

**CALIFORNIA COASTAL COMMISSION**

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Staff: PE/LB  
Staff Report: 12/16/2004  
Hearing Date: 1/12-14/2005  
Commission Action:



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

**APPEAL NUMBER:** A-5-VEN-04-315

**APPLICANT:** St. Joseph Center

**AGENTS:** Marc Danziger, Michael Davitt, Charlene Dekker, Ron Hirsch, Susan McCabe, Brady McShane, George Mhlstein, Rhonda Meister, Michael Nytzen, Charles Oltman, Jose Palacios, Eric Strecker, Kathleen Truman, Cara Vallier, Rick Zbur

**PROJECT LOCATION:** 204 Hampton Drive, Venice, City of Los Angeles.

**PROJECT DESCRIPTION:** Demolition of an 11,000 square foot school building/community service center (St. Joseph Center), and construction of a new two-story, 41-foot high, 30,000 square foot school building/community service center as an expansion to an existing church Campus (St. Clement) for the provision of non-profit community services to indigents (e.g. child care, counseling, computer and small business classes, culinary training, food distribution and referral services). Project includes up to 1500 cubic yards of cut, export of material that proves unsuitable for fill (up to 1500 cubic yards), on-site recompaction, demolition of parking lots, export of up to 280 cubic yards of asphalt and import of up to 800 yards of fill, if necessary.

**SUMMARY OF STAFF RECOMMENDATION:**

The St. Joseph Center is one of four buildings on the 12-acre Campus of St. Clement Catholic Church ("Campus"). The Campus contains 17 lots that are clustered into six parcels (Exhibits 6 and 7) owned by two branches of the Archdiocese of Los Angeles. St. Joseph Center is located on one five-lot parcel. Staff is recommending approval with special conditions that require the owners of each structure on the Campus to manage the uses on each site consistent with the amount of parking found on the entire Campus. Similarly, the agency of the Archdiocese that owns each parking lot would be required to continue to serve all facilities on the Campus. Further, to assure that parking demand remains consistent with that provided to the Commission in this application; staff recommends a special condition requiring that any change in use or enlargement of any of the structures would require an amendment to this CDP. Finally, consistent with the City's requirement for a resurvey of the parking situation, the Commission requires the applicant provide the Executive Director with copies of the two reports (and City's final action) concerning post-occupancy re-examination of conditions in the neighborhood and

anticipated, the applicant shall apply for an amendment to this permit. The staff recommends that the applicants of this and related permit 5-04-446 record a deed restriction on each parcel on the Campus indicating that the conditions of this permit shall apply as long as the development subject to this permit remains in place. Other recommended conditions address changes of use, future development, special events, landscaping, the provision of final plans, water quality, and geologic stability. The staff recommends that the Commission require that its conditions necessary to bring the project into conformance with the Coastal Act supersede local government conditions, but other local government conditions unrelated to this action will remain.

Two of the parking lots that are integral to this project are located in the City of Santa Monica. In related coastal development permit 5-04-446 the Archdiocese of Los Angeles has requested permission for the resurfacing and reconfiguration of these two lots, which supply part of the parking necessary for this project. Because these two parking lots (3007 Second Street, the lower lot and 3114 Third St., the church lot) are located in Santa Monica, the reconfiguration of parking lots that is part of the proposal to rebuild the St. Joseph Center was not authorized in the City of Los Angeles coastal development permit, and therefore is not subject to the present appeal to the Commission. Instead, the applicant sought approval from the City of Santa Monica for the necessary work on the parking lots, while agreeing to parking lot management conditions imposed by the City of Los Angeles. The staff is recommending approval of application 5-04-446 with special conditions regarding parking and the parking lots that are identical to those recommended below to be imposed on this permit.

