

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
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Staff: CP-LB
Staff Report: 6/15/2001
Hearing Date: July 10, 2001
Commission Action:



ItemTu9f

STAFF REPORT: REGULAR CALENDAR

APPLICATION NUMBER: 5-01-131

RECORD PACKET COPY

APPLICANTS: Lisa Kay Smith & Stuart Smith

AGENT: Barbara Ellis, Landworth DeBolske Associates

PROJECT LOCATION: 25 Dudley Avenue, Venice, City of Los Angeles, Los Angeles Co.

PROJECT DESCRIPTION: Demolition of two storage sheds on a lot with an existing two-story single family residence, and construction of a three-story, 30.5-foot high, 3,121 square foot second residential unit with a four-car garage on the ground floor.

Lot Area	3,420 square feet
Building Coverage	1,976 square feet
Pavement Coverage	1,400 square feet
Landscape Coverage	44 square feet
Parking Spaces	4
Zoning	RD1.5-1
Plan Designation	Low Medium II- Duplex
Ht above final grade	30.5 feet

LOCAL APPROVAL: City of Los Angeles Planning Department Project Permit Adjustment, Case No. DIR2000-4404 (SPPA), 3/28/2001.

SUBSTANTIVE FILE DOCUMENTS:

1. City of Los Angeles Certified Land Use Plan for Venice, 11/14/00.
2. Coastal Development Permit Application 5-01-060 (Waisler).
3. Coastal Development Permit 5-00-396 (Ehrman).
4. Coastal Development Permit 5-99-367 (Silver Strand Custom Homes).

SUMMARY OF STAFF RECOMMENDATION

Staff is recommending that the Commission grant a coastal development permit for the proposed development with special conditions relating to building height, residential density, parking, permit compliance. The **applicant does not agree** with the recommendation to require the proposed project to conform to the 28-foot height limit contained in the certified LUP for Venice. **See page seven** for discussion of 28-foot height limit for development along the historic Venice Walk Streets.

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 5-01-131 per the staff recommendation as set forth below."

Staff recommends a **YES** vote which would result in the adoption of the following resolution and findings. An affirmative vote by a majority of the Commissioners present is needed to pass the motion.

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 and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3 of the Coastal Act. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. Standard Conditions

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. **Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.

4. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. Special Conditions

1. Building Height

PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicants shall submit revised project plans, subject to the review and approval of the Executive Director, which provide the following:

The roof of the proposed structure shall not exceed 28 feet in height above the elevation of the centerline of the fronting right-of-way, Dudley Avenue. No portion of the structure shall exceed 28 feet in height above the elevation of the centerline of the fronting right-of-way (Dudley Avenue), except for chimneys, ducts and ventilation shafts which are limited to 33 feet.

The permittee shall construct and maintain the proposed project consistent with the revised plans approved by the Executive Director.

2. Residential Density

Approval of this coastal development permit authorizes the use and maintenance of two residential units on the subject property. Any proposed change in the number of units or change in use 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. Parking

A minimum of four parking spaces shall be provided and maintained on the site to serve the two permitted residential units.

4. Permit 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, no matter how minor, must be submitted for review by the Executive Director to determine whether an amendment to this coastal development permit is required.

IV. Findings and Declarations

The Commission hereby finds and declares:

A. Project Description and Area History

The applicants propose to add a second residential unit to a lot that is currently occupied by one single family residence. The existing two-story single family residence, which is not proposed to be altered, is located on the front portion of the lot which fronts Dudley Avenue, an historic Venice walk street¹ (Exhibit #2). The proposed new three-story residential structure would be built on the rear half (alley side) of the 3,420 square foot lot after two existing sheds are removed from the site (Exhibit #3, p.1).

The proposed structure includes a four-car garage on the ground floor, which would be accessed from the rear alley (Exhibit #4). The second residential unit would occupy the second and third floors of the proposed 30.5-foot high, 3,121 square foot structure. Completion of the proposed project would result in the lot being occupied by two single family residences, both served by the proposed four-car garage located on the ground floor of the currently proposed structure (Exhibit #3, p.2).

The applicants have received the City's approval for the proposed structure which would exceed the 28-foot height limit for walk streets that is contained in the certified LUP for Venice (Exhibit #5). The applicants are now requesting that the Commission approve an exception to the LUP 28-foot height limit. The applicants state that the proposed 30.5-foot height would allow more headroom in the garage to allow for high profile vehicles and an overhead garage door opener (Exhibit #7). Another reason given for the extra height is to allow a pitched roof, which would compliment the character of the neighborhood and mimic the architectural style of the existing residential structure on the site.

The project site is located one block inland of the beach (Exhibit #2). The surrounding neighborhood is comprised of both old and new one, two and three-story single family residences and multi-family residential structures. The fronting right-of-way, Dudley Avenue, is a walk street that provides direct pedestrian access to Ocean Front Walk and Venice Beach. Vehicular use of Dudley Avenue is prohibited. The front yard area of each residential lot situated along the walk street, including the subject property, has been allowed to encroach up to fifteen feet onto the forty-foot wide right-of-way, leaving a minimum ten-foot wide pedestrian accessway (Exhibit #2).

The Commission has recognized in both prior permit and appeal decisions that North Venice, where the proposed project is located, is a unique coastal community [e.g. Coastal Development Permit 5-90-396 (Ehrman)]. In 1980, the Commission adopted the Regional Interpretive Guidelines for Los Angeles County which included specific building standards for

¹ A walk street is a public street in the coastal zone and/or beach area that has been improved for public pedestrian use over part of its width and is landscaped (privately or publicly) over the remainder, but which has not been improved for vehicular access.

the various Venice neighborhoods, including the North Venice neighborhood. These building standards, which apply primarily to density, building height and parking reflect conditions imposed in a series of permits heard prior to 1980. The Commission has consistently applied these density, height and parking standards to development in the Venice coastal zone in order to protect public access to the beach and to preserve community character.

