

CALIFORNIA COASTAL COMMISSION

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Filed: 12/9/2002
 49th Day: 1/27/2003
 180th Day: 6/7/2003
 Staff: CP-LB
 Staff Report: 3/21/2003
 Hearing Date: April 8, 2003
 Commission Action:



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STAFF REPORT: PERMIT AMENDMENT**APPLICATION NUMBER: 5-92-377-A2****APPLICANT:** City of Los Angeles Department of Public Works**AGENT:** James E. Doty, Environmental Supervisor**PROJECT LOCATION:** Public rights-of-way of Linnie, Howland, Sherman, Eastern, Grand (north of Washington Blvd.), and Carroll Canals, Venice, City of Los Angeles.**DESCRIPTION OF PROJECT ORIGINALLY APPROVED ON OCTOBER 14, 1993:**

The Venice Canals boat dock plan, which establishes dock design parameters and allows one residential boat dock per residence with a maximum of 175 docks allowed in seven years (1994-2000) on a first-come, first-served basis.

DESCRIPTION OF FIRST AMENDMENT APPROVED ON JUNE 14, 2001:

Amend Special Condition Six in order to extend the time period during which private residential boat docks are permitted to be constructed in the Venice Canals (until December 31, 2002).

DESCRIPTION OF CURRENT AMENDMENT REQUEST:

Amend Special Condition Six in order to extend the time period during which private residential boat docks are permitted to be constructed in the Venice Canals, and request Commission approval for a Standard Access Gate Plan as an alternative to the three previously approved standard dock plans.

SUMMARY OF STAFF RECOMMENDATION

Between 1993 and December 31, 2000, and again during 2002, Commission staff signed-off plans for the construction of 26 private docks following the process established by Special Condition Three of the underlying permit (**See Page Four**). In 2001, the City counted 75 non-permitted docks in the canals. A 2002 City survey counted 54 non-permitted docks still remaining in the Venice Canals, after 21 non-permitted docks had been removed by order of the City. Approval of this permit amendment request would allow the City to continue with its efforts to properly permit, or remove, the remaining non-permitted docks.

Staff recommends that the Commission **approve the amendment request** with a revised set of special conditions. The City agrees with the staff recommendation. **See the bottom of Page Two for the motion** to carry out the staff recommendation. [Continued on next page...]

As conditioned, the permit amendment would authorize a new term for the permitting and construction of small boat docks (up to a total of 175 docks) in the Venice Canals. Special Condition Six, as revised, would allow docks to be permitted and constructed under the terms of the amended permit until December 31, 2004. Prior to applying for a subsequent term, the City is required to submit the following for Commission review: 1) a monitoring plan that documents the results of the City's continuing efforts to eliminate and prevent the construction of non-permitted docks, 2) a biological survey that documents the status of the wetland vegetation that exists along both banks of each canal north of Washington Boulevard, and 3) the City's updated plan for flushing the canals and maintaining the wetland vegetation on the canal banks as required by Special Conditions One and Two of the original coastal development permit.

SUBSTANTIVE FILE DOCUMENTS:

1. City of Los Angeles certified Land Use Plan for Venice, 6/14/01.
2. Coastal Development Permit 5-92-377/A5-VEN-92-377 & Amendment (Venice Docks).
3. Coastal Development Permit 5-91-584 & amendments (Venice Canals Rehabilitation).

PROCEDURAL NOTE: The Commission's regulations provide for referral of permit amendment requests to the Commission if:

- 1) The Executive Director determines that the proposed amendment is a material change,
- 2) Objection is made to the Executive Director's determination of immateriality, or
- 3) The proposed amendment affects conditions required for the purpose of protecting a coastal resource or coastal access.

In this case, the Executive Director has determined that the proposed amendment affects a condition of Coastal Development Permit 5-92-377/A5-VEN-92-377 that was required for the purpose of protecting a coastal resource and coastal access. If the applicant or objector so requests, the Commission shall make an independent determination as to whether the proposed amendment is material. [4 California Code of Regulations 13166].

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution to **APPROVE** the permit amendment request with special conditions:

MOTION: *"I move that the Commission approve the proposed amendment to Coastal Development Permit 5-92-377 pursuant to the staff recommendation."*

Staff recommends a **YES** vote. Passage of this motion will result in approval of the amendment as conditioned and 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 for Approval

The Commission hereby approves the coastal development permit amendment on the ground that the development as amended 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. Approval of the permit amendment 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 amended development on the environment, or 2) there are no feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the amended development on the environment.

II. Special Conditions

Note: The following special conditions are the original conditions of Coastal Development Permit 5-92-377/A5-VEN-92-377, as modified by the first amendment (5-92-377-A1) and as revised by this amendment (5-92-377-A2). **See Pages 20-22** for the special conditions adopted by the Commission pursuant to the original approval and the first amendment. The additional language being added to the conditions as a result of this amendment (5-92-377-A2) are identified by **underlined bold text**. Special Condition Six, which establishes the new term of the dock permit, is replaced in its entirety by this amendment (5-92-377-A2). Special Condition Seven, which addresses the new Standard Access Gate Plan, is a new condition. Special Conditions Two and Five are unaffected by this amendment. All seven special conditions below apply to the approved development.

1. Maintenance of Wetland Vegetation

The City shall **continue to** be responsible for maintaining the integrity of the rehabilitated Venice Canals, including the maintenance of the wetland vegetation on the canal banks.

2. Flushing

Prior to issuance of the coastal development permit, the City shall agree in writing to submit a flushing plan for the Venice Canals, subject to the review and approval of the Executive Director, within nine months of Commission action. The flushing plan shall be developed in consultation with the Department of Fish and Game and in cooperation with Los Angeles County and the private owners of Lot R in Ballona Lagoon, and shall maximize fresh seawater circulation throughout the Venice Canals/Ballona Lagoon system. The plan shall include details regarding the operation of the tidal gates located at Washington Boulevard and Via Marina, and shall include a schedule for the opening of the gates and how long they shall remain open.

3. Authorization to Construct Docks

The approval of Coastal Permit A5-92-377 **as amended** authorizes only the City of Los Angeles, as applicants, to construct docks **and gates** consistent with the Venice Canals boat dock plan approved by the Coastal Commission. Venice Canal residents may request Coastal Commission authorization to construct a dock **or gate** in front of their residence by submitting the following to the Coastal Commission:

- a. The City's request to assign the rights to undertake the development as it pertains to lands seaward of the assignee's property;
- b. An application for the assignment of Coastal Permit A5-92-377 (consistent with Section 13170 of the California Code of Regulations), as it pertains to lands seaward of the assignee's property, from the City of Los Angeles to an individual resident (or pair of residents) for the construction of **a standard access gate or** a private residential boat dock;
- c. An affidavit executed by each assignee attesting to the assignee's agreement and legal ability to comply with the terms and conditions of Coastal Permit A5-92-377 for the Venice Canals boat dock **or gate** plan as approved by the Coastal Commission; and,
- d. City approved plans for the construction of a dock **or gate** consistent with the Venice Canals boat dock plan as approved by the Coastal Commission. The City approved plans shall show the location of the proposed dock **or proposed gate**.

4. Public Boat Launch

No private residential docks shall be permitted or constructed in the Venice Canals until the public boat launching ramp and parking lot at the northern end of the Grand Canal is under construction. Signs, subject to the approval of the Executive Director, shall be posted which state that the boat launch facility is available to public.

Prior to issuance of the **second** permit amendment (**5-92-377-A2**), and within sixty days of Commission action on the amendment, the City shall submit, for the review and approval of the Executive Director, a City plan for the operation of the public boat launching ramp and parking lot located at the northern end of the Grand Canal. The plan shall include signage and the specific terms for public access and use of the facility. At a minimum, the facility shall be open for public boating and vehicular access (for transportation of boats to and from launch ramp) between the hours of 8 a.m. and sunset on all days. The City shall implement the plan as approved by the Executive Director.

5. Public Walkways

There shall be no obstruction of the public walkways along the Venice Canals. The storage of boats or other items within the public walkways is prohibited. All conditions relating to continued public use of Dell Avenue, the canal walkways, and alleys applied to this permit and previous permits shall still apply.

6. Permit Term

The time period during which private residential boat docks and gates may be permitted to be constructed in the Venice Canals pursuant to Coastal Development Permit A5-92-377 and Amendment 5-92-377-A2 shall expire on December 31, 2004. Prior to December 31, 2004, the City shall submit the following to the Executive Director:

- 1) A monitoring plan that documents the results of the City's continuing efforts to eliminate and prevent the construction of non-permitted docks. The monitoring report shall document the location and number of permitted and unpermitted dock structures and gates in the Venice Canals and an analysis of the City's current and past efforts to eliminate and prevent unpermitted dock structures in the canals;
- 2) A biological survey that documents the status of the wetland vegetation that exists along both banks of each canal north of Washington Boulevard; and,
- 3) An updated plan for flushing the canals and maintaining the wetland vegetation on the canal banks as required by Special Conditions One and Two of the original coastal development permit.

Upon submittal of the monitoring report to the Executive Director, the City may apply to the Commission for a permit amendment in order to extend the time period during which private residential boat docks and gates may be permitted to be constructed in the Venice Canals.

7. Standard Access Gate Plan

The Standard Access Gate Plan is approved as an alternative to the three previously approved standard dock plans (See Exhibits #3&4 of the staff report dated March 21, 2003). Each individual access gate shall be authorized only as allowed by Special Condition Three, and shall be counted as one of the 175 docks originally approved by the underlying permit (same as each dock). Implementation of the Standard Access Gate Plan shall minimize the alteration of the Loffelstein Blocks by limiting the use of concrete for only the support of the gateposts. Concrete shall not be used to create platforms or steps on the canal banks. A wooden platform may be installed on the top level of the Loffelstein Blocks at the same elevation as the adjoining sidewalk.

III. Findings and Declarations

The Commission hereby finds and declares:

A. Amendment Description and Background

On October 14, 1993, the Commission approved Coastal Development Permit 5-92-377/A5-VEN-92-377 (City of Los Angeles) for the implementation of a boat dock plan for the Venice Canals (See Exhibits). The approved permit established dock design parameters and allowed one residential boat dock per residence (with a maximum of 175 docks) to be permitted during a seven-year term which ended on December 31, 2000. The permit term was established by Special Condition Six of Coastal Development Permit 5-92-377/A5-VEN-92-377.