#### **LOCAL APPROVALS RECEIVED:**

City of Los Angeles Case number APCW 2003-3304-SPE-CU-CDP-ZAD-SPP: On June 22, 2004, the Los Angeles City Council adopted the findings of the West Los Angeles Planning Commission and approved, subject to changes in conditions, the West Los Angeles Planning Commission's action of February 18, 2004, in which it:

1. Denied a Specific Plan Exception request for 41 feet in height as requested and, alternatively,
2. Approved a Specific Plan Exception for stepped back construction up to 41 feet in height, subject to conditions.
3. Approved a Specific Plan Exception for consolidation of five lots subject to conditions.
4. Approved Conditional Use Permits for child care nursery and expansion of an existing church, St. Clement to include counseling and referral services subject to the attached conditions, church classrooms and training services within a new 30,000 square foot building.
5. Denied a determination to permit a reduced 12 feet 6 inch front yard setback in lieu of the required front yard of 15 feet under section 12.09-B 1 (RD1. Zoning) and;

- Approved a determination to permit a reduced 10 foot rear yard setback in lieu of the required rear yard of 15 feet under section 12.09-B, 3
6. Approved a Coastal Development Permit, to permit the proposed project subject to conditions
  7. Approved a Zoning Administrator's Determination to permit shared parking with existing church parking and public parking subject to the attached conditions.
  8. Approved a Specific Plan Project Permit Compliance review to allow the construction use and maintenance of a new two-story church non-profit center and childcare subject to the attached conditions.
  9. Adopted a Mitigated Negative Declaration No. ENV-2003-3305-MND.
  10. Advised the applicant that pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring.
  11. Advised the applicant that pursuant to State Fish and Game Code Section 711.4, a Fish and Game fee and or certificate of fee exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) filing..

#### PROCEDURAL NOTE

Section 30600(b) of the Coastal Act allows local governments to issue coastal development permits in their jurisdiction before certification of a local coastal program. The City of Los Angeles has undertaken to do this. The local government permit option requires that all coastal development permits issued by the local government are appealable by any person within 20 working days of receipt of a notice of final action on the local permit in the Commission offices. This matter is before the Coastal Commission because it was appealed. Although in a limited area, all applicants must seek a second coastal development permit from the Commission; this project does not require a second coastal development permit because it is located outside the area in which a dual permit is required<sup>1</sup>. On September 10, 2004 the Commission found substantial issue with a timely and valid appeal, assuming jurisdiction over the coastal development permit. In this case, in addition to a coastal development permit addressing development in the Coastal Zone, there are other local actions that are not affected by the Commission's assumption of jurisdiction over the coastal development permit.

On February 18, 2004, West Los Angeles Area Planning Commission (WLAAPC) of the City of Los Angeles heard this coastal development permit in a hearing that was combined with hearings on applications for other sorts of approvals, based on other procedures, also

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<sup>1</sup> Development subject to this "dual permit" rule is defined in Section 30601 of the Coastal Act and includes all development located between the first public road and the sea, development within 300 feet of the beach, or of the mean high tide line where there is no beach, within 300 feet of the top of the seaward face of a coastal bluff, within 100 feet of a stream or wetland, or development located on tidelands, submerged lands or public trust lands.

required under the Municipal Code. The other actions included a Specific Plan Project Compliance Review, a Specific Plan Exception, a Conditional Use Permit, a Shared Parking Permit, and a Mitigated Negative Declaration. All matters were combined, resulting in one list of conditions. The WLAAPC imposed only one condition on the coastal development permit (Condition 32), which stated that "any changes to the project as permitted by Condition No. 4 and any portions of the project not detailed herein shall comply with the applicable provisions of the Venice Local Coastal Program Land Use Plan.<sup>2</sup>" The Conditional Use Permit allowed the operation of a nursery school, community center and training services (cooking school) in a residential zone. The Specific Plan Exception allowed an exception to the height and bulk standards found in the Specific Plan (which has not been considered or certified by the Commission). After the WLAAPC heard and approved the requests, the action on the combined matter, including the Specific Plan Exception and the Conditional Use Permit were appealed to the City Council. The conditions and mitigation measures the City of Los Angeles imposed in its other actions on APCW 2003-3304-SPE-CU-CDP-ZAD-SPP, unless addressing coastal development and addressed in the Commission's findings and conditions are not conditions of the coastal development permit.