On October 29, 1999, the Los Angeles City Council adopted a proposed Land Use Plan (LUP) for Venice and submitted it for Commission certification as part of the City's effort to develop a certified Local Coastal Program (LCP) for Venice. On November 14, 2000, the Commission approved the City's proposed LUP for Venice with suggested modifications. On March 28, 2001, the Los Angeles City Council accepted the Commission's suggested modifications and adopted the Venice LUP as it was approved by the Commission on November 14, 2000. The Commission has officially certified the Venice LUP.

The policies and building standards contained in the Venice LUP reflect the Commission's prior actions in the area, the Commission's 1980 Interpretive Guidelines, and the existing character of each Venice neighborhood. The Commission-certified LUP for Venice, however, also contains some updated and revised building standards for the various Venice neighborhoods, including the North Venice neighborhood where the proposed project is situated.

One of the biggest changes adopted as part of the certified Venice LUP is the lowering of the height limit to 28 feet for all new development situated along the Venice walk streets. Formerly, the height limit for development on the walk streets was the same as the general height limit for each Venice neighborhood. In North Venice, the general height limit before the adoption of the certified LUP was thirty feet. The certified LUP height limit for North Venice is currently 35 feet, except for flat roofed projects which are still limited to thirty feet and development along walk streets which is now limited to 28 feet.

Although the standard of review for the proposed development is the Chapter 3 policies of the Coastal Act, the Commission-certified LUP for Venice now provides specific guidance for the Commission's interpretation of the relevant Chapter 3 policies. Special conditions are imposed on coastal development permits to ensure that proposed development is approved only if found to be consistent with the Coastal Act. In order to mitigate the identified impacts, the appropriate special conditions have also been applied to this coastal development permit.

B. Community Character

Section 3025I 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....

In order to protect public access, community character and visual quality in the North Venice neighborhood where the proposed project is situated, the Commission has consistently limited residential density and structural height. On November 14, 2000, the Commission adopted the following policy as part of the Venice LUP in order to regulate residential development in the North Venice community. The land use designation for the project site, as designated by the Venice LUP, is Multi-family Residential - Low Medium II Density.

Venice Land Use Plan Policy I.A.7 states:

• **Policy I. A. 7. Multi-family Residential - Low Medium II Density.**

Accommodate the development of multi-family dwelling units in the areas designated as "Multiple Family Residential" and "Low Medium II Density" on the Venice Coastal Land Use Plan (Exhibits 9 through 12). Such development shall comply with the density and development standards set forth in this LUP.

d. Oakwood, Milwood, Southeast and North Venice

Use: Duplexes and multi-family structures.

Density: One unit per 1,500-2,000 square feet of lot area. Lots smaller than 4,000 square feet are limited to a maximum density of two units.

Replacement Units/Bonus Density: Lots greater than 4,000 square feet can add extra density at the rate of one unit for each 1,500 square feet of lot area in excess of 4,000 square feet on parcels zoned RD1.5, or one unit for each 2,000 square feet of lot area in excess of 4,000 square feet on parcels zoned RD2, if the unit is a replacement affordable unit reserved for low and very low income persons. (See LUP Policies I.A.9 through I.A.16).

Yards: Yards shall be required in order to accommodate the need for fire safety, open space, permeable land area for on-site percolation of stormwater, and on-site recreation consistent with the existing scale and character of the neighborhood.

Height: North Venice: Not to exceed 30 feet for buildings with flat roofs; or 35 feet for buildings utilizing a stepped back or varied roofline. The portion that exceeds 30 feet in height shall be set back from the required front yard one foot for every foot in height above 30 feet. Structures located along walk streets are limited to a maximum height of 28 feet. (See LUP Policy I.A.1 and LUP Height Exhibits 13-16).

As discussed below, the proposed project complies with the use and density limit contained in the above-stated LUP policy, but does not comply with the 28-foot height limit for walk streets. The applicants have obtained an exception to the 28-foot height limit as part of the project's City approval pursuant to the Venice Specific Plan (City Case No. DIR2000-4404).

Residential Density

In order to protect public access to the shoreline and to preserve the character of the North Venice neighborhood, the Commission has consistently limited residential density on lots smaller than 4,000 square feet to two units per lot. Most of the lots in North Venice are smaller than 4,000 square feet. The certified Venice LUP limits maintains the historic residential density limit on lots smaller than 4,000 square feet. The applicant proposes to construct a second single family residence on a lot with an existing single family residence. The lot area is less than 4,000 square feet. Therefore, the proposed project, which would result in the lot being occupied by two single family residences, conforms to the Commission's density limit for the site, the density limit of the Venice LUP, and is consistent with the provisions of Section 30251 of the Coastal Act.

Building Height

Building height and bulk can also affect the scenic and visual qualities of coastal areas. In prior actions, the Commission and the City have both consistently limited the height of structures in order to preserve the character of the Venice area. Prior to the City adoption of the Venice Specific Plan and LUP in 1999, the City had limited the heights of buildings in North Venice to a maximum of thirty feet. The Commission has also limited the heights of buildings in North Venice to a maximum of thirty feet as documented in the 1980 Regional Interpretive Guidelines. Prior to 1999, neither the City nor the Commission imposed any special height limit for development along the Venice walk streets.

In 1999, the City adopted the Venice Specific Plan as a precursor to the implementation portion (LIP) of a future Venice Local Coastal Program (LCP) that has not yet been reviewed or certified. The Venice Specific Plan contains a more stringent height limit (28 feet) for development along all walk streets in Venice. The City included the 28-foot height limit for development along the Venice walk streets in its 1999 submittal of the Venice LUP to the Commission.