On June 14, 2001, the Commission granted the first amendment request (5-92-377-A1) to the original coastal development permit approving the boat dock plan for the Venice Canals. The first permit amendment revised Special Condition Six in order to establish a new term during which private residential boat docks are permitted to be constructed in the Venice Canals. Special Condition Three lays out the process under which the Commission and the City sign-off on each private residential boat dock. The term established pursuant to the first amendment request (5-92-377-A1) expired on December 31, 2002.

The City is again requesting to amend Special Condition Six of Coastal Development Permit 5-92-377/A5-VEN-92-377 in order to extend the time period during which private residential boat docks are permitted to be constructed in the Venice Canals. The City proposes a new term that would expire on December 31, 2005.

In addition, the City is requesting Commission approval for a Standard Access Gate Plan as an alternative to the three previously approved standard dock plans (Exhibits #3&4). The proposed Standard Access Gate Plan involves a standard plan for the construction of safety gates without docks on the canal banks (Exhibit #3). Unlike the standard dock plans, the Standard Access Gate Plan involves no work in the water. Each of the three previously approved standard dock plans include both safety gates and docks (Exhibit #4). Venice Canal residents developed and support the proposed Standard Access Gate Plan. The Standard Access Gate Plan would have less environmental impact than the docks, but would still provide residents with safe access to the water. The installation of a gate without a dock would also be less complicated and would cost less than the installation of a dock with a gate (the City requires that each dock be gated).

The originally approved boat dock plan was developed to establish a procedure for the permitting of a limited number of private residential boat docks in the Venice Canals. The adoption of a single master boat dock plan for all docks in the canals was intended to minimize the cumulative impacts on canal resources that could have resulted from the construction of individual docks under several individual permits. The approved dock plan established specific design parameters for docks and a maximum limit of 175 docks in order to allow and encourage recreational boating uses while protecting marine resources and the wetland vegetation that has been established on the canal banks. [See Coastal Development Permit 5-91-584 & amendments (Venice Canals Rehabilitation)].

The specific dock location standards, dock design parameters and size standards for boats were established in the boat dock plan approved pursuant to Coastal Development Permit 5-92-377/A5-VEN-92-377 (City of Los Angeles). The plan allows one boat dock to be constructed anywhere within the segment of canal which corresponds to a property owner's lot lines. However, if any dock is proposed within six feet of an adjacent lot's frontage, the dock builder must receive written consent from the adjacent property owner. Two adjacent property owners may build a shared dock, but in order to do so, they must forego their privilege to build individual docks. The following are the Commission-approved design parameters for docks in the Venice Canals located north of Washington Boulevard:

- Overall dock width: 5'0" maximum
- Overall dock length: 5'8" maximum (measured from top of slope)
- Foundation of reinforced concrete
- Foundation footprint no larger than standardized plan specifications
- No fixed roofs or canopies
- Required safety barrier on all four sides
- Required self-latching gate:
 - Minimum height: 2.5 feet
 - Maximum height: 3.5 feet
 - Maximum width: 5.0 feet

The Commission has authorized the use of three similar types of dock designs that comply with the above-stated design parameters (Exhibit #4). The small size of each dock (5'x 5'8" maximum) provides enough area for a person to access a boat from the banks of a canal, but also limits the amount of area in the canals that is occupied by docks. Each dock is supported by the canal bank (Loffelstein blocks) and two six-inch diameter piles placed on the gravel toe of the canal bank (Exhibit #4). At low tide, the entire dock structure (including the support piles) is above the water line, thus limiting the dock's impacts on marine resources and maintaining a wide channel for recreational boating.

The currently proposed Standard Access Gate Plan has the following parameters:

- Required self-latching gate:
 - Minimum height: 2.5 feet
 - Maximum height: 3.5 feet
 - Maximum width: 3.0 feet
- (No dock or other development in the canal)

The approved dock plan has a limit of one dock per canal fronting lot. The specific dock locations are not identified in the dock plan because the plan includes a limit of 175 docks for the 383 canal fronting lots. Because the 175 proposed docks would be permitted by the City on a first-come, first-served basis to the residents who apply for City permits, the specific locations of the proposed docks are not yet known. As of the date of this report, only 26 docks have been authorized under the process approved by Coastal Development Permit 5-92-377/A5-VEN-92-377 as amended.

The plan also requires utilization of specified construction methods which are designed to minimize the potential for adverse environmental impacts associated with the construction of

the boat docks in the canals. Construction must occur during low tide and fast drying concrete must be used for the pile supports. No construction debris of any kind can be left in a canal. Additionally, the City requires each resident who constructs a dock to maintain a one million-dollar liability insurance policy for the dock.

The City prohibits the use of motorized boats in the Venice Canals, and also limits the size of non-motorized boats. The approved plan includes the following size standards for non-motorized boats in the Venice Canals:

Maximum boat length:	18.0 feet
Maximum boat width:	6.0 feet
Maximum length plus width:	21.0 feet
Maximum draft:	2.0 feet
Maximum height:	3.5 feet above water line
Maximum draft plus height:	4.0 feet above water line

During the first term of the Commission approved project (1993 until December 31, 2000), Commission staff signed-off plans for the construction of nineteen docks following the process established by Special Condition Three of Coastal Development Permit 5-92-377/A5-VEN-92-377 (See Page Four). The City surveyed the canals in 2001 and found a total of eighty docks in the Venice Canals: five permitted docks and 75 non-permitted docks. A non-permitted dock is one that is not authorized pursuant to the process described in Special Condition Three.

The City again surveyed the canals in 2002 and found a total of 75 docks in the Venice Canals: 21 permitted docks and 54 non-permitted docks (Exhibit #5). The City states that 21 non-permitted docks have been removed from the canals since 2001.

Commission records show that 18 of the 75 existing docks are authorized pursuant to Coastal Development Permit 5-92-377/A5-VEN-92-377 (Exhibit #5: CCC-SA# refers to the Commission's dock permit records). Commission staff has confirmed that the vast majority of the existing docks in the canals, including the non-permitted ones, are equal or smaller in size than the maximum dock size (5'x 5'8") dock permitted by Coastal Development Permit 5-92-377/A5-VEN-92-377.

B. Description of Project Area

The Venice Canals neighborhood, a popular Southern California visitor destination, is a predominantly residential community consisting of single family homes located along the open waterways. The neighborhood is located about four blocks from Venice Beach, one of the most popular visitor destinations in Los Angeles (Exhibit #1). The canals, which were created as part of the "Venice of America" subdivision in 1905, are public rights-of-way owned by the City of Los Angeles. The canals provide a sense of character and history for the Venice community. They also provide public access, recreation opportunities, and wildlife habitat. Recreational boating has historically been part of the Venice Canals culture.

The Venice Canals, along with adjacent Ballona Lagoon, support some of the last remaining pockets of coastal wetland habitat in Los Angeles County. The Venice Canals are part of the Ballona Lagoon sea water system and are connected with 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 canals system fell into disrepair in the 1920's, and the City filled many of the original canals in 1927. Since the 1960's, residents in the Venice area had been attempting to restore the remaining canals. On November 14, 1991, the Commission approved Coastal Permit 5-91-584 (City of Los Angeles) for the rehabilitation of the Venice Canals. The rehabilitation project, completed in 1993, involved dredging of the canal channels and construction of new canal banks (with Loffelstein Blocks) and new public walkways each side of each canal. A public boat launch ramp and parking area was also constructed at the northern end of Grand Canal between North and South Venice Boulevards (Exhibit #1).

C. Public Access

One of the basic goals of the Coastal Act is to maximize public access to and along the coast. The Coastal Act has several policies which address the issue of public access to the coast.

Section 30210 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:

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

The approved boat dock plan allows the construction of private residential boat docks in the public rights-of-way of the Venice Canals. The plan allows any resident, or pair of residents, with canal fronting property to construct a private dock in front of their homes if they follow the process described in Special Condition Three of Coastal Development Permit 5-92-377/A5-VEN-92-377. Public access to recreational boating activities in the Venice Canals is provided by the Grand Canal public boat launch and parking lot located at the northern end of the Grand Canal (Exhibit #1).

Private residential docks constructed under the previously approved permit are similar to private boat slips in a marina in that they are located in publicly owned areas, but are reserved for private use. The use of the residents' private docks is restricted to the permittees (residents) and co-permittees that apply for the required City permits and pay for the construction and maintenance of the docks in front of their homes. The permittees are required by the City to place safety barriers and a gate on each permitted dock.

There are several reasons why canal residents prohibit the general public from using the private boat docks. One reason is liability. The residents who decide to build private docks are required by the City to secure property damage and liability insurance with a minimum coverage of one million dollars (per dock). Annual submission of proof of insurance is required to prevent revocation of the City's encroachment permit for a dock. The City and the residents limit the risk of injury and liability by restricting the public from using the docks.

Another reason for restricting the public from using the proposed private docks is that the residents are incurring the costs of permitting, constructing, maintaining, and insuring the docks. No public funds will be used for the construction or maintenance of the private docks. The residents' privacy is a third reason for restricting the use of the docks. Although the docks are situated entirely on City property, the docks are also located near the front yards of people's homes.

Section 30210 of the Coastal Act states that maximum access and recreational opportunities shall be provided for all the people. Therefore, approval of the amendment request shall ensure that public access to the Venice Canals is adequately protected. In order to ensure that the public is not excluded from boating in the Venice Canals, and that the public is given an equal opportunity to access the Venice Canals for recreational boating, the approval of the amendment request is conditioned so that no private residential boat docks can be permitted or built until the City ensures that public access is being provided to the public boat launching ramp and parking lot at the northern end of Grand Canal.

Special Condition Four of the underlying permit, originally approved by the Commission in 1993, required the City to commence construction of the public boat launch prior to the construction of any private residential boat docks. The public boat launch was constructed and opened in 1994. A few years later, the public boat launch was closed. In 2001, as a condition of the first permit amendment (5-92-377-A1), the Commission required the City to provide a City plan for the operation of the public boat launching ramp and parking lot, including the specific terms for public access and use of the facility. The City provided the plan, and the public boat launching ramp was reopened.

In 2002, however, Commission staff once again found that the gate to the public boat launching area was locked during daylight hours. When the City was notified of the closed facility and its obligation to keep it open, the gates were unlocked. Recent visits by staff have found the facility to be open as required.

The inconsistency of the availability public access to the City's boat launching facility is a continuing problem. Therefore, in order to ensure that the public has equal access to recreational boating in the Venice Canals, the Commission again requires the City to re-affirm

its obligation to keep the public boat launching facility open by requiring the City to provide an updated plan for its operation of the public boat launching ramp and parking lot.

