

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(2) 590-5071

**F 12a**

Filed: August 12, 1998
49th Day: 9-21-98
180th Day: 1-30-99
Staff: JLR-LB
Staff Report: 10-16-98
Hearing Date: Nov. 3-6, 1998
Commission Action:

STAFF REPORT AND RECOMMENDATION ON APPEAL
SUBSTANTIAL ISSUE

LOCAL GOVERNMENT: City of Los Angeles

LOCAL DECISION: Approval with Conditions

APPEAL NO.: A-5-VEN-98-315

APPLICANT: City of Los Angeles

PROJECT LOCATION: Grand Canal in the median of Venice Boulevard between Dell Avenue and Pacific Avenue, Venice

PROJECT DESCRIPTION: Appeal by the Executive Director from decision of City of Los Angeles granting permit to City of Los Angeles to install four locking gates at the Grand Canal pedestrian tunnel.

APPELLANT: Executive Director, California Coastal Commission

STAFF NOTE

The City of Los Angeles approved the permit pursuant to section 30600(b) of the Coastal Act, which allows local governments, subject to appeal, to issue coastal development permits prior to certification of a local coastal program. On appeal to the Commission, the standard of review for permits issued by a local government prior to certification of the LCP is the Coastal Act.

SUMMARY OF STAFF RECOMMENDATION:

The staff recommends that the Commission, after public hearing, determine that a Substantial Issue exists with respect to the grounds on which the appeal has been filed for the following

reasons: The project, as approved by the local government, raises issues regarding consistency with the public access and public recreation policies of the Coastal Act.

Substantive File Documents

1. Venice Interim Control Ordinance (No. 163,472) adopted March 21, 1989.
 2. Coastal Development Permit No. 5-98-263, (City of Los Angeles) Permit Application for this project.
 3. City of Los Angeles Local Coastal Development Permit No. 98-01
 4. Coastal Development Permit - 5-91-584 (City of Los Angeles-Venice Canals Rehabilitation Project)
-

I. Appellant's Contentions

The appellant, the Executive Director, has appealed the City of Los Angeles decision to approve Local Development Permit CDP No. 98-01 to install four locking gates at the Grand Canal pedestrian tunnel located in the Venice Canals area of Venice, a planning subarea of the City of Los Angeles. The appellant contends that by its very nature, the proposed development will prohibit public use of public walkways located adjacent to the Grand Canal. The appellant further contends that closure of this tunnel with locking gates is not consistent with the public access and public recreation policies of the Coastal Act.

Specifically the appellant contends that:

The proposed project by its very nature, will prohibit public use of a public sidewalk that runs next to Grand Canal, a coastal waterway. The City's closure of the Grand Canal pedestrian tunnel and installation of locking gates is not consistent with the public access and recreation policies of the Coastal Act. The findings of the City-approved permit do not support the proposed project's consistency with the public access and recreation policies of the Coastal Act.

II. Local Government Action

A public hearing for a Local Coastal Development Permit was held before the Los Angeles Zoning Administrator on May 15, 1998. The proposed project would install four gates, one at each entrance to the tunnels. Each gate would be constructed of wrought iron to completely fill the tunnel entrance. Gates would be locked in an open position from sunrise to sunset, and would be locked closed from sunset to sunrise. The Venice Canals Association's security company, which patrols the canals on a 24-hour basis, would be responsible for unlocking and locking the gates. On June 3, 1998, the City Engineer of the City of Los Angeles Bureau of Engineering approved with conditions Local Coastal Development Permit

No. 98-01 for the proposed gates. The condition stated that the gates would be opened from sunrise to sunset.

The Zoning Administrator found that: a) the development conformed with Chapter 3 of the Coastal Act; b) was consistent with the Interpretive Guidelines; c) was consistent with the public access/recreation policies of the Coastal Act; d) there were no feasible alternatives or mitigation measures pursuant to CEQA that would lessen adverse impacts on the environment.

The City's Notice of Final Local Action was received on July 9, 1998. The Commission's required twenty working day appeal period was established on August 3, 1998. The Executive Director's appeal of the Local Coastal Development Permit was filed on August 3, 1998. A public hearing on the appeal was scheduled for the Commission's October 13-16, 1998, meeting in Oceanside but the applicant requested a postponement and waived the 49 day hearing requirement.

III. Appeal Procedures

Section 30600(b) of the Coastal Act provides that prior to certification of its Local Coastal Program, a local jurisdiction may, with respect to development within its area of jurisdiction in the coastal zone and consistent with provisions of Sections 30604, 30620 and 30620.5, establish procedures for the filing, processing, review, modification, approval, or denial of a Coastal Development Permit. Pursuant to this provision, the City of Los Angeles developed a permit program in order to exercise its pre-certification option to issue Local Coastal Development Permits in 1978.