On November 14, 2000, the Commission approved the City's proposed LUP for Venice with suggested modifications. The Commission's approval of the Venice LUP included the adoption of the City's proposed 28-foot height limit for development along the Venice walk streets. The Commission's findings for the approval of the Venice LUP state that, "the City proposes to reduce the height limit on walk streets to 28 feet for fire safety purposes." Apparently, the City was concerned that the fire fighters, not being able to drive trucks on the narrow walk streets, would have difficulty reaching the upper parts of structures higher than 28 feet using hand-carried ladders. The City has given the Commission no other reason for the 28-foot height limit on walk streets.

The Commission's 2000 approval of the Venice LUP also included a five-foot increase (from 30 to 35 feet) in the North Venice residential height limits in order to encourage varied and sloped rooflines over flat-roofed buildings. The Venice Specific Plan and the certified Venice LUP both limit flat-roofed buildings in North Venice to a maximum height thirty feet. The additional five feet in height now allowed for varied and sloped rooflines was intended to protect community character by discouraging the construction of new flat-roofed buildings that

are cube shaped. Most of the older buildings in Venice, which define the character of the community, have peaked roofs.

The City has never asserted that the 28-foot height limit for development along the Venice walk streets was related to a community character or scale issue. On Dudley Avenue, where the proposed project is located, the majority of the lots are occupied by older (pre-1950) single family homes with peaked roofs. The project site, as well as the lots on either side of the site, is occupied by older two-story residences with peaked roofs. The street also contains some non-conforming three-story multi-family apartment buildings that were built in the 1960's and 1970's, prior to the adoption of the Coastal Act, but subsequent to the original development of the neighborhood in the earlier part of the twentieth century. Therefore, the existing scale of the neighborhood is a mix between older two-story buildings that are about twenty feet high, and more recent development that was permitted to reach up to thirty feet in height.

Since the City adopted the Venice Specific Plan in late 1999, the Commission and City have approved the construction of several new buildings along North Venice walk streets that conform to the new 28-foot height limit. The Commission has acted on one request to exceed the 28-foot height limit along a walk street. In approving Coastal Development Permit 5-99-367 (Silver Strand Custom Homes) on December 9, 1999, the Commission required a proposed 29.5-foot duplex on 20th Avenue, a walk street, to be revised in order to conform to the City's new 28-foot height limit. The Commission found that approval of a development that does not conform to the Venice LUP (draft LUP at that time) would prejudice the ability of the City to prepare an LCP that conforms with Chapter 3 policies of the Coastal Act. The Commission also found that:

"The draft Venice LUP's 28-foot height limit for development on walk streets carries out the requirement of Section 30251 of the Coastal Act to protect the scenic and visual qualities of the walk streets by limiting the height and bulk of development along the walk streets. The 28-foot height limit will protect community character by preventing the construction of 30-foot high buildings (with 40-foot high roof access structures) along the historic walk streets. The 28-foot height limit will permit two-story buildings with 28-foot high roof access structures. Two-story structures are in character with the historic development of the Venice walk streets."

As previously stated, the currently proposed project is requesting an exception to the 28-foot height limit in order to allow the construction of a 30.5-foot high building on the rear of a lot which fronts a historic Venice walk street. The applicants state that the proposed 30.5-foot height would allow more headroom in the garage to allow for high profile vehicles and an overhead garage door opener (Exhibit #7). Another reason given for the extra height is to allow a pitched roof, which would compliment the character of the neighborhood and mimic the architectural style of the existing residential structure on the site. The existing structure on the site is a two-story, peak-roofed structure that does not reach 28 feet above the elevation of Dudley Avenue. The residential structures situated on the lots immediately adjacent to the project site are also two-story residences with peaked roofs which do not reach 28 feet above the elevation of Dudley Avenue.

Staff is recommending that the proposed development conform to the standards of the certified Venice LUP, including the 28-foot height limit for development on walk streets. The 28-foot height limit for development on walk streets carries out the requirement of Section 30251 of the Coastal Act to protect the scenic and visual qualities of the walk streets by limiting the height and bulk of development along the walk streets. The 28-foot height limit allows new two-story buildings which are in character with the historic development of the Venice walk streets. Approval of projects which exceed the provisions of the Venice LUP would prejudice the ability of the City to prepare an LCP that conforms with Chapter 3 policies of the Coastal Act.

Therefore, in order to ensure that the proposed project preserves the unique character of the walk street and does not prejudice the ability of the City to prepare an LCP that conforms with Chapter 3 policies of the Coastal Act, the approval of the permit is conditioned to require revised plans that show that the top of the roof does not exceed 28 feet in elevation above the centerline of the Dudley Avenue right-of-way. The applicants shall construct and maintain the project as shown on the plans approved by the Executive Director.

The Commission finds that the proposed project, only as conditioned to conform to the 28-foot height limit, is consistent with the provisions of Section 30251 of the Coastal Act. As conditioned the scenic and visual qualities of the area will not be negatively impacted by the proposed project.

Yard Area

The certified Venice LUP states that Yards shall be required in order to accommodate the need for fire safety, open space, permeable land area for on-site percolation of stormwater, and on-site recreation consistent with the existing scale and character of the neighborhood. The proposed project will retain the existing front yard area that exists partially on the Dudley Avenue right-of-way (Exhibit #3). The front yard area is not being altered by the proposed project. The front yard area of the proposed project is consistent with prior Commission approvals and the requirements of the Venice LUP (Exhibit #3).

C. Public Access and Recreation

One of the basic goals stated in the Coastal Act is to maximize public access and recreation along the coast. The proposed project is conditioned to conform with the following Coastal Act policies which protect and encourage public access and recreational use of coastal areas.