Special Condition Four of this amendment states:

Prior to issuance of the **second** permit amendment (**5-92-377-A2**), and within sixty days of Commission action on the amendment, the City shall submit, for the review and approval of the Executive Director, a City plan for the operation of the public boat launching ramp and parking lot located at the northern end of the Grand Canal. The plan shall include signage and the specific terms for public access and use of the facility. At a minimum, the facility shall be open for public boating and vehicular access (for transportation of boats to and from launch ramp) between the hours of 8 a.m. and sunset on all days. The City shall implement the plan as approved by the Executive Director.

As conditioned, the dock plan will not restrict the public from using the Venice Canals for recreational boating, and public boating access in the Venice Canals will be protected as required by the Coastal Act. The public will continue to be able to access the canals with non-motorized boats at the public boat launching ramp approved under Coastal Development Permit 5-91-584 (City of Los Angeles). The public boat launching ramp is located on the northern end of the Grand Canal (Exhibit #1). A seven-space parking area at the public boat ramp provides parking for people using boats while visiting the Venice Canals.

Public access along the public walkways adjacent to the Venice Canals must also be protected. In order to ensure that construction and use of the proposed docks does not inhibit the use of the public walkways, Special Condition Five of the permit prohibits the storage of boats or other items within the public walkways. The proposed Standard Access Gate Plan will not have any adverse effects on coastal access or recreation.

As conditioned, the dock plan and the permit amendment will not reduce public access to, along, or through the Venice Canals, and the public will have an equal opportunity to access the canals for recreational boating at the public boat launching ramp. Therefore, the Commission finds that the amendment, as conditioned, is consistent with the public access policies of the Coastal Act.

D. Recreation

Another of the Coastal Act's goals is to maximize public recreational opportunities in the coastal zone. Recreational boating, bird watching, and walking are the primary recreation opportunities in the Venice Canals area. The Coastal Act has several policies which address the issue of recreation on and near the coast.

Section 30220 of the Coastal Act states:

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

Section 30221 of the Coastal Act states:

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

Section 30224 of the Coastal Act states:

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

The dock plan, Standard Access Gate Plan and amendment, as conditioned, are consistent with Sections 30220 and 30221 of the Coastal Act because they provide for water-oriented recreational uses consistent with the Coastal Act. The dock plan, Standard Access Gate Plan and amendment are also consistent with Section 30224 of the Coastal Act because they increase the opportunities for recreational boating in the Venice Canals. Boating use is encouraged by the dock plan, Standard Access Gate Plan and amendment by permitting up to 175 boat docks and /gates. The public boat launch also provides for public recreational boating opportunities. Therefore, the dock plan, Standard Access Gate Plan and amendment provide the opportunity for all people to enjoy recreational boating in the Venice Canals.

E. Marine Resources

The Coastal Act contains many policies which serve to protect marine resources and marine habitats. The following Coastal Act policies apply to the proposed project because of its potential impacts to the wetlands and marine environments found in the water and along the banks of the Venice Canals.

Section 30230 of the Coastal Act states:

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

Section 30231 of the Coastal Act states:

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine

organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30233(a) of the Coastal Act limits the fillings of coastal waters. It states, in part:

- (a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:
 - (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.
 - (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
 - (3) In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland. The size of the wetland area used for boating facilities, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, shall not exceed 25 percent of the degraded wetland.
 - (4) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.
 - (5) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.
 - (6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.
 - (7) Restoration purposes.
 - (8) Nature study, aquaculture, or similar resource dependent activities.

In addition, Section 30233(c) states, in part:

- (c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary.....

Section 30240 of the Coastal Act states:

- (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas.
- (b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

The Venice Canals are part of the larger Venice Canals/Ballona Lagoon wetlands system. Seawater enters the wetlands system through tidal gates which the County controls to allow water to flow to and from the Marina del Rey entrance channel and Ballona Lagoon. Seawater flows through Ballona Lagoon to another set of tidal gates located in Grand Canal at Washington Boulevard. The City operates the Grand Canal tidal gates which separate Ballona Lagoon from the Venice Canals located north of Washington Boulevard (Exhibit #1).

The Venice Canals are protected under the Coastal Act policies stated above. The entire canals system is an Environmentally Sensitive Habitat Area (ESHA) as defined in the Coastal Act. In addition to being important wetlands, the canals system is a critical habitat area for the endangered California least tern, Sterna antillarum browni, and many other marine species.

Section 30233 of the Coastal Act limits the types of development allowed in wetlands. The construction of boat docks involves filling of wetlands in the form of pilings. The implementation of the Standard Access Gate Plan involves the same construction as the previously approved docks (each dock includes a gate), except that there are no piles and no deck for the gate. Each boat dock is supported by two 6-inch diameter piles (Exhibit #2). A small concrete footing placed in the gravel toe of the canal bank supports each dock pile. There will be no filling in addition to the piles and footings, which are placed above the low water line.

Section 30233(a)(2) of the Coastal Act allows for the maintenance of existing boating facilities in existing channels. Historically, recreational boating has been a popular recreational activity and boat docks have existed in the Venice Canals since the early 1900's. The previously existing boat docks were removed in 1992 when the City dredged the canals as part of the Venice Canals rehabilitation project [Coastal Development Permit 5-91-584 (City of Los Angeles)]. In 1993, the Commission's approval of Coastal Development Permit 5-92-377/A5-VEN-92-377 (City of Los Angeles) for the Venice Canals boat dock plan allowed residents to construct new docks under the process described in Special Condition Three of the coastal development permit (Exhibit #3, p.1). Therefore, boat docks and gates in the Venice Canals

are an allowable type of development in coastal waters pursuant to Section 30233(a)(2) of the Coastal Act.

Section 30233(a) of the Coastal Act allows boat docks and other development in coastal waters only if there is no feasible less environmentally damaging alternative and where feasible mitigation measures have been provided to minimize adverse environmental effects. Section 30240 of the Coastal Act requires that development in environmentally sensitive habitat areas, like the Venice Canals, be compatible with the continuance of such habitat areas and be designed to prevent impacts which would significantly degrade such areas.

The design and location parameters approved as part of the Venice Canals boat dock plan were specifically designed by the City and approved by the Commission to limit the impacts of recreational boating in the Venice Canals. First, the plan allows for the construction of small docks on the banks of the canals in order to reduce the trampling of the banks and wetland vegetation. As part of the Venice Canals rehabilitation project, the City has planted and is maintaining approximately one acre of native wetland vegetation along the reconstructed banks of the canals. The approved docks allow people to access boats in the water at the docks, thereby reducing damage to the banks and wetland vegetation by providing distinct access points which eliminate the need to walk through and trample the wetland vegetation.

Secondly, the dock plan reduces impacts to the wetland habitat by limiting the maximum number of potential docks to 175. Other alternatives that were considered would allow no boat docks or would not limit the number of docks. Every alternative, even the no project alternative, would result in some impacts to the canal habitat caused by recreational boating activities. The construction of all 175 approved docks would directly impact 0.18 acres of the wetland vegetation planted along the banks of the canals. The impact to wetland vegetation occurs when a dock shades a canal bank area five feet wide and approximately three feet long from the edge of the public walkway to the gravel toe of the bank. This impact is mitigated, however, by each dock's limited size and the dock's placement the canal bank. The canal banks, which are constructed with cement Loffelstein blocks and gravel, are not entirely composed of wetland vegetation (Exhibit #2). Additionally, the canal banks and all permitted docks in their entirety are located above the low water line so that no subtidal habitat is displaced.

Finally, the small size of the permitted docks further reduces the adverse environmental effects of the docks. The small size of each dock (5'x 5'8" maximum) provides enough area for a person to access a boat from the banks of a canal, but also limits the amount of area in the canals that is occupied by docks. Each dock is supported by the canal bank (Loffelstein blocks) and two six-inch diameter piles placed on the gravel toe of the canal bank (Exhibit #2). At low tide, the entire dock structure (including the support piles) is above the water line, thus limiting the dock's impacts on marine resources and maintaining a wide channel for recreational boating.

Standard Access Gate Plan

The Standard Access Gate Plan is basically the previously approved dock plan without the deck and piles (each dock includes a gate too). Therefore, no shading will occur with the Standard Access Gate Plan as occurs with the docks. Each gate installed pursuant to the Standard Access Gate Plan would displace a small amount of vegetation on the canal bank,

but less than each dock. This is because each dock's platform and gate occupies a 4.5-foot long section of the canal bank, and the Standard Access Gate Plan uses only three feet of the bank (Exhibits #3&4). In addition, the permit amendment is conditioned to minimize the alteration of the Loffelstein Blocks by limiting the use of concrete for only the support of the gate posts. Concrete shall not be used to create platforms or steps on the canal banks. For safety, a wooden platform may be installed on the top level of the Loffelstein Blocks at the same elevation as the adjoining sidewalk (Exhibit #3). These limitations, as stated in Special Condition Seven, protect the planting area in the Loffelstein Blocks, and reduce the amount of wetland vegetation displaced by each gate. To further limit the impacts to the wetland, each individual access gate will be counted as one of the 175 docks originally approved by the underlying permit (same as each dock). Therefore, the approval of the Standard Access Gate Plan will result in fewer adverse environmental effects than the previously approved permit that allows only docks with gates.

It has been almost ten years since the Commission originally approved the dock plan with the findings that the maintenance of the wetland vegetation on the canal banks and the canal flushing would mitigate some of the adverse impacts of the dock development. In order to confirm that the requirements of Special Conditions One and Two are maintaining and enhancing the ESHA in the canals, the term approved by this permit amendment is conditioned to require the City to provide a biological survey that documents the status of the wetland vegetation that exists along both banks of each canal north of Washington Boulevard. The City is also required to provide an updated plan for flushing the canals and maintaining the wetland vegetation on the canal banks as required by Special Conditions One and Two of the coastal development permit. The City shall submit these materials when it applies for a new term for the dock and gate plan. The term approved by this amendment will expire on December 31, 2004. During this term, the City shall continue its efforts to eliminate and prevent the construction of non-permitted docks. At the end of the term, the City shall also submit a dock monitoring report that documents the location and number of permitted and unpermitted dock structures and gates in the Venice Canals, as was done for this amendment.

Therefore, the Commission finds that the dock plan, Standard Access Gate Plan and the amendment, as conditioned, prevent impacts and minimize adverse environmental effects which would significantly degrade the environmentally sensitive habitat area, and there is no feasible less environmentally damaging alternative. Furthermore, recreational boating and boat docks in the Venice Canals are compatible with the continuance of the environmentally sensitive habitat area. The dock plan, Standard Access Gate Plan and the amendment are consistent with the Marine Resource policies of the Coastal Act.