Sections 13302-13319 of the California Code of Regulations provide procedures for issuance and appeals of locally issued Coastal Development Permits. Section 30602 of the Coastal Act allows any action by local government on a Coastal Development Permit application evaluated under Section 30600(b) to be appealed to the Commission.

After a final local action on a Local Coastal Development Permit, the City must notify the Coastal Commission within five days of the decision. After receipt of a notice which contains all the required information, a twenty working day appeal period begins during which any person, including the applicant, the Executive Director, or any two members of the Commission, may appeal the local decision to the Coastal Commission (Section 30602). The appeal and local action are then analyzed to determine if a substantial issue exists as to the conformity of the project to Chapter 3 of the Coastal Act (Section 30625(b)(1)).

In this case the City's Notice of Final Local Action was received on July 9, 1998. One appeal of the Local Coastal Development was filed on August 3, 1998, within the 20-working day appeal period.

At this meeting, the Commission will have a public hearing to determine whether a substantial issue exists with respect to the grounds on which the appeal has been filed. The Commission may decide that the appellants' contentions raise no substantial issue of conformity with the Chapter 3 policies of the Coastal Act, in which case the action of the local government stands. On the other hand, the Commission may find that a substantial issue does exist with

the action of the local government if it finds that the proposed project may be inconsistent with the Chapter 3 policies of the Coastal Act of 1976.

If the Commission finds that a substantial issue does exist, then the hearing will be continued and heard as a de novo permit request at a subsequent meeting. Section 13321 specifies that de novo actions will be heard according to the procedures outlined in Section 13114 of the Code of Regulations.

IV. Dual Permit Area

The proposed development involves two separate types of Coastal Development Permit jurisdiction. Section 30601 of the Coastal Act states:

Prior to certification of the Local Coastal Program and, where applicable, in addition to a permit from local government pursuant to subdivision (b) or (d) of Section 30600, a Coastal Development Permit shall be obtained from the Commission for any of the following:

- (1) Developments between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tide line of the sea where there is no beach, whichever is the greater distance.
- (2) Development not included within paragraph (1) located on tidelands, submerged lands, public trust lands, within 100 feet of any wetland, estuary, stream or within 300 feet of the top of the seaward face of any coastal bluff.
- (3) Any development which constitutes a major public works project or a major energy facility.

Within the areas specified in Section 30601, which is known in the City of Los Angeles permit program as the Dual Permit Jurisdiction area, the Coastal Act requires that the development which receives a Local Coastal Development Permit also obtain a permit from the Coastal Commission. For projects in other areas, such as the Single Jurisdiction area, the City of Los Angeles Coastal Development Permit is the only Coastal Development Permit required. Both single and dual jurisdiction permits can be appealed to the Commission.

The proposed development is located adjacent to the sea, in this case the Venice Canals, and also is within three hundred feet of the inland extent of the beach, an area that was designated as within the Dual Permit Jurisdiction area by the Commission pursuant to Section 13307 of the California Code of Regulations.

In this case, if the Commission finds that a substantial issue exists in regards to the City's approval of the Local Coastal Development Permit, the subsequent de novo action for the proposed project will combine both the required Local Coastal Development Permit decision and the required Coastal Commission Coastal Development Permit decision. The matter will not be referred back to the local government.

On the other hand, if the Commission finds that no substantial issue exists in regards to the City's approval of the Local Coastal Development Permit, then the Commission will act on the

required Coastal Commission Coastal Development Permit as a separate agenda item. In this case, a public hearing for the required Coastal Commission Coastal Development Permit will occur at a subsequent hearing.

V. Staff Recommendation on Substantial Issue

The staff recommends that the Commission determine that a Substantial Issue exists with respect to the City's approval of the project with the provisions of Chapter 3 of the Coastal Act (commencing with Section 30200), pursuant to PRC Section 30625(b)(1).

MOTION. Staff recommends a NO vote on the following motion:

I move that the Commission determine that Appeal No. A-5-VEN-98-315 raises No Substantial Issue with respect to the grounds on which the appeal has been filed.

A majority of the Commissioners present is required to pass the motion.

VI. Findings on Substantial Issue

The Commission hereby finds and declares as follows:

A. Local Government Action and Background

The applicant proposes to install four locking gates at the Grand Canal pedestrian tunnel. The City Local Government Action approving the CDP requires that a private security company hired by a homeowners association will lock the gates from sunset to sunrise and open them from sunrise to sunset. Following is a more detailed description excerpted from a City staff report:

The Grand Canal crosses the median between South and North Venice Boulevards east of Strongs Drive and west of Dell Avenue. A bridge over the canal connects the east and west portions of a parking lot situated in the median. Walkways adjacent to the canal run from North Venice Boulevard to South Venice Boulevard and pass through tunnels under this bridge. These tunnels have been the location of criminal and nuisance activities, as noted by the Los Angeles Police Department and a private security company hired by the Venice Canals Association.