Section 3010 of the Coastal Act states:

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

Section 30211 of the Coastal Act states:

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

Section 30213 of the Coastal Act states, in part:

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

The Coastal Act and the policies of the certified Venice LUP protect public access along the historic Venice walk streets. The certified Venice LUP contains the following policies which address development on and adjacent to the Venice walk streets:

- **Policy II. C. 7. Walk Streets.** *Designated walk streets shall be preserved and maintained at their present widths for public pedestrian access to the shoreline and other areas of interest and to preserve views along and from the public right-of-way. Vehicular access on walk streets shall be restricted to emergency vehicles. The minimum width of the pedestrian path shall be 10-12 feet in the North Venice and Peninsula areas and 4½ feet in the Milwood area. The remaining public right-of-way shall be limited to grade level uses including landscaping, patios, gardens and decks.*
- **Policy II. C. 10. Walk Streets -- Residential Development Standards.** *New residential development along walk streets shall enhance both public access and neighborhood character. Building materials, colors, massing and scale of new structures shall complement those of existing structures in the neighborhood. Building facades shall be varied and articulated to provide visual interest to pedestrians. Primary ground floor residential building entrances and frequent windows shall face the walk streets. Front porches, bays, and balconies shall be encouraged. In case of duplexes and low density multiple-family buildings, entries shall be located in the exterior building facade for each residential unit, shall face walk streets, and be well-defined and separate.*
- **Policy II. C. 11. Encroachments into Walk Street Right-of-Way.** *Encroachments into City right-of-way shall be limited to grade level uses including gardens, patios, landscaping, ground level decks and fences. The gardens/patios in the right-of-way, between the fences and the buildings, shall be permitted to provide a transitional zone between the public path ways and private dwellings. To create a defensible space, the planting along the walk streets shall not impede the view of walkways by the residents and the view of the gardens by the pedestrian. Creative use and arrangement of permeable paving materials shall be encouraged. Any fence, wall or hedge erected in the public right-of-way shall not exceed 42 inches in height as measured from the existing grade of the public right-*

of-way. The use of decorative fence patterns such as split rail, picket and rustic is encouraged. New fences shall be located in line with existing fences on the same side of the street.

A public sidewalk currently exists on the Dudley Avenue walk street (Exhibit #2). The existing sidewalk is part of a continuous City right-of-way system that provides public pedestrian access to Venice Beach. The proposed project will not interfere with the existing sidewalk, and will not negatively affect the public's right to access and use the existing walkway. The proposed development is setback sixty feet from the Dudley Avenue right-of-way. No development is proposed on or immediately adjacent to the walk street.

Additionally, the building façade of the proposed structure, if limited to a height of 28 feet, would not be visible from the walk street due the presence of the existing two-story single family residence on the portion of the property nearest the walk street. (Exhibit #3, p.2). Therefore, the proposed building's entrance and windows need not be oriented to face the walk street as required by LUP Policy II.C.10. Therefore, the Commission finds that the proposed project is consistent with the public access and recreation policies of the Coastal Act.

D. Parking

The Commission has consistently found that a direct relationship exists between residential density, the provision of adequate parking, and the 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....

Some of the older developments in the North Venice area do not provide adequate on-site parking. The availability of parking on the public streets is reduced by the fact that the streets in this neighborhood are primarily walk streets and narrow alleys. The small amount of parking area that may be available for the general public on the surrounding streets is being used by guests and residents of the area. As a result, there is a parking shortage in the area and public access has been negatively impacted by the difficulty in finding a parking space.

To mitigate this problem, the Commission has consistently conditioned new development to provide a minimum of two on-site parking spaces per residential unit. The parking policies contained in the certified Venice LUP include this requirement.

The proposed project provides an adequate parking supply for the existing and proposed single family residences by providing a four-car garage (Exhibit #4). Therefore, the proposed project conforms to the Commission's parking standards for the North Venice area which require two parking spaces per residential unit.

The permit is conditioned to ensure the continued provision of adequate on-site parking (four spaces for two single family residences), and that the permitted use of the property is two single family residences. Any proposed change in the number of units or change in use 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.

The condition regarding residential density is necessary to ensure that a parking deficiency does not occur as a result of creating additional residential units. A parking deficiency would reduce the availability of on-street parking for visitors, and as a result, reduce the ability of the public to access the coast. 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.

E. 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 Los Angeles City Council adopted a proposed Land Use Plan (LUP) for Venice on October 29, 1999. On November 29, 1999, the City submitted the draft Venice LUP for Commission certification. On November 14, 2000, the Commission approved the City of Los Angeles Land Use Plan (LUP) for Venice with suggested modifications. On March 28, 2001, the Los Angeles City Council accepted the Commission's suggested modifications and adopted the Venice LUP as it was approved by the Commission on November 14, 2000.