F. Local Coastal Program

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

- (a) Prior to certification of the Local Coastal Program, a Coastal Development Permit shall be issued if the issuing agency, or the commission on appeal, finds

that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200). A denial of a Coastal Development Permit on grounds it would prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200) shall be accompanied by a specific finding which sets forth the basis for such conclusion.

The City of Los Angeles does not have a certified Local Coastal Program for the Venice area. The City of Los Angeles Land Use Plan (LUP) for Venice was effectively certified on June 14, 2001. As conditioned, the amendment and proposed development is consistent with Chapter 3 of the Coastal Act and with the certified Land Use Plan for the area. Approval of the project, as conditioned, will not prejudice the ability of the local government to prepare an LCP that is in conformity with the provisions of Chapter 3 of the Coastal Act.

In regards to recreational boating and docks in the Venice Canals, the LUP for Venice contains the following relevant policies:

Policy III. D. 2. Boating Use of Canals and Lagoon. *Recreational boating use of the Venice Canals shall be limited to non-commercial shallow-bottom, non-motorized boats such as canoes and rafts, in order to permit recreation while protecting the environmentally sensitive habitat area and maintain a quiet ambience within the neighborhoods of the plan area. No boating shall be permitted in Ballona Lagoon and the portion of Grand Canal south of Washington Boulevard.*

A public boat launch facility was built as part of the Venice Canals Rehabilitation Project at the Grand Canal and North Venice Boulevard. The City shall protect the public's ability to access the canals by boat by maintaining public access to the Grand Canal public boat launch. The facility shall provide adequate on-site public parking consistent with the sizes and types of boats to be launched and frequency of launching pursuant to the County Department of Small Craft Harbors standards.

Policy III. D. 3. Venice Canals Boat Docks. *Construction of small non-commercial private boat docks along the restored canal banks may be permitted, subject to the approval of the Department of Public Works and a coastal development permit, to provide boating access while protecting habitat along the banks.*

The dock plan, Standard Access Gate Plan and amendment, as conditioned, conform to the Venice LUP policies regarding the Venice Canals. The LUP states that private boat docks are allowed, subject to approval. The LUP also contains a policy to restore and preserve the historic integrity of the Venice Canals. The proposed project, as conditioned, is consistent with the preservation and the historic nature of the area. The amendment also conforms to the recreational policies of the LUP which state that non-motorized boats shall be permitted in the Venice Canals, but prohibited in Ballona Lagoon and Grand Canal south of Washington Boulevard. The public boat launch ramp in Grand Canal is also recognized by the LUP.

Therefore, the dock plan, Standard Access Gate Plan and amendment, as conditioned, conform with the Commission-approved Venice LUP. The dock plan, Standard Access Gate Plan and amendment, as conditioned, are 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).

G. 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 dock plan, Standard Access Gate Plan and amendment, as conditioned, have 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.

H. Enforcement

Some of the docks that have been built recently in the City rights-of-way of Linnie, Howland, Sherman, Eastern, Grand (north of Washington Blvd.), and Carroll Canals have not complied with the dock approval process described in Special Condition Three of Coastal Development Permit 5-92-377/A5-VEN-92-377. During the two terms of the Commission approved project (1993 until December 31, 2002), Commission records indicate that 26 docks were authorized pursuant to the terms of Coastal Development Permit 5-92-377/A5-VEN-92-377 (City of Los Angeles). The City surveyed the canals in 2002 and found a total of 75 docks in the Venice Canals (Exhibit #. City records show that there are now 54 non-permitted docks, which is 21 fewer than in 2001, but still a very high number. A non-permitted dock is one that is not authorized pursuant to the process described in Special Condition Three of Coastal Development Permit 5-92-377/A5-VEN-92-377.

The City proposes to eliminate the non-permitted docks by processing after-the-fact approvals for the development. Another option is for the City to remove the non-permitted docks from the City right-of-way. In order to process after-the-fact approvals for the non-permitted docks, and to allow construction of new docks, the City has requested this amendment to amend Special Condition Six of Coastal Development Permit 5-92-377 in order to extend the time period during which private residential boat docks can be permitted in the Venice Canals. The former time period established by Special Condition Six of Coastal Development Permit 5-92-377

expired on December 31, 2002. Currently, no authorization for existing or proposed docks can be granted under the terms of Coastal Development Permit 5-92-377 until Special Condition Six is amended.

In order to grant the City the opportunity to correct the situation with non-permitted docks in the Venice Canals, Special Condition Six of Coastal Development Permit 5-92-377 is amended in order to establish a time period during which existing and proposed docks can be authorized under the process described in Special Condition Three of Coastal Development Permit 5-92-377/A5-VEN-92-377. The new term would commence upon the City's submittal of an operating plan for the Grand Canal public boat launch required by revised Special Condition Four, and would end on December 31, 2004. Prior to applying for a subsequent term, the City is required to submit a monitoring plan to the Commission which documents the results of the City's efforts to eliminate and prevent the construction of non-permitted docks.

Revised Special Condition Six states:

The time period during which private residential boat docks and gates may be permitted to be constructed in the Venice Canals pursuant to Coastal Development Permit A5-92-377 and Amendment 5-92-377-A2 shall expire on December 31, 2004. Prior to December 31, 2004, the City shall submit the following to the Executive Director:

- 1) A monitoring plan that documents the results of the City's continuing efforts to eliminate and prevent the construction of non-permitted docks. The monitoring report shall document the location and number of permitted and unpermitted dock structures and gates in the Venice Canals and an analysis of the City's current and past efforts to eliminate and prevent unpermitted dock structures in the canals;
- 2) A biological survey that documents the status of the wetland vegetation that exists along both banks of each canal north of Washington Boulevard; and,
- 3) An updated plan for flushing the canals and maintaining the wetland vegetation on the canal banks as required by Special Conditions One and Two of the original coastal development permit.

Upon submittal of the monitoring report to the Executive Director, the City may apply to the Commission for a permit amendment in order to extend the time period during which private residential boat docks and gates may be permitted to be constructed in the Venice Canals.

Although development has taken place prior to submission of this permit amendment, consideration of this application has been based solely upon the Chapter 3 policies of the Coastal Act. Approval of this permit amendment does not constitute a waiver of any legal action with regard to any alleged violation of the Coastal Act, nor does it constitute an admission as to the legality of any development undertaken on the subject site without a coastal development permit.

Original Special Conditions of Coastal Permit 5-92-377/A5-VEN-92-377

Note: The following special conditions are the original conditions of Coastal Development Permit 5-92-377/A5-VEN-92-377, as approved by the Commission on October 14, 1993.

1. Maintenance of Wetland Vegetation

The City shall be responsible for maintaining the integrity of the rehabilitated Venice Canals, including the maintenance of the wetland vegetation on the canal banks.

2. Flushing

Prior to issuance of the coastal development permit, the City shall agree in writing to submit a flushing plan for the Venice Canals, subject to the review and approval of the Executive Director, within nine months of Commission action. The flushing plan shall be developed in consultation with the Department of Fish and Game and in cooperation with Los Angeles County and the private owners of Lot R in Ballona Lagoon, and shall maximize fresh seawater circulation throughout the Venice Canals/Ballona Lagoon system. The plan shall include details regarding the operation of the tidal gates located at Washington Boulevard and Via Marina, and shall include a schedule for the opening of the gates and how long they shall remain open.

3. Authorization to Construct Docks

The approval of Coastal Permit A5-92-377 authorizes only the City of Los Angeles, as applicants, to construct docks consistent with the Venice Canals boat dock plan approved by the Coastal Commission. Venice Canal residents may request Coastal Commission authorization to construct a dock in front of their residence by submitting the following to the Coastal Commission:

- a. The City's request to assign the rights to undertake the development as it pertains to lands seaward of the assignee's property;
- b. An application for the assignment of Coastal Permit A5-92-377 (consistent with Section 13170 of the California Code of Regulations), as it pertains to lands seaward of the assignee's property, from the City of Los Angeles to an individual resident (or pair of residents) for the construction of a private residential boat dock;
- c. An affidavit executed by each assignee attesting to the assignee's agreement and legal ability to comply with the terms and conditions of Coastal Permit A5-92-377 for the Venice Canals boat dock plan as approved by the Coastal Commission; and,
- d. City approved plans for the construction of a dock consistent with the Venice Canals boat dock plan as approved by the Coastal Commission. The City approved plans shall show the location of the proposed dock.

4. Public Boat Launch

No private residential docks shall be permitted or constructed in the Venice Canals until the public boat launching ramp and parking lot at the northern end of the Grand Canal is under construction. Signs, subject to the approval of the Executive Director, shall be posted which state that the boat launch facility is available to public.

5. Public Walkways

There shall be no obstruction of the public walkways along the Venice Canals. The storage of boats or other items within the public walkways is prohibited. All conditions relating to continued public use of Dell Avenue, the canal walkways, and alleys applied to this permit and previous permits shall still apply.

6. Permit Term

Coastal Permit A5-92-377 shall expire on December 31, 2000. Any application for an amendment or a new Coastal Permit shall be analyzed for cumulative impacts associated with boat docks and recreational use of the canals.

Amended Special Conditions of Permit Amendment 5-92-377-A1

Note: The Commission modified Special Conditions Four and Six when it approved the first permit amendment request on June 14, 2001. The modifications to Special Conditions Four and Six as amended by 5-92-377-A1 are identified below with underlined text.

