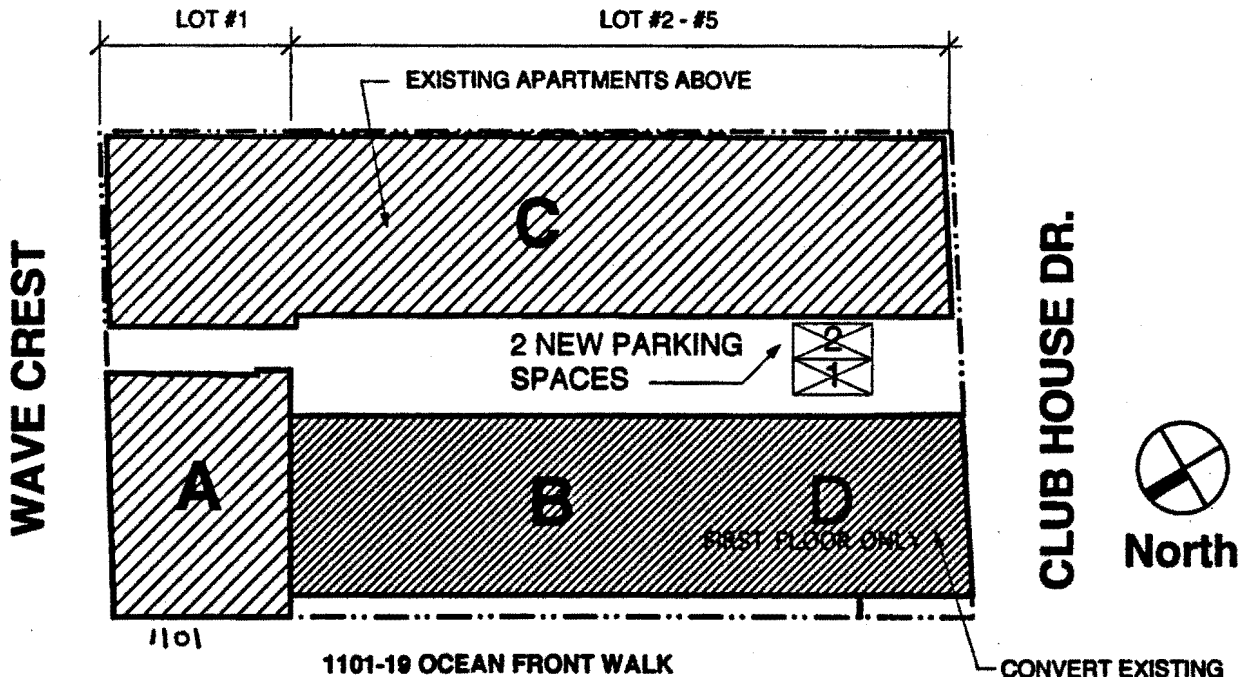
**BUILDING B + C:**  
 EXISTING TWO STORY APARTMENT BUILDINGS  
 WITH ATTACHED GARAGE.  
 32 APARTMENTS AND 12 GUEST ROOMS  
 BUILT IN 1967  
**38 PARKING SPACES REQUIRED, 38 PROVIDED.**

**D PORTION OF BUILDING B:**  
 CONVERSION OF (12) TWELVE EXISTING APARTMENTS  
 AT THE GROUND FLOOR TO 12 RETAIL STORES.  
 TOTAL GROSS CONVERSION AREA = 6,277 SQ.FT.  
**PARKING REQUIRED :**  
 6,277 / 225 = 27.9 PARKING SPACES  
 (PER CITY OF L.A.)  
 6,277 / 640 = 9.8 PARKING SPACES  
 (PER VENICE ICO)  
 CREDIT FOR PARKING ALLOCATED TO  
 EXISTING APARTMENTS  
 12 x .86 = -10.3 PARKING SPACES

**TOTAL PARKING  
 REQUIRED (Additional) 27.4 (27)**

2 PARKING SPACES WOULD BE PROVIDED ON SITE.  
 25 PARKING SPACES WOULD BE PROVIDED OFF SITE.

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**PLOT PLAN**

**OCEAN FRONT WALK**

SCALE: 40' = 1"