The proposed project would install four gates, one at each entrance to the tunnels. Each gate would be constructed of wrought iron to completely fill the tunnel entrance. Gates would be locked in an open position from sunrise to sunset, and would be locked closed from sunset to sunrise. The Venice Canals Association's security company, which patrols the canals on a 24-hour basis, would be responsible for unlocking and locking the gates.

The walkways are accessible from the sidewalks of both South and North Venice Boulevard. Access to the walkways on either side of the tunnels would not be affected by the proposed project. Access to the Grand Canal would not be affected by the proposed project. A public boat launching ramp extends from the east walkway

into the canal; access to the ramp, and its associated loading/unloading area, would not be affected by the proposed project.

A public hearing for a Local Coastal Development Permit was held before the Los Angeles Zoning Administrator on May 15, 1998. On June 3, 1998, the City Engineer of the City of Los Angeles Bureau of Engineering approved with conditions Local Coastal Development Permit No. 98-01 for the proposed gates. The condition stated that the gates would be opened from sunrise to sunset.

The Zoning Administrator found that: a) the development conformed with Chapter 3 of the Coastal Act; b) was consistent with the Interpretive Guidelines; c) was consistent with the public access/recreation policies of the Coastal Act; d) there were no feasible alternatives or mitigation measures pursuant to CEQA that would lessen adverse impacts on the environment.

The City's Notice of Final Local Action was received on July 9, 1998. The Commission's required twenty working day appeal period was established on August 3, 1998. The Executive Director's appeal of the Local Coastal Development Permit was filed on August 3, 1998. A public hearing on the appeal was scheduled for the Commission's October 13-16, 1998, meeting in Oceanside but the applicant requested a postponement and waived the 49 day hearing requirement.

B. Applicant's Contentions

The applicant, the City of Los Angeles, contends that nighttime closure of this tunnel is necessary because of adverse public criminal and nuisance activities. The applicant further contends there are no feasible alternatives or mitigation measures that would lessen any significant adverse impact on coastal resources.

C. Substantial Issue Procedures

Pursuant to Section 30625(b)(1) of the Coastal Act, the grounds for an appeal of a Coastal Development Permit issued by the local government prior to certification of its Local Coastal Program are the Chapter 3 policies of the Coastal Act. Any such local government Coastal development Permit may be appealed to the Commission. The Commission shall hear an appeal unless it determines that no substantial issue exists as to conformity with Chapter 3 policies of the Coastal Act. In this case, staff is recommending that there is a substantial issue.

D. Background History of Surrounding Area

The Venice Canals are a unique cultural, historic and scenic resource of Southern California. The canals, which were created as part of the "Venice of America" subdivision in 1905, provide a sense of character and history for the Venice community. They also provide public access, recreation, and wildlife habitat.

The Venice Canals neighborhood is a predominantly residential community consisting of single family homes located along the open waterways. The houses front on the canals and are

accessed from the rear by alleys which run behind the homes. Public walkways run along both sides of each canal and separate the private residences from the canals. The canals are a popular visitor destination in Southern California. The neighborhood is located about four blocks from Venice Beach, one of the most popular visitor destinations in Los Angeles.

The Venice Canals are part of the Ballona Lagoon sea water system and are connected with the Ballona Lagoon via Grand Canal. Water enters the canals system from the Pacific Ocean through two sets of tidal gates at Ballona Lagoon and Grand Canal. The water is discharged from the canals during outgoing tides at weekly intervals through the tidegates located between Grand Canal and Ballona Lagoon at Washington Street.

E. Public Access/Recreation

The Venice Canals area is a major visitor destination point. The walkways provide public access along the canals for passive/active recreational purposes. The walkways are continuous and unimpeded. Presently, there are no gates restricting access. The canals are connected with overhead bridges that provide continuous pedestrian access throughout the area.

In 1991, the Commission approved a Coastal Development Permit (5-91-584) for a restoration project to improve the Venice Canals. Part of the project included replacement of the 4.5 foot wide sidewalks which originally lined both sides of each canal. Public access to the canal walkways was restored for the first time since the City closed the walkways in the 1940's. That project resulted in an improved gain of almost three miles of coastal walkways. The improved walkways enhanced public access for purposes of walking, jogging, duck feeding, photography and other forms of recreation in the canal areas.

The tunnel is located near the terminus of the Grand Canal under the Venice median public parking lot. The tunnel extends under North and South Venice Boulevard median bridges. The top of the tunnel connects the easterly and westerly areas of the lot.