4. Public Boat Launch

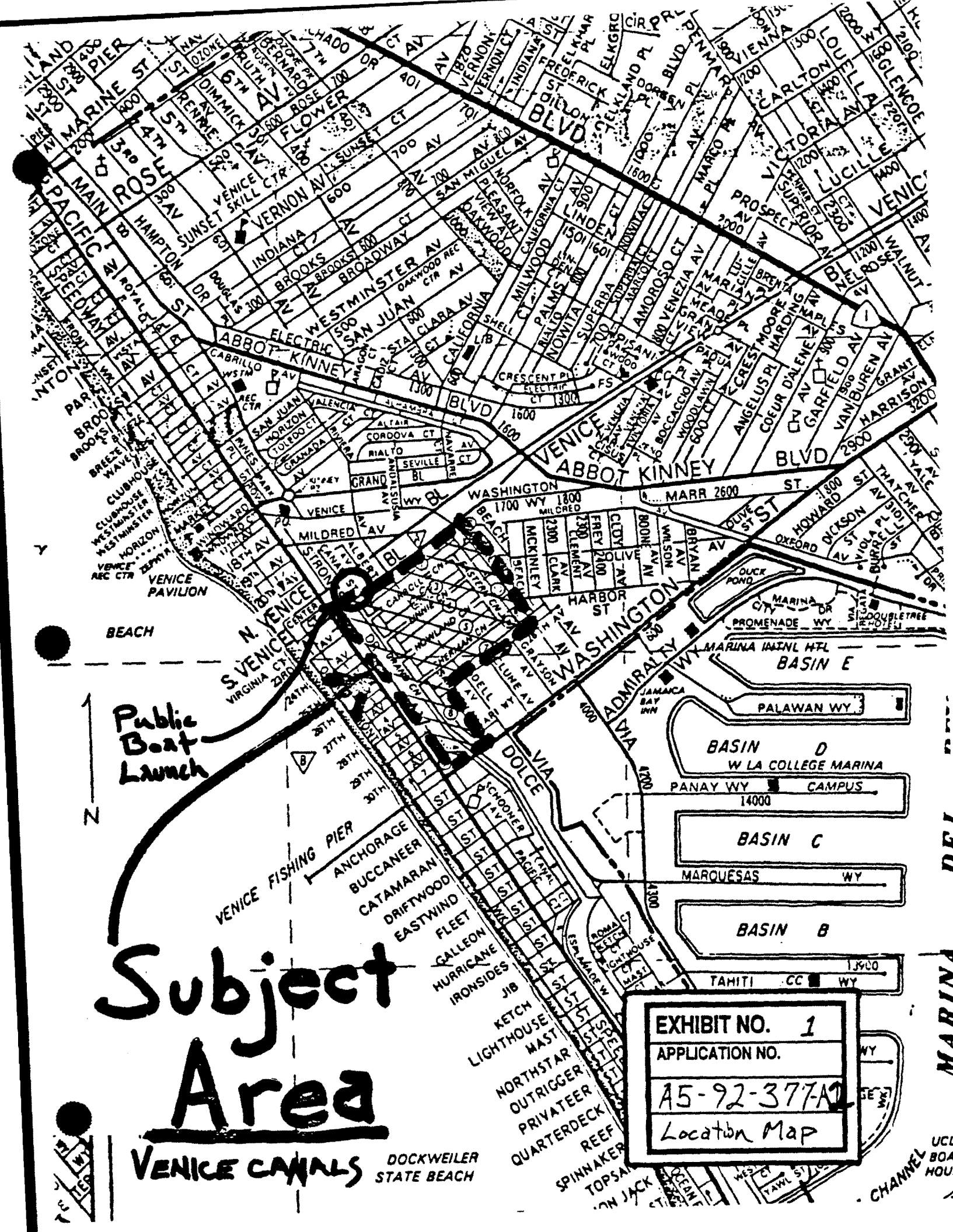
No private residential docks shall be permitted or constructed in the Venice Canals until the public boat launching ramp and parking lot at the northern end of the Grand Canal is under construction. Signs, subject to the approval of the Executive Director, shall be posted which state that the boat launch facility is available to public.

Prior to issuance of the permit amendment, and within sixty days of Commission action on the amendment, the City shall submit, for the review and approval of the Executive Director, a City plan for the operation of the public boat launching ramp and parking lot located at the northern end of the Grand Canal. The plan shall include signage and the specific terms for public access and use of the facility. At a minimum, the facility shall be open for public boating and vehicular access (for transportation of boats to and from launch ramp) between the hours of 8 a.m. and sunset on all days. The City shall implement the plan as approved by the Executive Director.

6. Permit Term

The time period during which private residential boat docks may be permitted to be constructed in the Venice Canals pursuant to Coastal Development Permit A5-92-377 and Amendment 5-92-377-A1 shall expire on December 31, 2002. Prior to December 31, 2002, the City shall submit a monitoring report to the Executive Director which documents the location and number of permitted and unpermitted dock structures in the Venice Canals. The monitoring report shall include an analysis of the City's current and past efforts to eliminate and prevent unpermitted dock structures in the canals. Upon submittal of the monitoring report to the Executive Director, the City may apply to the Commission for a permit amendment in order to extend the time period during which private residential boat docks may be permitted to be constructed in the Venice Canals.

End/cp



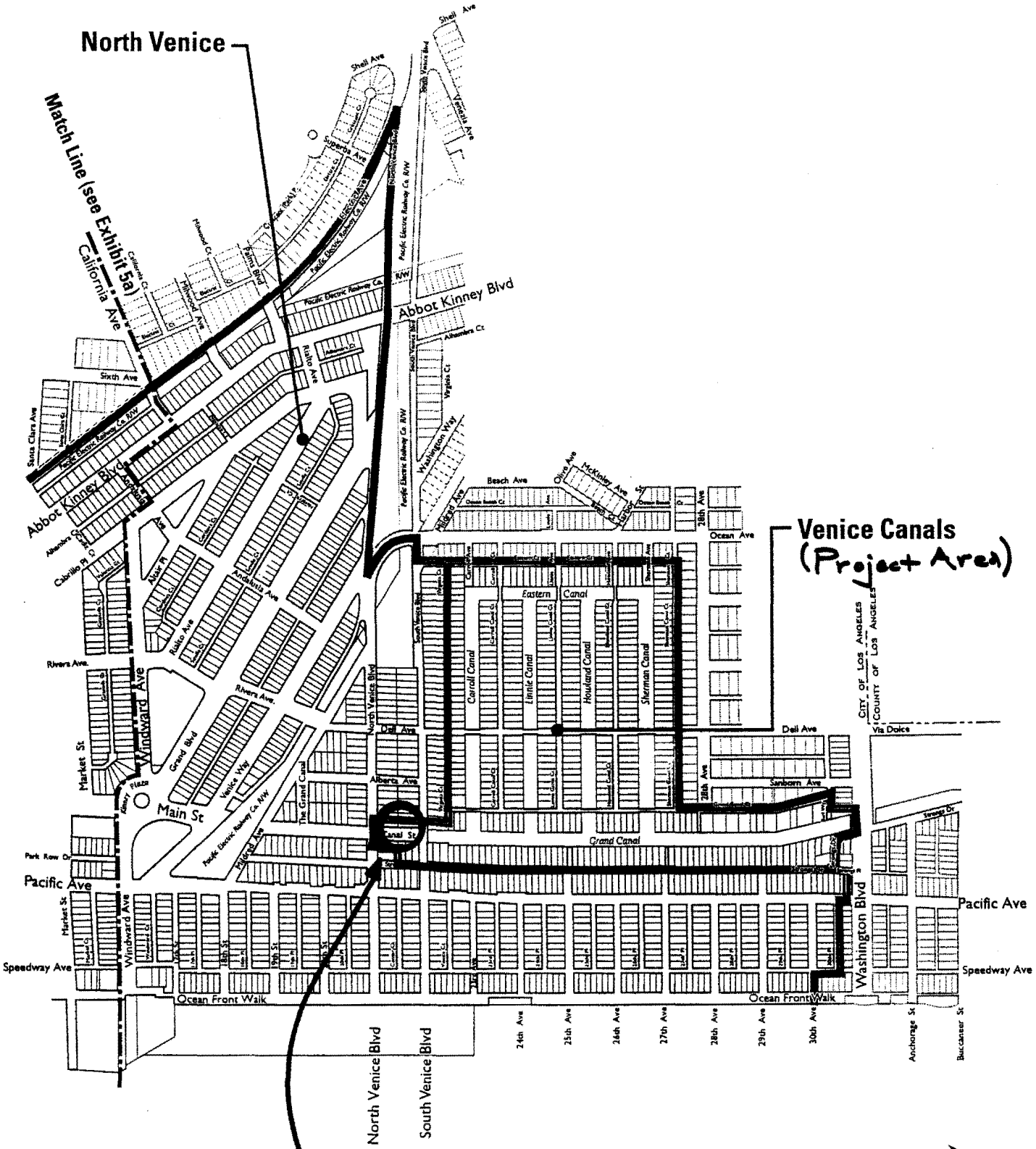
Public Boat Launch

Subject Area

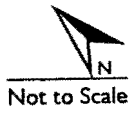
VENICE CANALS DOCKWEILER STATE BEACH

EXHIBIT NO.	1
APPLICATION NO.	A5-92-377A
Location Map	

- BASIN E
- BASIN D
W LA COLLEGE MARINA
- BASIN C
- BASIN B



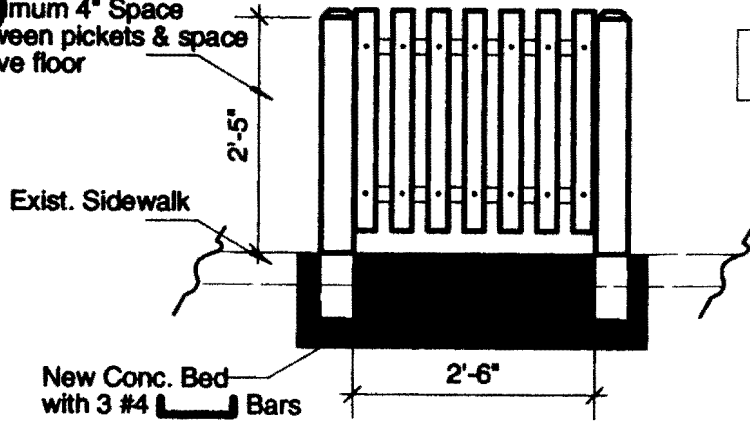
Grand Canal Public Boat Launch



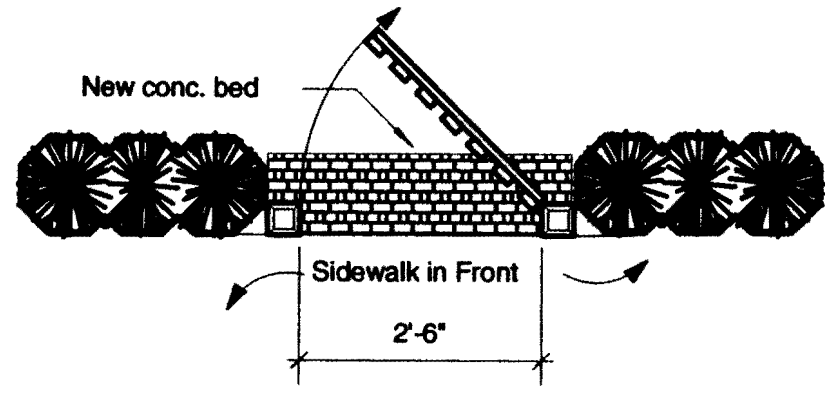
LUP
Exhibit 5b
Subarea: North Venice • Venice Canals