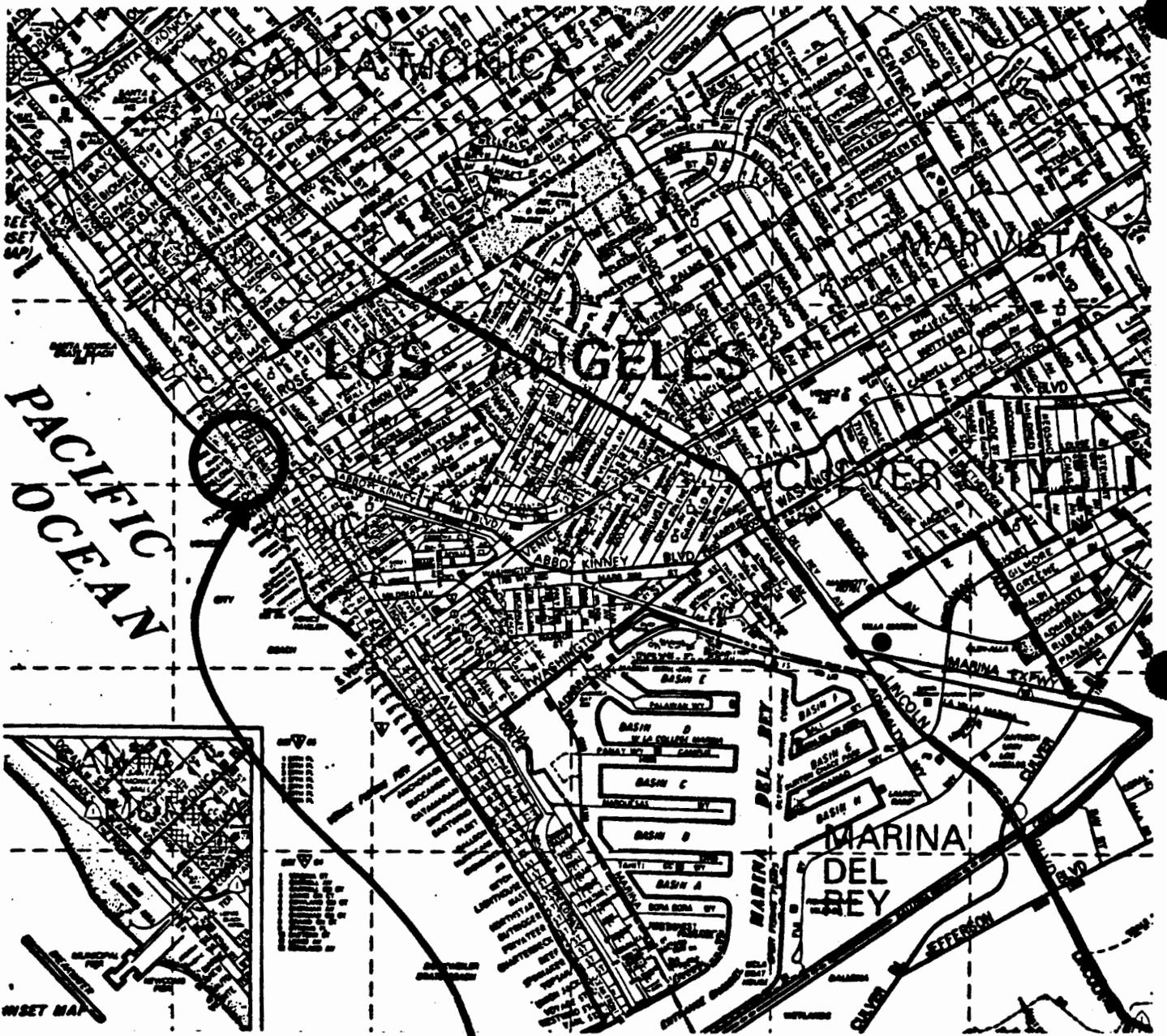
The proposed project, as conditioned, conforms with the Commission-certified Venice LUP. The proposed project, as conditioned, is also consistent with the Chapter 3 policies of the Coastal Act. Therefore, the Commission finds that approval of the proposed development, as conditioned, will not prejudice 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)(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.

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 which the activity may have on the environment. Therefore, the Commission finds that the proposed project can be found consistent with the requirements of the Coastal Act to conform to CEQA.