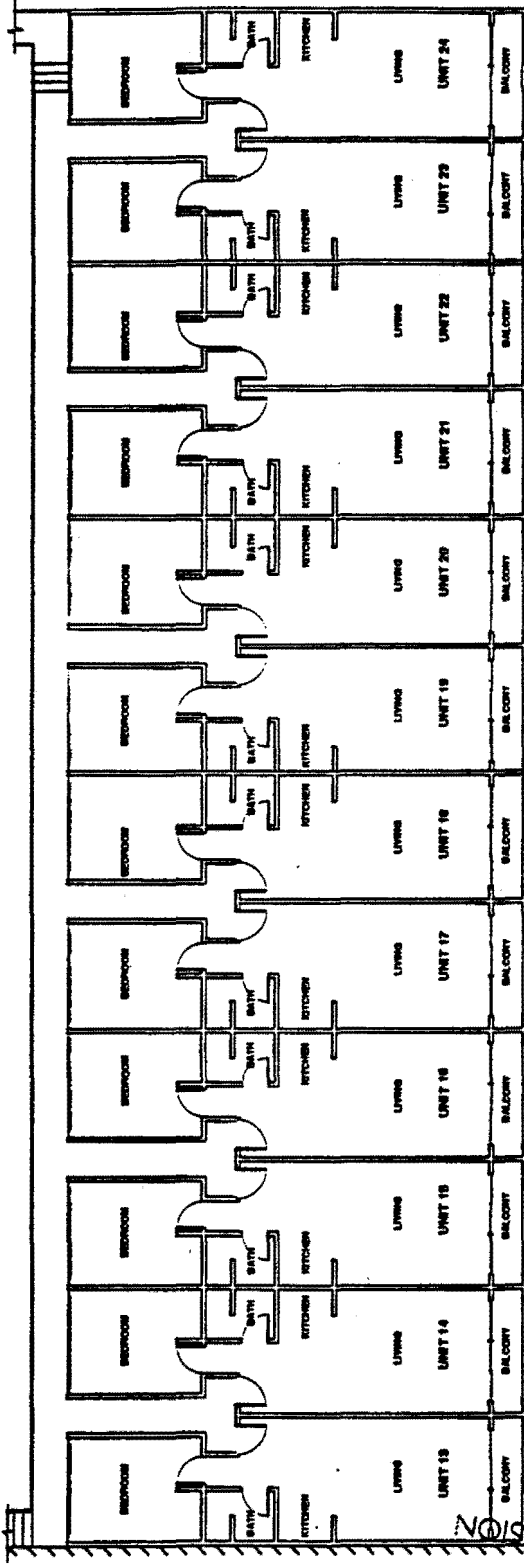
CONVERT EXISTING  
 12 APARTMENT  
 UNITS TO RETAIL  
 (6,277 S.F. TOTAL)

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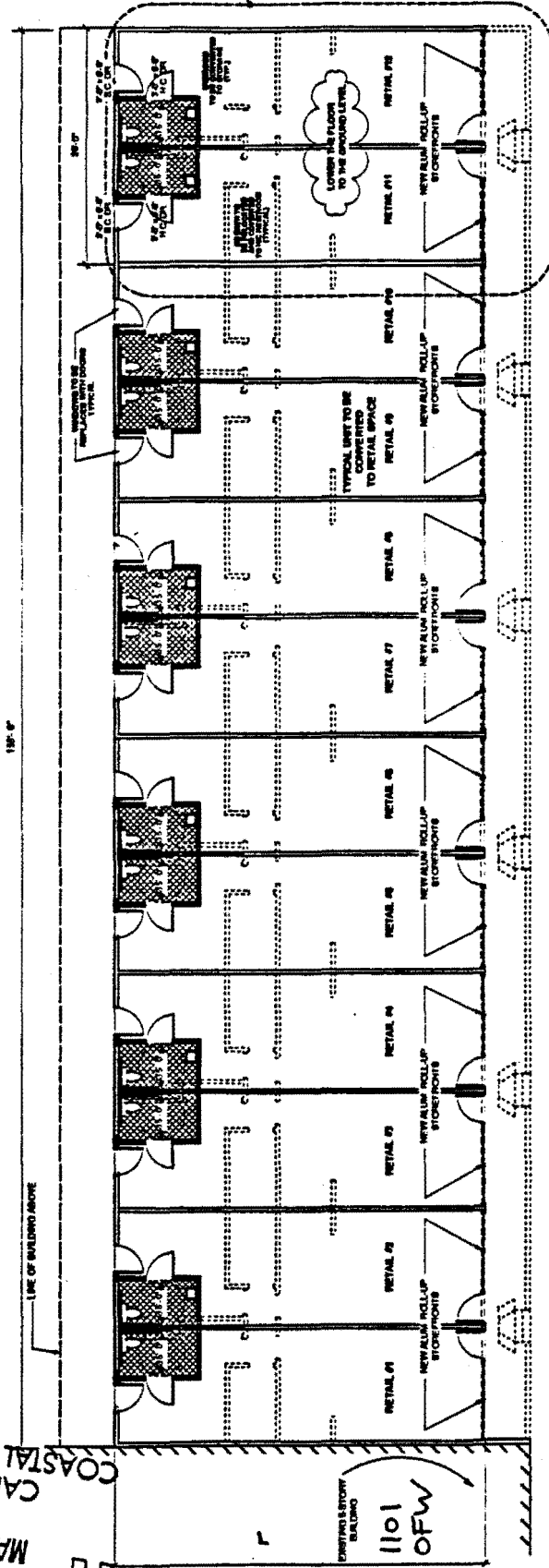
A-S-VEN-97-03