COASTAL COMMISSION
5-92-377-A2
EXHIBIT # 2
PAGE 1 OF 1

Maximum 4" Space
between pickets & space
above floor



Elevation From Sidewalk

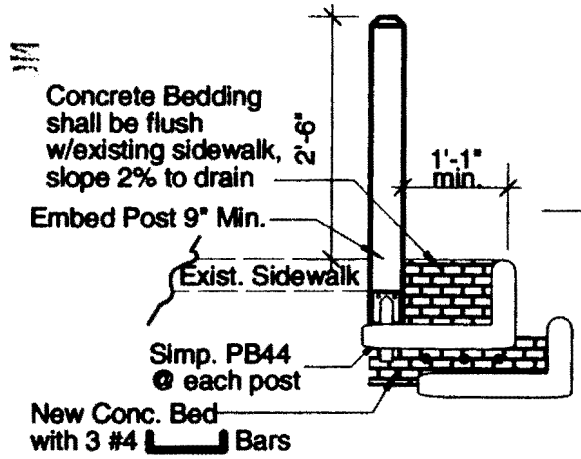


Plan View

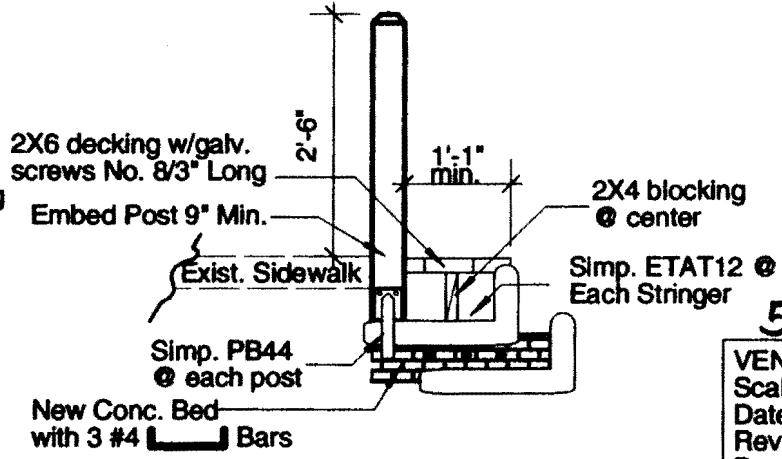
Property Owner Must Obtain A Revocable Permit From the City of LA
and an "A" Permit for Construction

GENERAL NOTES

- Gate MUST lock in closed position
- All hardware to be galvanized
- DO NOT Remove or alter existing Loffelstein Blocks
- DO NOT Remove or destroy existing Salt Bush Plants
- All existing plantings that need to be removed shall be replanted to adjacent locations or as directed by the City Engineer.
- Concrete shall be Class 560-C-3250, 4" maximum slump.
- All bar reinforcement shall conform to the requirements of ASTM Designation A615 Grade 40
- All metal hardware and fasteners shall be galvanized.
- Grind all sharp edges smoothly
- Timber shall be Cedar or con-heart Redwood No. 1 or better.
- Timber must be stained and sealed. DO NOT PAINT.



Section Of Gate



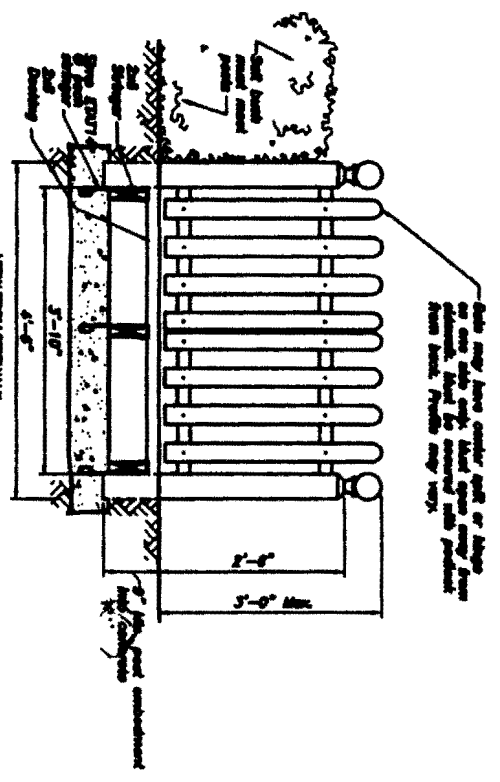
Section Of Gate
Alternate Construction

5-92-377-A2
VENICE CANAL ACCESS GATE
Scale 1/2"=1'-0"
Date Drawn Aug. 19, 2002
Revised Nov. 9, 2002
Drawn by: S. Storey
310-827-6767

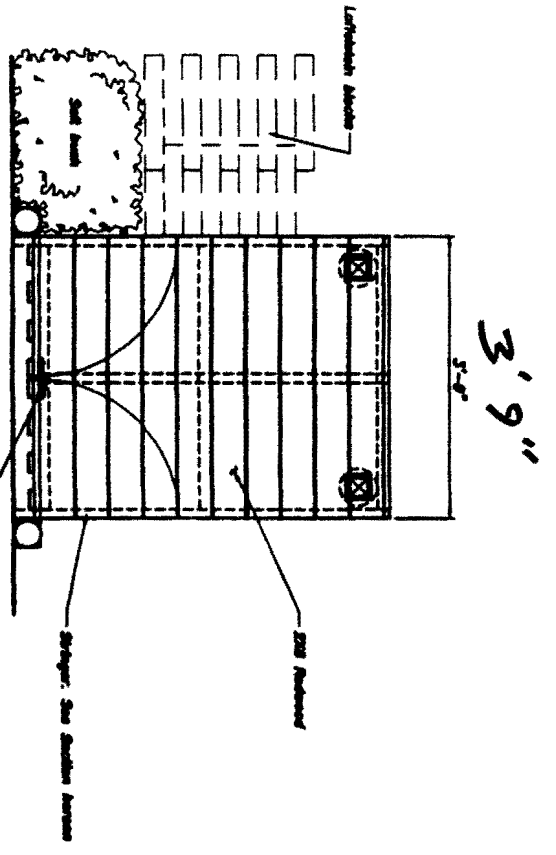
General Notes

1. The Contractor shall verify all dimensions in the field before starting or fabricating materials.
2. All existing materials that need to be protected shall be protected in adjacent locations or as directed by the City Engineer.
3. Concrete shall be Class 8000-C-3250, 4" minimum slump.
4. All bar reinforcement shall conform to the requirements of ASTM Designation A618 Grade 40.
5. Bar spacing, size, number, bar cover to face edge or bar to face of concrete.
6. All rebar hardware and fasteners shall be hot dip galvanized wherever stainless steel is not called for on the plans.
7. Reinforcing bars shall conform to ASTM A603-83, Type I.
8. Steel pipe shall conform to ASTM A500-84, Type S100.
9. Check all sharp edges carefully.
10. Timber shall be Cedar or Southern Redwood No. 1 or better. Timber must be treated and sealed.

PRELIMINARY PLAN
 FOR DESIGN STUDY
STRUCTURAL
 ENGINEERING DIVISION
 APR 2 6 1999
 2

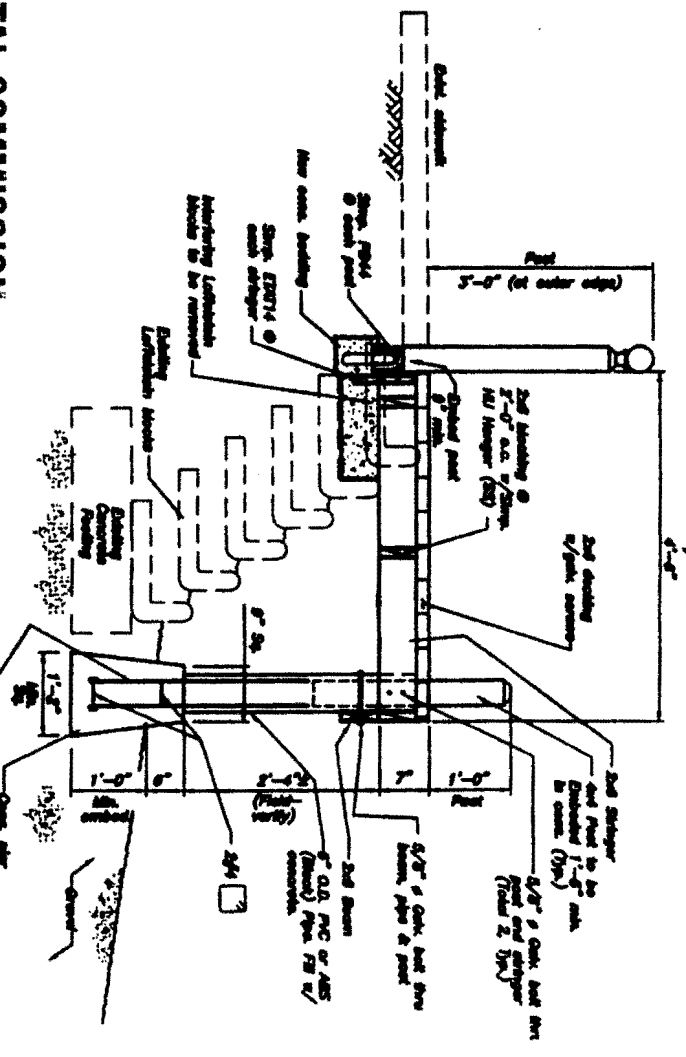


ELEVATION
 SCALE 1"=1'-0"



PLAN
 SCALE 1"=1'-0"

COASTAL COMMISSION



SECTION
 SCALE 1"=1'-0"