The proposed development is located between the first public road and the sea, requiring the Commission to evaluate the project in terms of the public access and public recreation policies of the Coastal Act.

As approved by the City, the Venice Canal Homeowners Association's security company which patrols the canals, will be responsible for locking and unlocking the gates between sunset and sunrise. Thus the Commission must determine whether this method of managing a public area raises a substantial issue with the public access policies of the Coastal Act, i.e., Sections 30210 and 30214 of the Coastal Act.

The Venice Canals area is a Los Angeles City Historic-Cultural Monument and is also listed on the National Register of Historic Places. The Venice Canals Historic District is significant as an early example of community and recreational planning in a coastal marshland area.

Maintaining the special character of the area is important to the continuance of the area as a historic district. The historic public walkways along the banks of the canals lend to the special character of the area. The Commission has previously recognized the special

character of the canals area and the walkways by requiring fifteen foot setbacks on all Coastal Permit approvals which number approximately 200 in the Venice Canals area. The proposed project will impede nighttime access along a portion of these walkways and will rely on a citizen's group to lock and unlock the gates between sunset and sunrise.

Aside from discussing perceived safety concerns, the City's findings for the City approved permit do not specifically analyze the proposed project's consistency with the public access and public recreation policies of the Coastal Act. The proposed gates at the tunnel will restrict nighttime public access along the canals and could set a future precedent. Therefore, the proposed locked gates along a portion of the public walkway, raises a substantial issue with the public access/recreation provisions of Chapter 3 of the Coastal Act. Because of the significance of the coastal resources involved, the Commission will evaluate the City's approved permit at a subsequent De Novo hearing.

F. Conclusion

Therefore, the Commission finds that a Substantial Issue exists with respect to the proposed project's conformance with the Chapter 3 policies of the Coastal Act, and with the approval of Local Coastal Development Permit 98-01.

A-5-VEN-98-315 staff report

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5-88-205

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF

M.B. 2-59

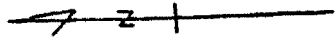
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Project Site

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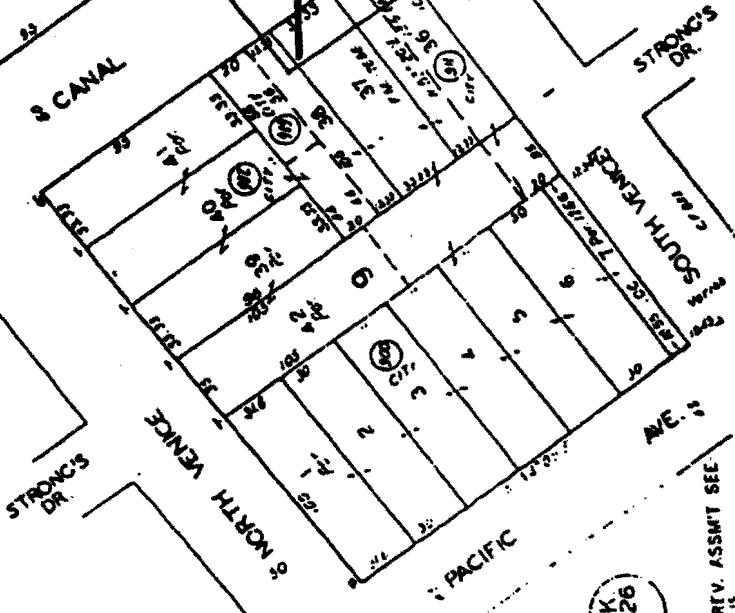
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EXHIBIT A
A-5-VEN-98-315