End/cp



Site

25 Dudley Avenue,
VENICE

COASTAL COMMISSION

5-01-131

EXHIBIT # 1

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57-01-131

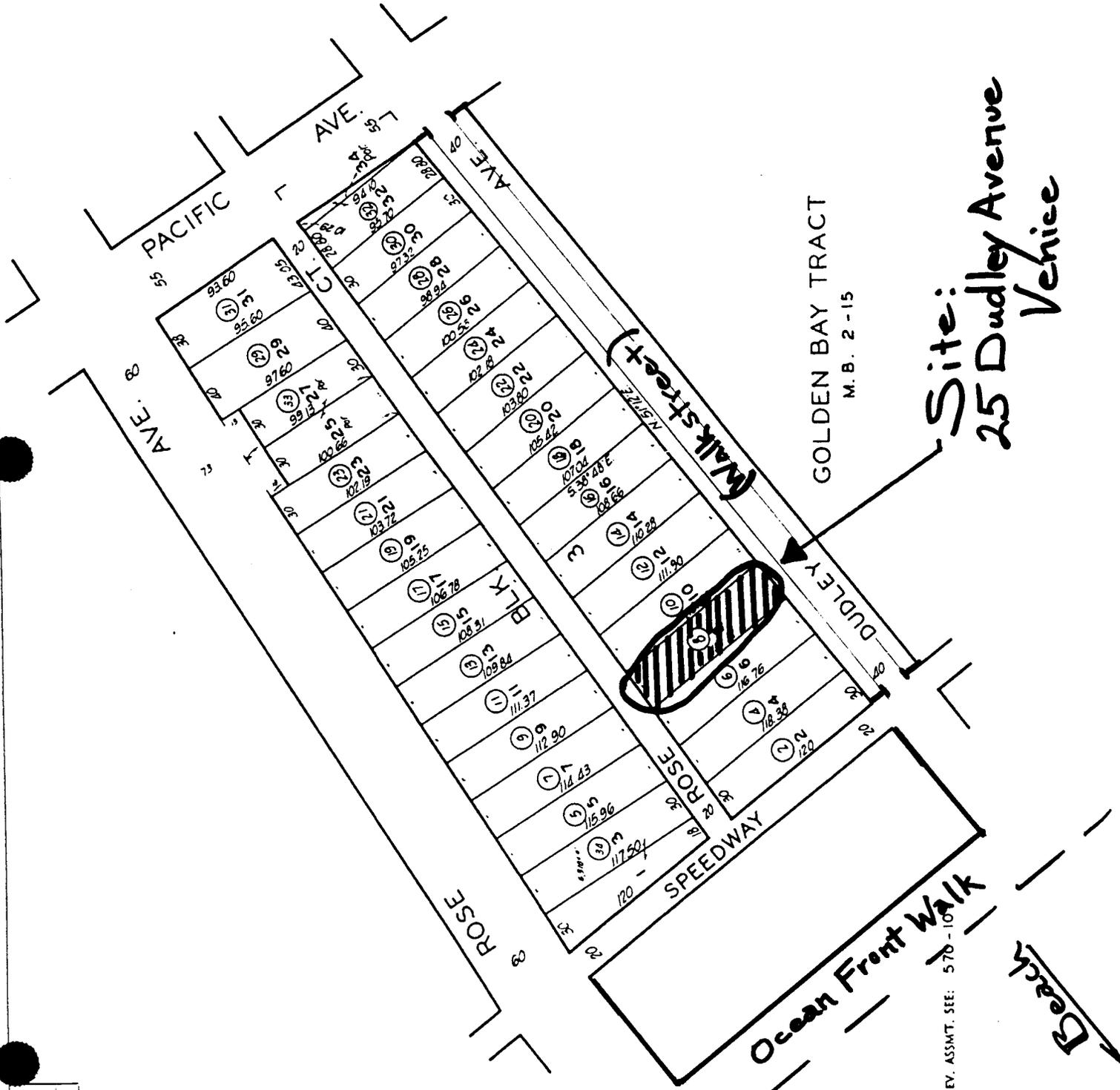
COASTAL COMMISSION

5-01-131

EXHIBIT # 2

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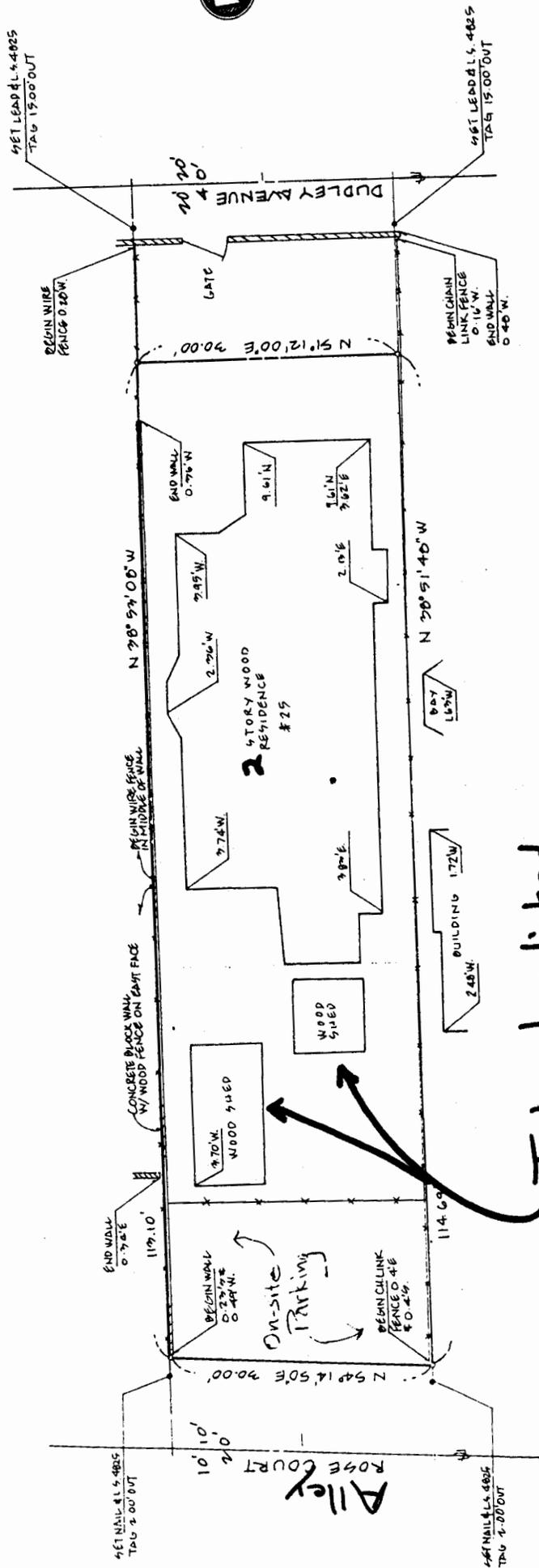
Site:
25 Dudley Avenue
Vehicle



286 20
1" = 60'