PRELIMINARY PLAN FOR DESIGN STUDY

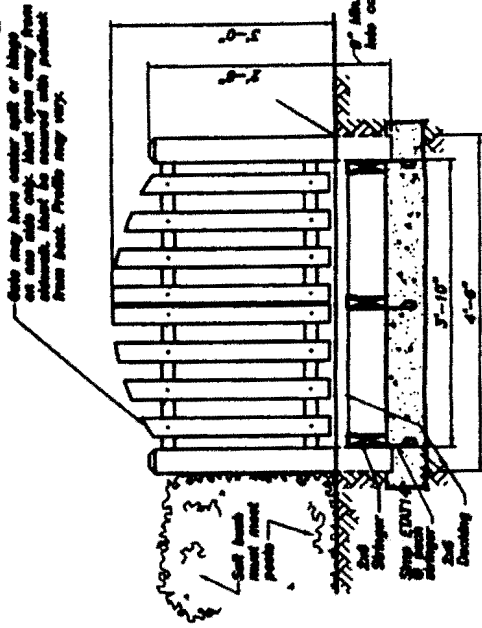
APR 26 1999

3

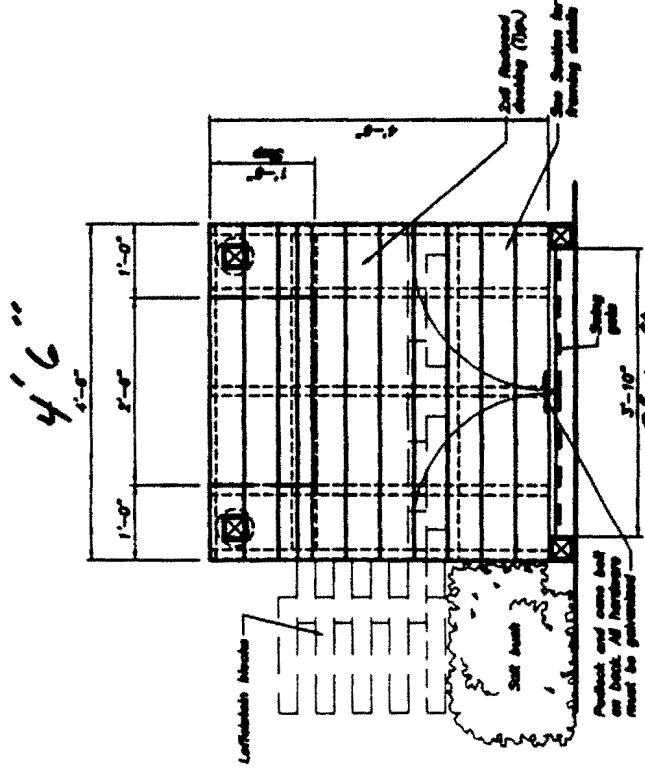
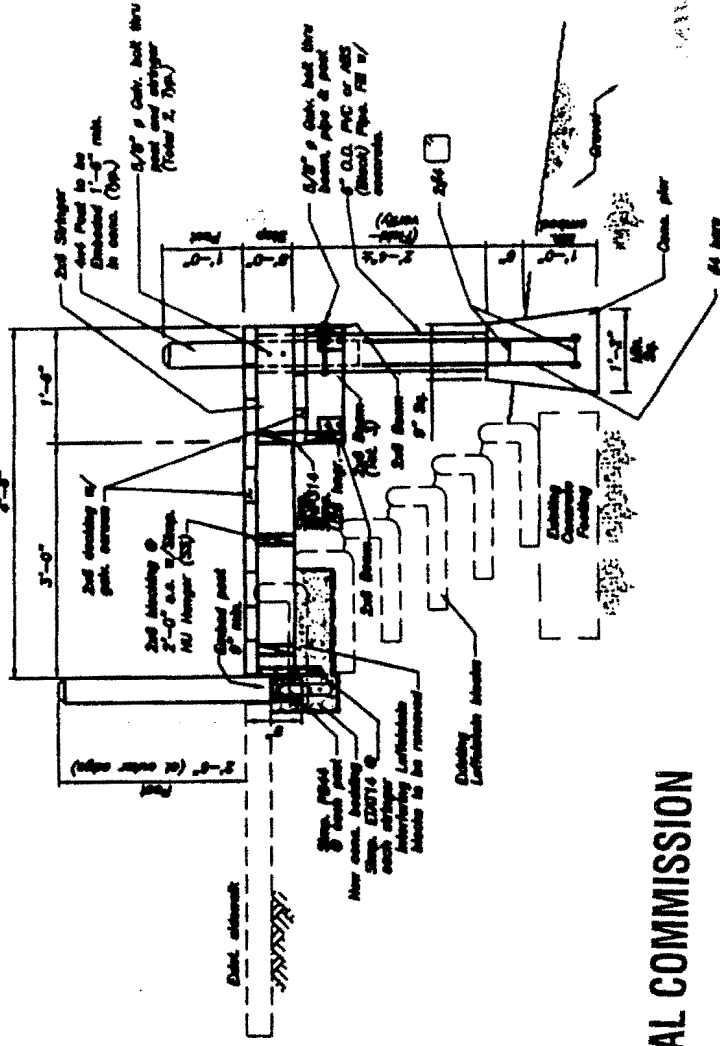
STRUCTURAL ENGINEERING DIVISION

Comments

1. The Contractor shall verify all dimensions in the field before ordering or fabricating materials.
2. All existing conditions that need to be removed shall be explained to adjacent locations or as directed by the City Engineer.
3. Concrete shall be Class 800-O-3500, 4" maximum slump.
4. All bar reinforcement shall conform to the requirements of ASTM Specification A615 Grade 60.
5. Bar spacings are center to center. Bar cover is from edge of bar to face of concrete.
6. All metal hardware and fasteners shall be hot-dipped galvanized whenever stainless steel is not called for on the plans.
7. Stainless steel bolts, nuts and washers shall conform to ASTM F703-66, Type 316L.
8. Stainless steel plates shall conform to ASTM A488-84, Type 316L.
9. Grind all sharp edges smoothly.
10. Timber shall be Cedar of one-heart Redwood No. 1 or better. Timber must be dressed and sealed.



VIEW FROM SIDEWALK
ELEVATION
SCALE 1/4" = 1'-0"



COASTAL COMMISSION

PLAN

DOOR TO BE FLUSH WITH SIDEWALK

SECTION

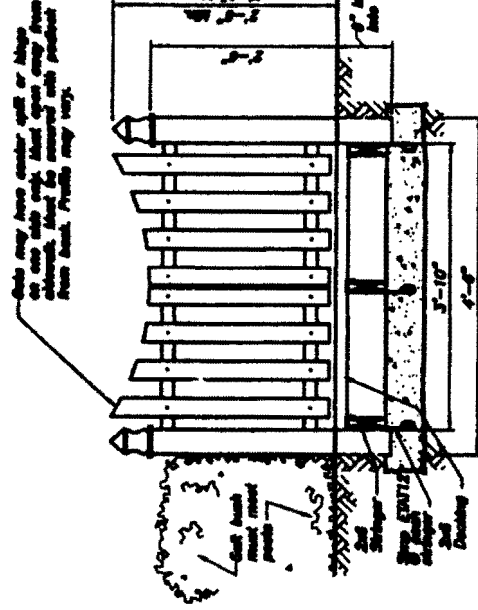
EXHIBIT # 4

APR 26 1999

STRUCTURAL
ENGINEERING DIVISION

General Notes

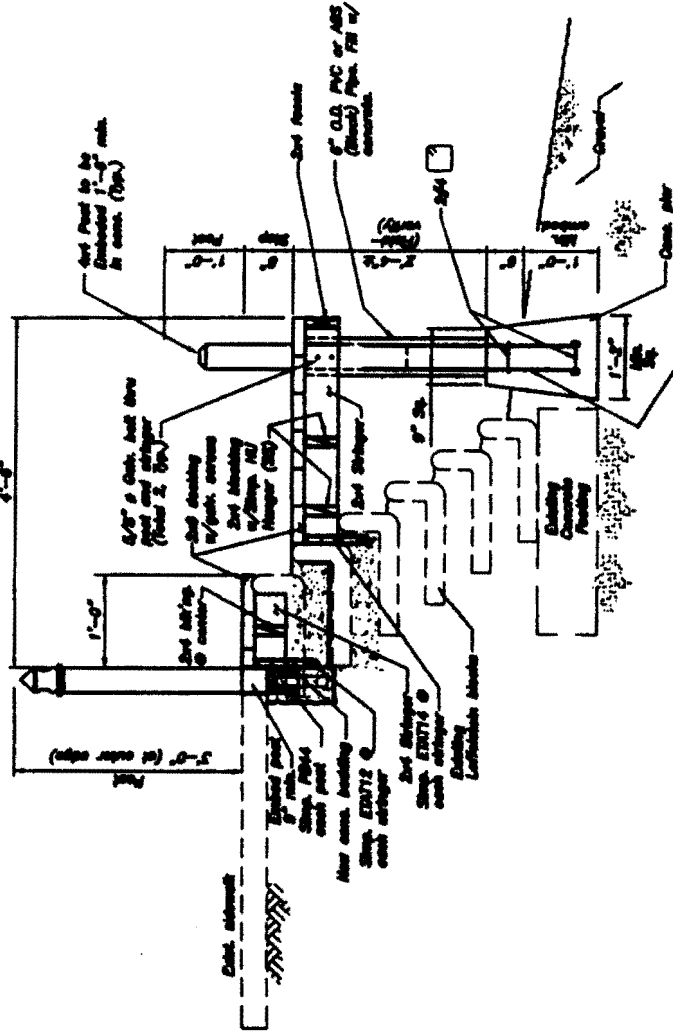
1. The Contractor shall verify all dimensions in the field before ordering or fabricating materials.
2. All existing structures that need to be removed shall be replaced by equivalent foundation or as directed by the City Engineer.
3. Concrete shall be Class 3000-C-3000, 4" minimum slump.
4. All bar reinforcement shall conform to the requirements of ASTM Designation A615 Grade 40.
5. Bar spacing, any center to center. Bar cover is from edge of bar to face of concrete.
6. All metal hardware and fasteners shall be hot dipped galvanized whenever stainless steel is not called for on the plans.
7. Structures shall built, rest and members shall conform to ASTM F1554-02, Type 316.
8. Structures shall fabricate shall conform to ASTM A500-04, Type $\frac{3}{8}$ (SMA).
9. Chord all sharp edges smoothly.
10. Finish shall be Color of one-coat Redwood No. 1 or better. Finish must be finished and sealed.