EXHIBIT # 4

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**SECOND FLOOR PLAN**  
SCALE 1/4" = 1'-0"



**FIRST FLOOR PLAN**  
SCALE 1/4" = 1'-0"

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EXHIBIT # 5  
PAGE 1 OF 1

**LEGEND**  
NEW WALL  
EXISTING WALL  
DEMOLISHED WALL

Ocean Front Walk

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EXISTING ENTRY BALCONY  
1101  
OFW

NOTE: SEE SHEET 18 FOR FLOOR LAYOUT OF PARKING

138'-0"

LINE OF BUILDING ABOVE

72'-0" E.C.D.P.

72'-0" E.C.D.P.

72'-0" E.C.D.P.

72'-0" E.C.D.P.

72'-0" E.C.D.P.

72'-0" E.C.D.P.

72'-0" E.C.D.P.

72'-0" E.C.D.P.

72'-0" E.C.D.P.

72'-0" E.C.D.P.

72'-0" E.C.D.P.

72'-0" E.C.D.P.

72'-0" E.C.D.P.

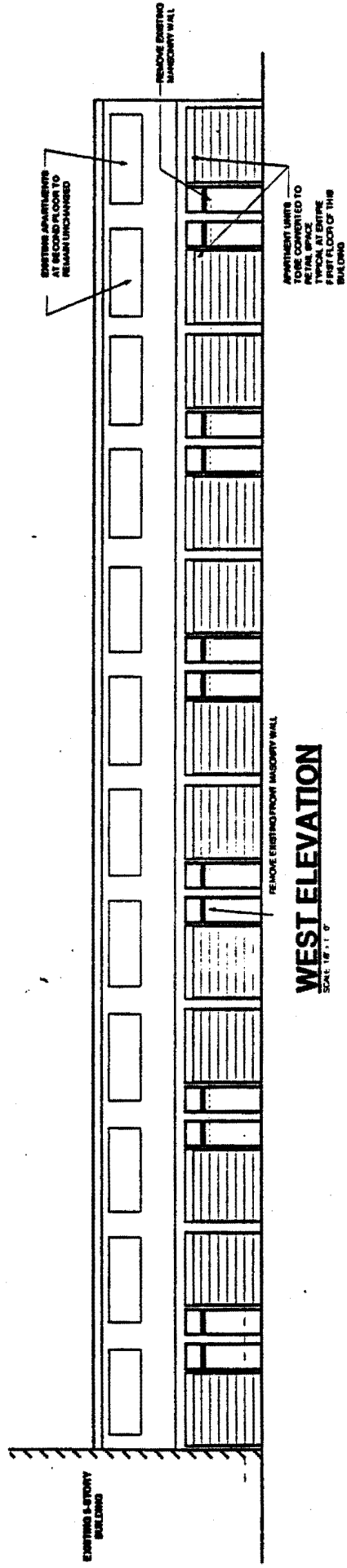
72'-0" E.C.D.P.

72'-0" E.C.D.P.

72'-0" E.C.D.P.

72'-0" E.C.D.P.

72'-0" E.C.D.P.



**WEST ELEVATION**  
SCALE 1/8" = 1'-0"

Ocean Front Walk

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EXHIBIT # 6

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