FOR PREV. ASSMT. SEE: 570-10-131

CODE 67



To be demolished

Existing Site Plan

COASTAL COMMISSION

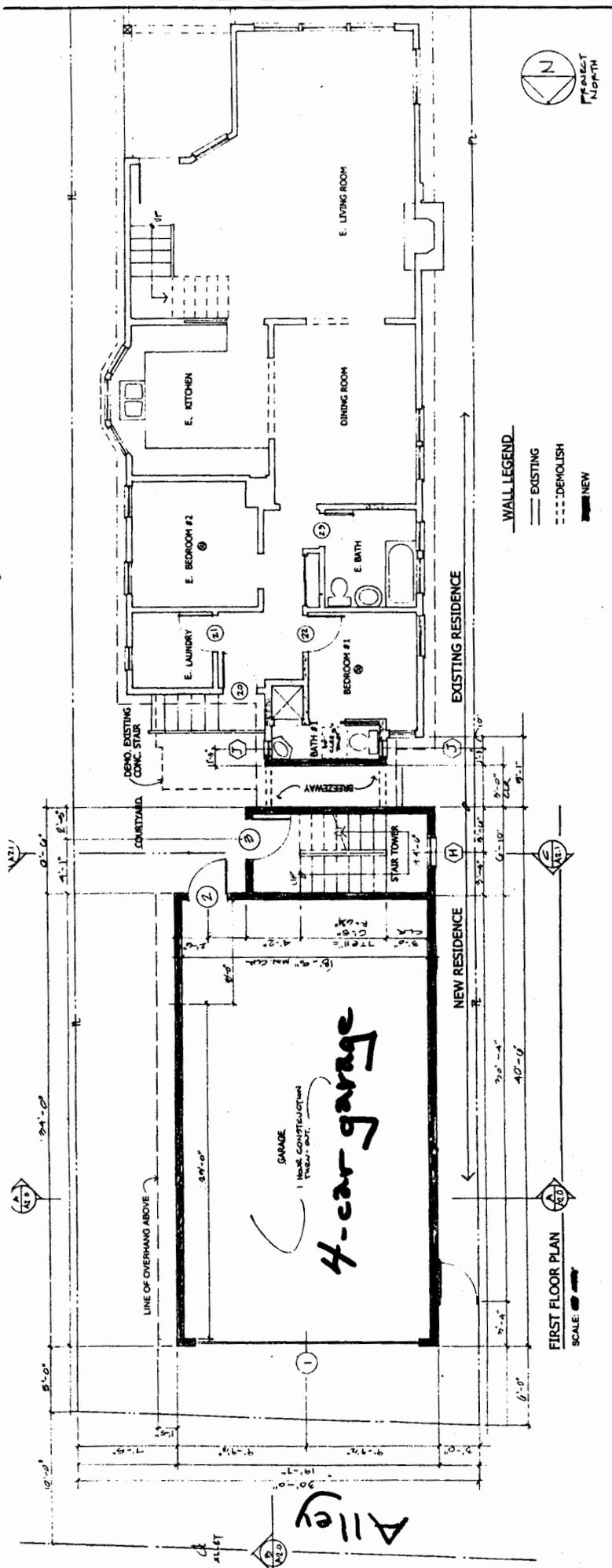
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EXHIBIT # 3

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← New Unit

Existing SFD →



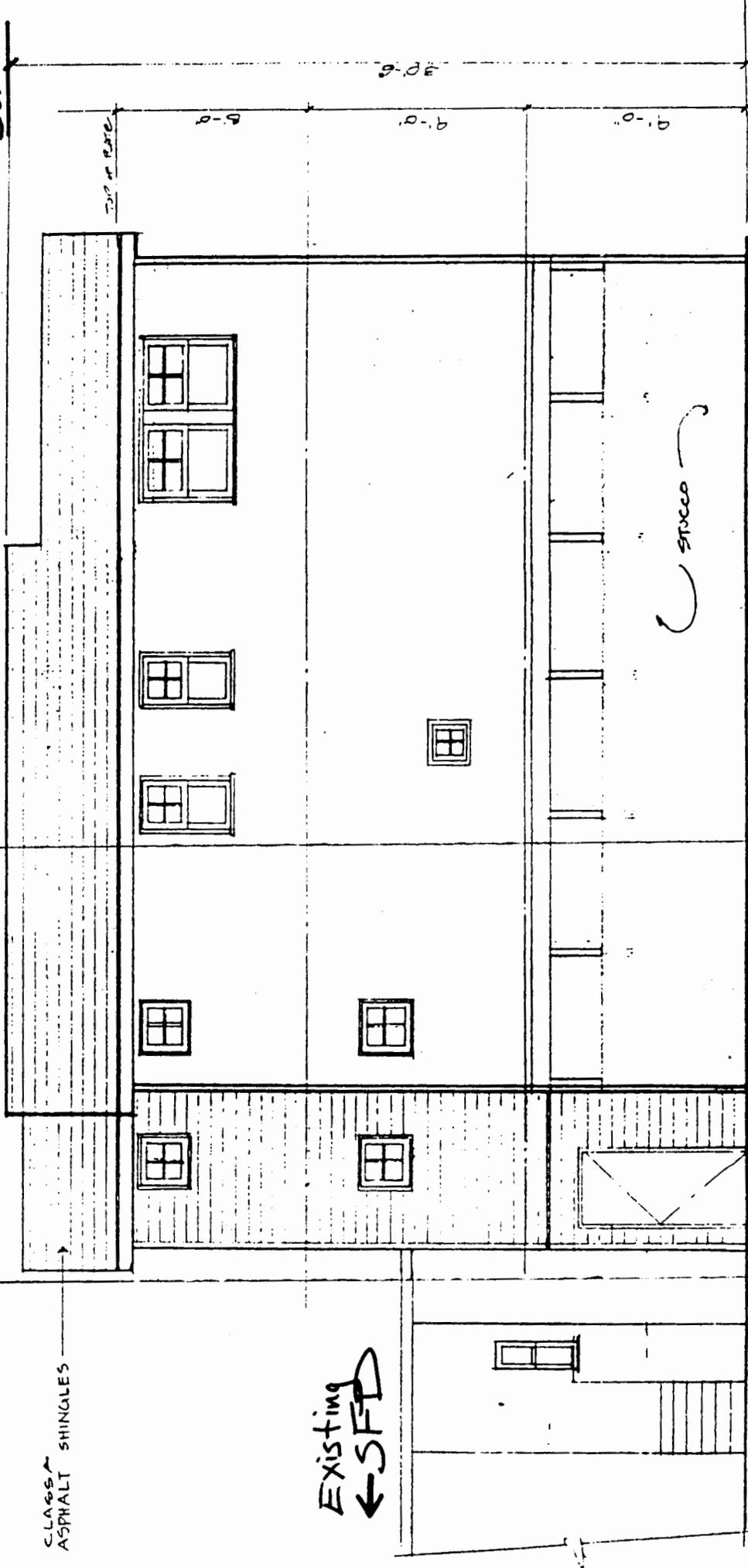
FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