PREV. ASSMT SEC
11-10-91

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AUG 13 1998

CALIFORNIA
COASTAL COMMISSION

WESTBOUND

d Parking

VEN-98-315

ALTERNATE ROUTE:
SIDEWALK, WALK THROUGH
SECTION OF PARKING LOT IN
ICE BOULEVARD MEDIAN

Grand Canal

PUBLIC
BOAT
LAUNCH
RAMP

BOAT
LOADING/
UNLOADING

PROPOSED GATES

Photo 1

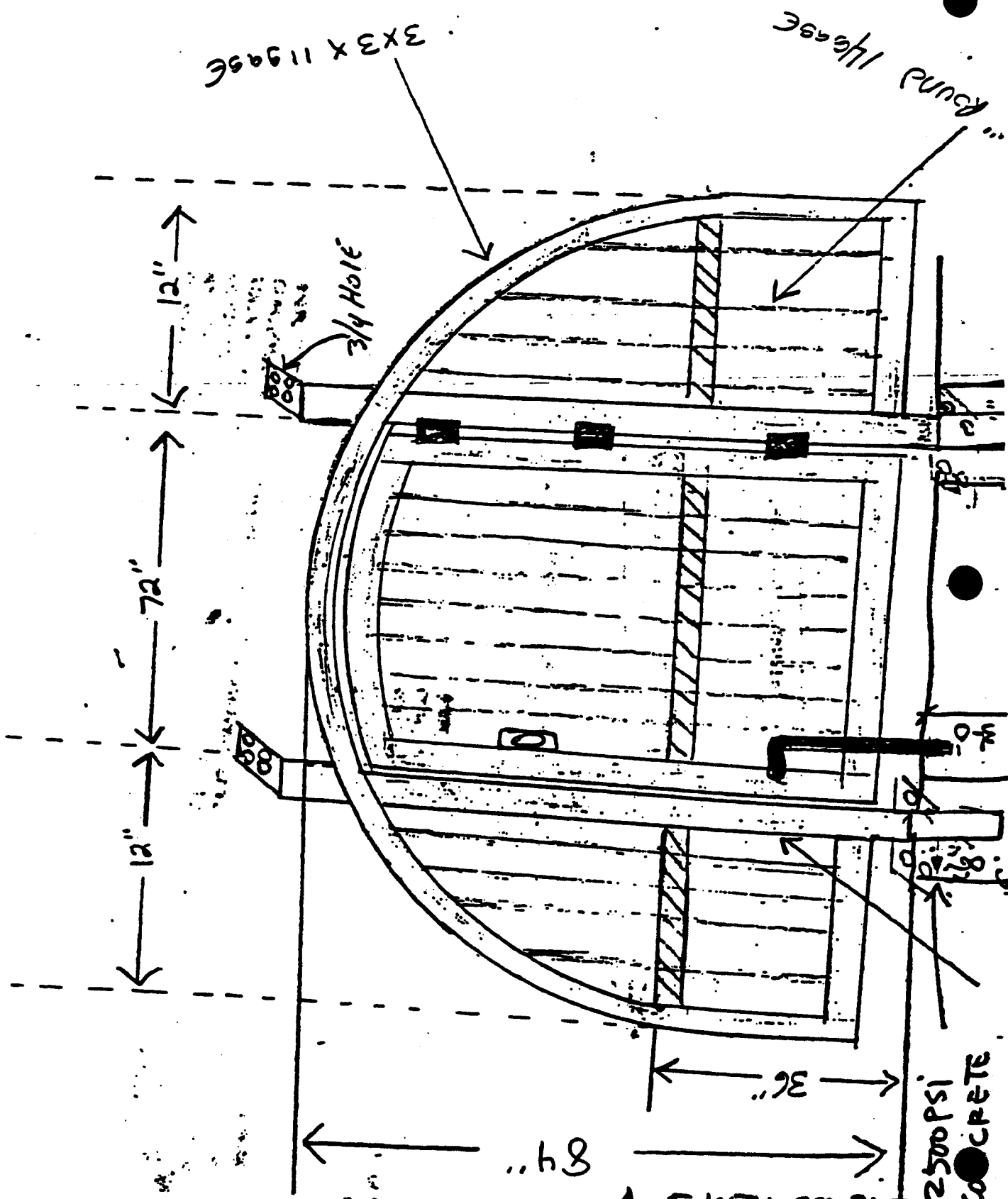
Photo 2

Paved Parkir

END OF WALKWAYS

A-5-VEN-98-315
Exhibit C

EASTBOUND



A-S-VEN-98-315
Exhibit D

2500 PSI
CONCRETE

h8

3/4 Hole

3X3 X 11995E

Round 1/4" 1995E

12"

72"

12"

36"



**VENICE
CANALS
ASSOCIATION**

9/11/97

Post-It® Fax Note	7871	Date	8/11/97	# of pages	4
To	Bob Hayes	From	Todd Burnett		
Co./Dept.	Comm. Burnett	Co.			
Phone #	(213) 465-3377	Phone #	(213) 465-3377		
Fax #	(213) 847-3163	Fax #	(213) 847-3163		

473-4301

RECEIVED
JUL 6 1998

CALIFORNIA
COASTAL COMMISSION

5-98-263

Commissioner Tod A. Burnett
Room 370, City Hall
200 N. Spring Street
Los Angeles, CA. 90012

RE: Venice Canal Historical Bridge Tunnel

Dear Commissioner Burnett:

The Venice Canals Association requests the placement of locking gate, fence and lighting at the entrances of the tunnel below the Venice parking lot overpass bridge located at Grand Canal and 200 N. Venice Blvd. (See map attached)

We have had numerous public safety and public health problems at this location. A Security Systems Patrol officer has documented a sampling of the problems and concerns over a one week period. I have enclosed the report for your records.

It is my understanding that the City of Los Angeles has a program that will allow us to protect this location from night to morning.