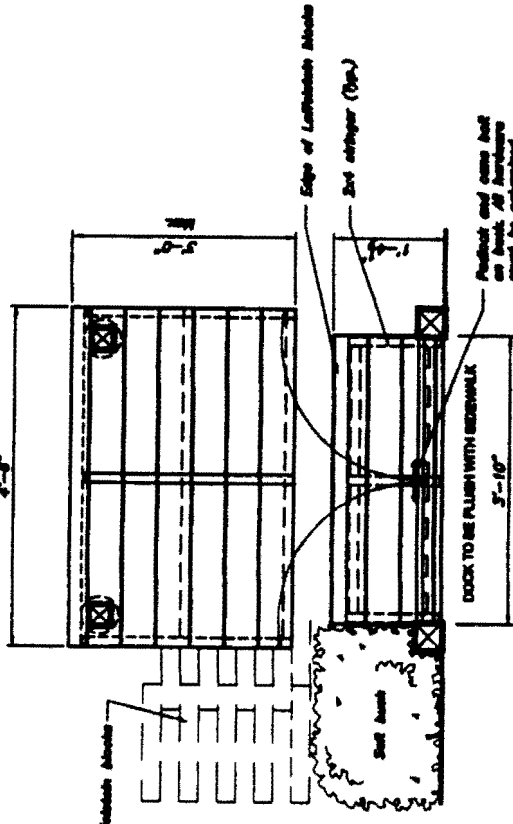
VIEW FROM SIDEWALK

ELEVATION
SCALE 1"=1'-0"

4'-6"
4'-0"



4'-6"
4'-0"



PLAN
SCALE 1"=1'-0"

COASTAL COMMISSION

SECTION
SCALE 1"=1'-0"

EXHIBIT # 4

City of Los Angeles

VENICE CANALS BOAT DOCKS MONITORING REPORT

PERMITTED AND UNPERMITTED DOCK STRUCTURES

Currently there are 21 permitted docks and 54 unpermitted docks. What follows is a breakdown of the location and permit status of the dock structures within the Venice Canals. Seven original permits were issued at the following locations.

House Number	Street Name	Dock Info	Permit Status
446	Carroll Canal	Original Permit	Permitted CCC-SA15
450	Carroll Canal	Original Permit	Permitted CCC-SA4
456	Carroll Canal	Original Permit	Dock not Built CCC-SAB
458	Carroll Canal	Original Permit	Permitted CCC-SA17
2427	Eastern Canal	Original Permit	Permitted CCC-SA16
241	Linnie Canal	Original Permit	Permitted CCC-SA1
453	Linnie Canal	Original Permit	Permitted CCC-SA2
Total		7 Original Permits	
		1 Dock not constructed	

Sixteen new dock structures have been built since the Coastal Commission approved the August 16, 2001 permit amendment. All of the new docks were not permitted. The new dock locations are as follows.

House Number	Street Name	Cited	Dock Info	Permit Status
231	Howland Canal	1/2/2001	New dock	Permitted CCC-SA19
241	Carroll Canal	1/2/2001	New dock	Application Being Processed
401	Carroll Canal	1/2/2001	New dock	Application Being Processed
413	Sherman Canal		New dock	No Application
416	Carroll Canal	1/2/2001	New dock	No Application
428	Linnie Canal	1/2/2001	New dock	Application Being Processed
452	Sherman Canal	1/2/2001	New dock	Permitted CCC-SA18
2302	Dell Avenue	1/2/2001	New dock	No Application
2401	Eastern Canal	1/2/2001	New dock	Application Being Processed
2429	Eastern Canal	1/2/2001	New dock	Application Being Processed
2606	Grand Canal		New dock	Application Being Processed
2620	Grand Canal	1/2/2001	New dock	Application Being Processed
2700	Strongs Drive	1/2/2001	New dock	No Application
2708	Strongs Drive		New dock	No Application
2718	Strongs Drive		New dock	Application Being Processed
2718	Strongs Drive		New dock	Application Being Processed
Total		16 New Docks		
		5 Built without applying for permit		
		9 Applications being processed		
		2 Permitted		

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Note: CCC-SA# refers to Commission's permit records.

There are 54 unpermitted docks and gates in the Canals. Of the 54, 44 had previously received citations from the Bureau of Street Services to be removed. The following information details the locations of the unpermitted docks / gates.

House Number	Street Name	Cited	Dock Info	Permit Status
413	Sherman Canal		New dock	No Application
416	Carroll Canal	1/2/2001	New dock	No Application
2302	Dell Avenue	1/2/2001	New dock	No Application
2700	Strongs Drive	1/2/2001	New dock	No Application
2708	Strongs Drive		New dock	No Application
432	Howland Canal		Access Gate	Permit needed for Access Gate
441	Sherman Canal		Access Gate	Permit needed for Access Gate
2314	Grand Canal	1/2/2001	Removed	Permit needed for Access Gate
2408	Grand Canal	1/2/2001	Removed	Permit needed for Access Gate
2504	Grand Canal		Access Gate	Permit needed for Access Gate
2512	Grand Canal		Access Gate	Permit needed for Access Gate
211	Sherman Canal	1/2/2001	Not Removed	Unpermitted
213	Sherman Canal	1/2/2001	Not Removed	Unpermitted
217	Howland Canal	1/2/2001	Not Removed	Unpermitted
217	Sherman Canal	1/2/2001	Not Removed	Unpermitted
218	Sherman Canal	1/2/2001	Not Removed	Unpermitted
220	Sherman Canal	1/2/2001	Not Removed	Unpermitted CCC-SA26
223	Howland Canal	1/2/2001	Not Removed	Unpermitted
229	Sherman Canal	1/2/2001	Not Removed	Unpermitted
232	Linnie Canal	1/2/2001	Not Removed	Unpermitted
236	Carroll Canal	1/2/2001	Not Removed	Unpermitted
236	Linnie Canal	1/2/2001	Not Removed	Unpermitted
301	Washington Blvd.	1/2/2001	Not Removed	Unpermitted
405	Carroll Canal	1/2/2001	Not Removed	Unpermitted
408	Sherman Canal	1/2/2001	Not Removed	Unpermitted
415	Linnie Canal	1/2/2001	Not Removed	Unpermitted
420	Howland Canal	1/2/2001	Not Removed	Unpermitted CCC-SA9
422	Howland Canal	1/2/2001	Not Removed	Unpermitted
424	Howland Canal	1/2/2001	Not Removed	Unpermitted
431	Howland Canal	1/2/2001	Not Removed	Unpermitted CCC-SA7
433	Carroll Canal	1/2/2001	Not Removed	Unpermitted
437	Howland Canal	1/2/2001	Not Removed	Unpermitted
437	Linnie Canal	1/2/2001	Not Removed	Unpermitted
445	Howland Canal	1/2/2001	Not Removed	Unpermitted
451	Carroll Canal	1/2/2001	Not Removed	Unpermitted
451	Linnie Canal		Not Removed	Unpermitted CCC-SA14
452	Howland Canal	1/2/2001	Not Removed	Unpermitted
456	Howland Canal	1/2/2001	Not Removed	Unpermitted
457	Carroll Canal		Not Removed	Unpermitted
460	Howland Canal	1/2/2001	Not Removed	Unpermitted
2219	Grand Canal	1/2/2001	Not Removed	Unpermitted
2302 1/2	Strongs Drive	1/2/2001	Not Removed	Unpermitted
2310	Grand Canal	1/2/2001	Not Removed	Unpermitted

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2316	Strongs Drive	1/2/2001	Not Removed	Unpermitted
2333	Grand Canal	1/2/2001	Not Removed	Unpermitted
2335	Eastern Canal	1/2/2001	Not Removed	Unpermitted
2405	Grand Canal	1/2/2001	Not Removed	Unpermitted
2500	Strongs Drive	1/2/2001	Not Removed	Unpermitted
2508	Grand Canal	1/2/2001	Not Removed	Unpermitted
2604	Grand Canal	1/2/2001	Not Removed	Unpermitted
2904	Strongs Drive	1/2/2001	Not Removed	Unpermitted
<u>2212-14</u>	<u>Grand Canal</u>	<u>1/2/2001</u>	<u>Not Removed</u>	<u>Unpermitted</u> CCC-SA22
2800-04 1/2	Grand Canal		Not Removed	Unpermitted
2806-10 1/2	Grand Canal		Not Removed	Unpermitted

Total **54 Unpermitted**
44 Cited

There are 21 docks that are permitted or have an application that is currently being processed. The locations of the permitted docks are shown below.

House Number Street Name Cited Dock Info Permit Status

241	Carroll Canal	1/2/2001	New dock	Application Being Processed CCC-SA23
401	Carroll Canal	1/2/2001	New dock	Application Being Processed CCC-SA24
428	Linnie Canal	1/2/2001	New dock	Application Being Processed
2401	Eastern Canal	1/2/2001	New dock	Application Being Processed
2429	Eastern Canal	1/2/2001	New dock	Application Being Processed
2606	Grand Canal		New dock	Application Being Processed CCC-SA25
2620	Grand Canal	1/2/2001	New dock	Application Being Processed
2718	Strongs Drive		New dock	Application Being Processed
2718	Strongs Drive		New dock	Application Being Processed
2910	Strongs Drive	1/2/2001	Not Removed	Application Being Processed
2910	Strongs Drive		Not Removed	Application Being Processed
456	Carroll Canal		Original Permit	Dock not Built CCC-SAB
415	Howland Canal	1/2/2001	Not Removed	Original Permit
231	Howland Canal	1/2/2001	New dock	Permitted CCC-SA19
241	Linnie Canal		Original Permit	Permitted CCC-SA1
446	Carroll Canal		Original Permit	Permitted CCC-SA15
450	Carroll Canal		Original Permit	Permitted CCC-SA4
452	Sherman Canal	1/2/2001	New dock	Permitted CCC-SA18
453	Linnie Canal		Original Permit	Permitted CCC-SA2
458	Carroll Canal		Original Permit	Permitted CCC-SA17
2427	Eastern Canal		Original Permit	Permitted CCC-SA16

Total **21 Permitted Docks**
10 Cited

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CURRENT AND PAST EFFORTS TO PREVENT UNPERMITTED DOCK STRUCTURES IN THE CANALS

Currently the City of Los Angeles is working with area residents to obtain approval of an access gate in lieu of a dock structure. We believe that many residents would rather construct a gate instead of a dock because the cost would be less and construction simpler. We are attaching a copy of the simplified plan for Coastal Commission review and approval. Additionally, the City is processing permit applications for new docks and for existing docks that are unpermitted.

In 2001 there were 73 citations issued to residents with illegal docks. Of the 175 maximum allowable docks, 21 have been removed and 21 docks are permitted or in the process of obtaining a permit and 54 are unpermitted. Provided that the Coastal Commission approves the permit amendment, the City of Los Angeles intends to offer Canal residents the opportunity to obtain permits for existing docks that pass inspection, build new docks, and if approved, build access gates. The residents will be allowed a six-month period after amendment approval to obtain permits. After the time limit has expired, the Bureau of Engineering will not issue any more permits and will request that the Bureau of Street Services cite the owners of any remaining illegal docks to have them removed.

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