Proposed Ground Floor Plan

COASTAL COMMISSION
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EXHIBIT # 4
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30.5'



Alley

CLASS ASPHALT SHINGLES

EXISTING
← SFD

STUCCO

COASTAL COMMISSION

Proposed 2nd Unit

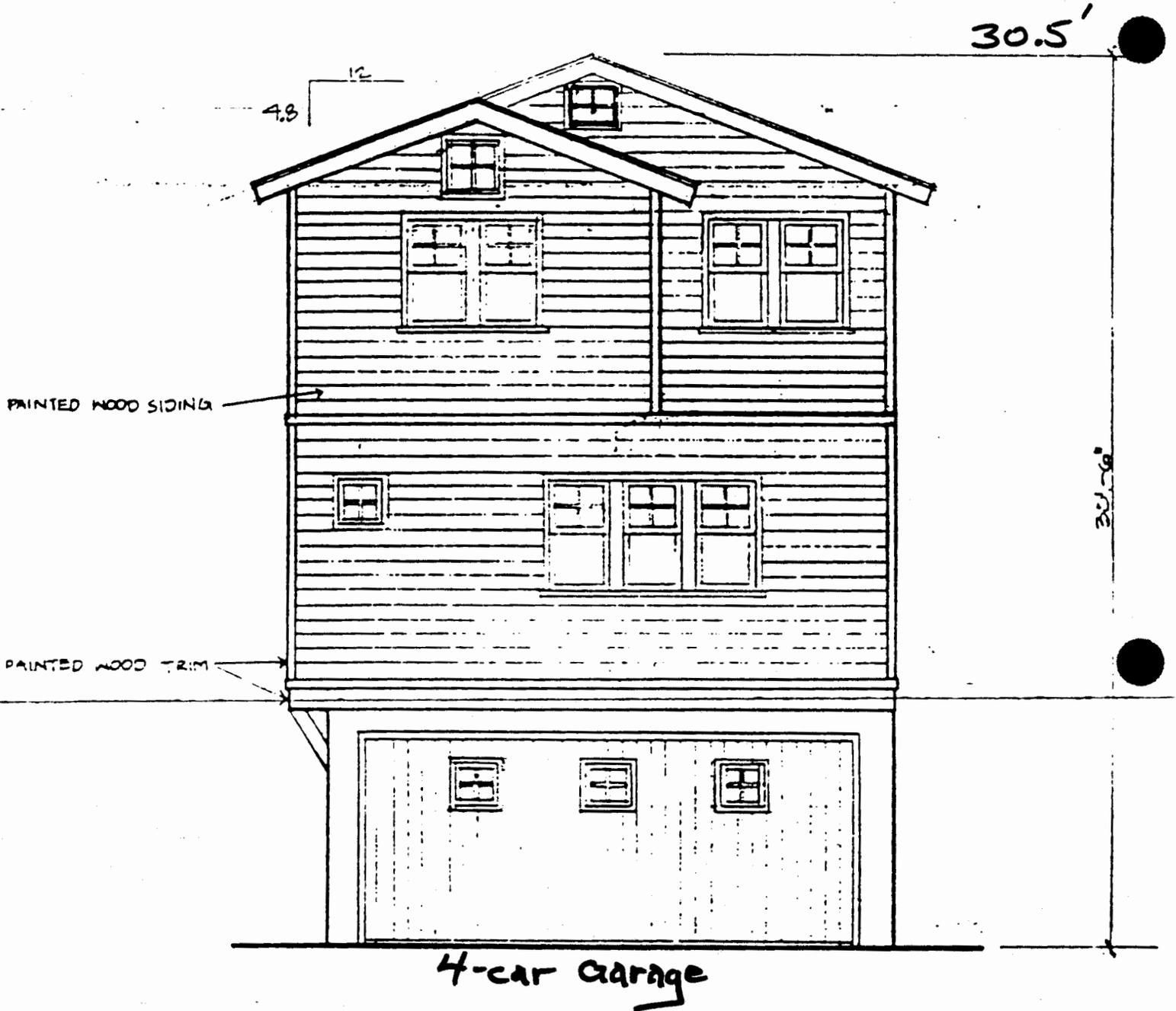
EAST ELEVATION

SCALE: 1/8" = 1'-0"

5-01-131

EXHIBIT # 5

PAGE 1 OF 1



NORTH ELEVATION *Alley*
 SCALE: 1/4" = 1'-0"

6 0 2 0
Wilshire Boulevard
Los Angeles, CA
9 0 0 3 6

**Landworth
DeBolske
Associates**

A R C H I T E C T U R E

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

RECEIVED
South Coast Region

MAY 21 2001

CALIFORNIA
COASTAL COMMISSION

RE: Application no. 5-01-131 Applicant's statement supporting request for exemption from 28'-0" height limit. Lisa and Stuart Smith 25 E. Dudley Ave. Venice, CA 90291

Dear Commissioners,

We have made a request to the Zoning Administrator of the City of Los Angeles to allow a height of 30'-6" in lieu of the 28'-0" height limit per the Venice Specific Plan for a walk street. This request was granted per case number: ZA 2000-4404 (ZAA)(SPPA) on March 28, 2001 and effective on April 12, 2001. We requested the height extension to allow our client to park high profile vehicles and to allow the operation of overhead garage door openers. This added height also allows a pitched roof, which is in character of the existing building on the site, as well as, other buildings in the neighborhood.

We would like to make a request of the Coastal Commission to grant us the same height extension that the City of Los Angeles Zoning Administration has already given us. If you need any further information, please don't hesitate to call. Thank you for your time.

Sincerely,


Barbara Ann Ellis,
Project Manager

T 323.938.9356

F 323.938.8343

COASTAL COMMISSION

5-01-131

EXHIBIT # 7

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