The Venice Canals Association has arraigned with Security Systems Services, a private patrol service serving the Venice Canals area, to open and close the gates on a daily basis. Please let me know how we should coordinate this service. I recommend two (Combination) pad locks, one for the City and one for the Security company.

Please let me know if there is anything else you may require from us.

Sincerely,


Mark Galanter
President

CC: VCA Board of Directors
Security Systems Services
Councilwomen Galanter

VENICE CANAL ASSOCIATION * P.O. BOX 893, * VENICE, CA. 90294

EXHIBIT E
A-5-VEN-98-315

michael engelstein 2314 grand canal court venice california 90291

July 8, 1997

Councilwoman Ruth Galanter
Sixth District
7166 W. Manchester Avenue
Los Angeles, CA 90012

Commissioner Tod A. Burnett
Department of Public Works
Room 370 City Hall
200 N. Spring Street
Los Angeles, CA 90012

Dear Councilwoman Galanter and Commissioner Burnett:

I am writing this letter as a member of the Board of Directors of the Venice Canals Association, and it is being written on its behalf.

As you are aware, among the many issues in the Canals, we have a major problem with the tunnel that parallels Grand Canal under the bridge at Venice Boulevard. We are requesting that it be locked and gated during the evening hours for the protection and safety of our neighborhood.

The following are some of the excerpts from the log maintained by Officer Robert Way from Security Service Systems. S.S.S. provides a dedicated security patrol (approximately 60 hours per week) in the Canals. These notations refer specifically to the tunnel.

<u>Date</u>	<u>Occurrence</u>
5/29	Male, drinking, open container
5/30	Male, sleeping
6/1	3 Males, drinking
6/3	Male, loitering
6/4	2 Men drinking and bathing
6/4	Found empty liquor containers, broken duck eggs, ashes from fire, human excrement.
6/10	Male and female drinking, open containers
6/16	Male, drinking, open container
6/19	Used hypodermic needles found
6/20	2 Men drinking, open containers
6/24	Male, drinking
6/28	2 Men fighting
7/1	Male, sleeping
7/5	2 Men drinking
7/5	4 Men spraying ducks
7/6	3 Men, bedding down for night, drugs, liquor present.

Exhibit F
A-5-WEN-98-315

1 of 2

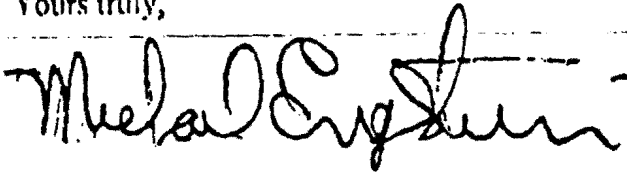
Page 2

Additionally, virtually every morning, there is evidence that the tunnel has been 'occupied' the previous evening. One day, Robert found the remains of three ducks that had been roasted for dinner. But I think by now you have an idea of our concerns.

Officer Brent Honore, I.A.P.D. Senior Lead Officer of the Venice Beach Patrol, and Cpl. Smedley, I.A.P.D. have also assisted us in monitoring the activities in the tunnel. If necessary, I can request their logs to be made available to you. Photographs are also available.

If I can be of any additional assistance, please feel free to contact me.

Yours truly,



Michael Engelstein

Exhibit F
2 of 2
A-5-VEN-98-315



RUTH GALANTER
COUNCILMEMBER
SIXTH DISTRICT

City Council
of the
City of Los Angeles
City Hall
90012

200 N. MAIN STREET
ROOM 515, CITY HALL EAST
LOS ANGELES, CA 90012
(213) 485-8867
FAX (213) 847-0549

DISTRICT OFFICE
7166 W. MANCHESTER AVE
LOS ANGELES, CA 90048
(310) 524-1180
FAX (213) 237-0558

October 6, 1998

Ms. Deborah Lee, Director
California Coastal Commission
South Coast Area
200 Oceangate, Suite 1000
Long Beach, CA 90802-4416

Attention: Jim Ryan, Staff Planner

Dear Ms. Lee:

As the Los Angeles City Councilmember for Council District Six, I support the City of Los Angeles' Application for Coastal Permit #5-98-263, to install four locking gates at the entrances to the Grand Canal Pedestrian Tunnel in the Venice Boulevard median and to lock the gates at night.

The Pedestrian Tunnel is two blocks east of the Venice Boardwalk, the second most popular tourist attraction in Southern California. The structure itself, two tunnels leading from North and South Venice Boulevards to the public boat launch below, is surrounded by a city-owned parking lot that serves local beach users and tourists. Because of this unique context, the Tunnel area receives a high volume of pedestrian and vehicular traffic.

However, the tunnels have become a serious public safety hazard for beach users, tourists, and local residents. Since the tunnels are inconspicuous and below street level, they provide a safe haven for illegal activity, particularly at night. Over the past two years, my office has received numerous complaints regarding the criminal and nuisance activities occurring at the Tunnel entrances. The Los Angeles Police Department and Security Service Systems, a private security patrol for the Canals, have documented persons engaged in illegal drug use, drinking in public, urinating and defecating on public property, and accosting pedestrians. Leaving the Tunnel entrances unsecured in the evenings will only perpetuate the degradation of an area that I worked hard to restore, and which is otherwise a source of civic pride.

Reprints are from this original work.

Exhibit G
1 of 2

AS-VEN-98-315

A historical reminder of the original Venice Canals, the Pedestrian Tunnel merely provides access to the public boat launch for the canals, and a route across the Venice Boulevard median. While it serves both ornamental and utilitarian functions, the Tunnel provides no access to the Canals themselves, and no direct access to the adjacent parking lot. The walkways end at the sidewalk of Venice Boulevard South, and alternate routes through the median are readily available. Accordingly, gating of the tunnels will not restrict access to the Canals. Moreover, securing the tunnels at night will not impair any recreational use of the Canals or the Venice Boardwalk.

Under the permit, the City's Board of Public Works will accept responsibility for the operation of the security gates at the Pedestrian Tunnel. Currently, the Board has a maintenance agreement with Mariposa, a private maintenance group responsible for the Venice Canals. It is my understanding that an amendment to this agreement to include opening and closing of the security gates is the most feasible option.

Because of the public safety issues associated with the Pedestrian Tunnel, and the corresponding negative impact on recreational uses on the Venice Boardwalk, I urge the Commission to support night-time closing of the Pedestrian Tunnel and grant the permit.

Sincerely yours,



RUTH GALANTER

Councilmember, Sixth Council District

EXHIBIT G

2 of 2

AS-VEN-98-315

CITY OF LOS ANGELES
CALIFORNIA

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(213) 485-3375

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(213) 485-3379



RICHARD J. RIORDAN
MAYOR

OFFICE OF THE
BOARD OF PUBLIC WORKS

ROOM 600
433 S. SPRING STREET
LOS ANGELES, CA 90013

JAMES A. GIBSON
SECRETARY

GENERAL INFORMATION
(213) 485-3381
FAX (213) 237-1445
TOD (213) 847-4750

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OCT 8 1998

CALIFORNIA
COASTAL COMMISSION

October 5, 1998

Ms. Deborah Lee, Director
California Coastal Commission
South Coast Area
200 Oceangate, Suite 1000
Long Beach, CA 90802-4416

Attention: Jim Ryan

Dear Ms Lee:

As a Commissioner of the City of Los Angeles Board of Public Works, I am writing to you in support of the City of Los Angeles' Application for Coastal Permit #5-98-263, to install four locking gates at the entrances to the Grand Canal Pedestrian Tunnel in the median of Venice Boulevard.

The Venice Boardwalk, located just two short blocks west of the Grand Canal, is a major recreational destination for both local beach users and tourists, and the parking lot in the Venice Boulevard median, adjacent to the proposed gates, is heavily used by these visitors.

The City is concerned that the recreational use of the Boardwalk may be negatively impacted by the nuisance and criminal activities which regularly occur in the tunnels adjacent to the parking lot. Local police and the private security company which patrol the canals have received numerous reports from tourists of being accosted and threatened by people loitering in these tunnels. Additionally, these people use the tunnels for such activities as drinking, fighting, drug use and dealing, and as outdoor toilets. Such activities are conspicuous not only while actually in progress, but also by the evidence left, such as broken glass, hypodermic needles, and human wastes.

EXHIBIT H
1 of 2

AS-VEN-98-515

Ms. Deborah Lee

-2-

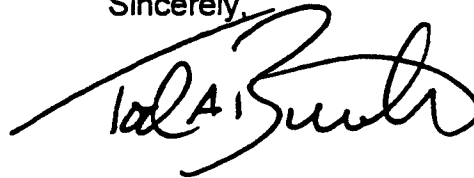
October 5, 1998

These activities, and their aftermath of waste and odors, detract from the recreational aspect of the canal and the Venice Boardwalk, and discourage repeat visits. The City has worked hard to make the Boardwalk a favored destination for visitors and tourists, and would not like to see recreational uses chased out by nuisance and criminal uses.

The tunnels provide no access to the Venice Canals, as the walkways end at Venice Boulevard South and exit to the sidewalk at that point. Therefore, access to the canal system will not be negatively impacted by gating the tunnels. The tunnels provide no access to the adjacent parking lot, and alternate routes through the Venice Boulevard median are readily available. Closing of these tunnels during non-daylight hours will not negatively impact any recreational use of the canals or the Boardwalk.

The Los Angeles Board of Public Works strongly supports the nighttime closing of these tunnels in order to preserve their use by visitors and tourists.

Sincerely,

A handwritten signature in black ink, appearing to read "Tod Burnett", written in a cursive style.

Tod Burnett, Commissioner
Board of Public Works

EXHIBIT H
2 of 2

AS-VEU-98-315

LOS ANGELES POLICE DEPARTMENT

BERNARD C. PARKS
Chief of Police



P.O. Box 30158
Los Angeles, Calif. 90030
(310) 202-4571

Ref #: 6.2

RICHARD J. RIORDAN
Mayor

September 22, 1998

Mr. Jeff Harlan, Field Deputy
c/o Councilwoman Ruth Galanter
City of Los Angeles
7166 West Manchester Avenue
Los Angeles, CA 90045

Post-It® Fax Note	7671	Date	9/22/98	# of Pages	2
To	JIM RYAN		From	MISTIE M JOYCE	
Co./Dept.	CA COASTAL COMM		Co.	LA CITY BU & ENG	
Phone #			Fax #	(213) 847-2699	
Fax #	(562) 590-5084		File #		

Dear Mr. Harlan:

As requested by Mr. Michael Engelstein in his correspondence dated September 19, 1998, here is documented substantiation of chronic crime problems commonly associated with the Venice Canals.

There are currently ongoing problems in the tunnels under the Venice Boulevard historic bridge over Grand Canal. These problems include drunkenness, fighting, assault, loitering, drug use and dealing, overnight camping, using the tunnels as toilets, and the illegal killing and cooking of ducks that live in the canals. The Los Angeles Police Department would welcome any sanctioned structural changes that deter the above activity.

I hope that this affirmation will assist in expediting the Venice Canals Association fence proposal. Please do not hesitate to contact us again if we may be of assistance in the future.

Very truly yours,

BERNARD C. PARKS
Chief of Police

GARY S. WILLIAMS, Captain
Area Commanding Officer
Pacific Community Police Station

Exhibit I
AS-VEN-98-315



Security Service Systems
6733 S Sepulveda Blvd. Suite 100
Los Angeles, CA 90045
310-477-2095

To Whom It May Concern:

As a patrol supervisor assigned to the Venice Canals area for the past 20 months, myself and my officers have encountered numerous problems in the tunnel area of Grand Canal. The majority of these problems occur during the hours of darkness. This area, having no lighting and shelter from the elements, provides perfect cover for drug addicts and the homeless who sleep, defecate and often fight in this area. We have received numerous calls in the past from concerned residents regarding this area. I have personally in the past made arrests for narcotice use, assault with a deadly weapon, lewd acts in public, drunk and disorderly conduct and drinking in public. The workers of Mariposa, the canal maintenance crew, who's yard is alongside the tunnel area, have had several problems with homeless camping in the tunnels blocking their access. I have personally found discarded crack cocaine pipes and hypodermic needles within the area.

Over the past 20 months I have worked very closely with the LAPD Senior Lead Officer Corporal Brent Honore to try and keep the problems to a bare minimum, setting up extra patrols and arresting suspects that congregate in this area. Officer Honore has regularly targeted this area during his community clean-up campaigns to remove graffiti and gang tagging from the walls. Officer Honore and myself both welcome the installation of gates and their being secured from dusk to dawn as a step in the right direction to help alleviate the continual problems experienced in this particular area. As a service to the community, my company is willing to lock and unlock the gates at the prescribed times free of charge.

If you have any questions on this matter, please feel free to contact me at my office (310) 477-2095, or my pager (310) 655-3689. In closing I would like to thank you for you anticipated support in us and the community on this matter.

Yours Sincerely,

Robert H. Way

Patrol Guards Alarms Monitoring Repair

EXHIBIT J
AS-10N-98-315

CEO

Trattoria
RISTORANTE ITALIANO

RECEIVED
OCT 14 1998

10/8/98

California Coastal Commission
200 Ocean Gate #1000
Long Beach, CA 90802
Attn: Jim Ryan

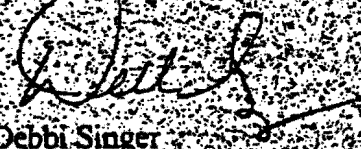
CALIFORNIA
COASTAL COMMISSION

Jim Ryan

As a local business owner, parent and local resident I wanted to voice my support for the placement of gates at the Venice Blvd & Grand Canal tunnel in Venice Beach.

This location is a haven for loitering and what appears to be a place for consumption of alcohol and illegal drug use, etc. Please consider this when making decisions re placement of a gate in this area.

Thank you.



Debbi Singer

EXHIBIT K
A.D. NOV 98-315