Based on the City Charter, the only actions in the combined permit that may be appealed to the City Council are the Specific Plan Exception and the Conditional Use Permit. On June 22, 2004, the City Council acted on the appeals. The City Council adopted the WLAAPC's findings; changed twelve conditions imposed by the WLAAPC on the Conditional Use Permit, and denied the appeal of the Specific Plan Exception. The other actions, including the Coastal Development Permit, the Shared Parking Permit, the Specific Plan Project Permit and the Environmental Review (Mitigated Negative Declaration) could not be appealed to the City Council. After the City Council acted, the City notified the Commission of the final action on the coastal development permit and transmitted the package to the Commission offices. .

The coastal development permit was appealed to the Coastal Commission. On September 10, 2004, the Commission found the appeal to raise a substantial issue as to conformity of the City's approval of the coastal development permit with the policies in Chapter 3 of the Coastal Act. This action "wiped out" the locally issued coastal development permit. It did not remove or invalidate conditions imposed on the Conditional Use Permit, which addresses potential conflicts between the community center and nearby residential and commercial uses or the other City actions, including the Specific Plan Exception the Shared Parking Plan, the Specific Plan Compliance or approval of the Mitigated Negative Declaration. Unless changed by the Commission's actions on the Coastal Development Permit, which addresses the consistency of the proposed development with the Chapter 3 policies of the Coastal Act, the related City actions and requirements remain in effect. Special Condition 1 addresses this issue.

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<sup>2</sup> Condition No. 4 states: Plan. The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked exhibit "A" except as may be revised as a result of this action. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code and the intent of the subject permit authorization, and if the applicant is unable to obtain approvals from the City of Santa Monica for any improvements to the parking lot areas located within the City of Santa Monica.

**SUBSTANTIVE FILE DOCUMENTS:**

1. City of Los Angeles certified Land Use Plan for Venice, 6/14/01.
2. City of Los Angeles Specific Plan for Venice, Ordinance No. 172,897, 12/22/99.
3. City of Los Angeles Local Coastal Development Permit No. APCW2003-3304.
4. City of Los Angeles Mitigated Negative Declaration No. ENV-200-3305-MND.
5. California Coastal Commission, Regional Interpretive Guidelines, 2/25/80.
6. Crain & Associates Assoc., "Existing and future parking demand analysis St Joseph Center Expansion," December 12, 2003
7. Crain & Associates, "Existing and Future Parking Demand analysis St Joseph Center Expansion," April 18, 2003
8. Memorandum to Dave Kabashima, Department of City Planning, City of Los Angeles from Esther Tam, Transportation Engineer, Department of Transportation, City of Los Angeles, "Shared Parking Analysis of the St. Joseph Community Center, 12/16/2003.
9. 5-92-285 (Salvation Army, Redondo Beach); CDP 02-020 (City of Los Angeles, Venice Library); 5-85-099 (Jonathan Club); 5-02-099/ A-5-PPL-02-162 (Bel Air Bay Club); A-5-RPV-93-005 (Ocean Trails) as amended; 5-03-143(Palisades Urban Ventures); A-378-78 (Headlands, Palisades Highlands), City of Huntington Beach, LCP amendment 3-94 (shared downtown parking); 5-91-325A1(Community Corporation of Santa Monica); City of Hermosa Beach LUPA -03-1.
10. State of California, Division of Mines and Geology, "Seismic Hazard Zones, "Venice Quadrangle, official map released March 12, 1999
11. Gregory K. Mitchell, and John A. Seminara, Southern California Geotechnical, Project No. 02F288-1, "Geotechnical Investigation, Proposed St. Joseph Center, 204 Hampton Drive, Venice, (Los Angeles), California, October 28, 2002.
12. City of Santa Monica, Architectural Review Board, ARB-04-ARB-530 Reconfiguration and Landscaping two parking lots located at 3007 Second Street and 3114 Third Street, Santa Monica

**STAFF RECOMMENDATION:**

**MOTION 1:**     *I move that the Commission approve Coastal Development Permit No A-5-VEN-04-315 pursuant to the staff recommendation.*

**STAFF RECOMMENDATION OF APPROVAL:**

Staff recommends a **YES** vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

**RESOLUTION TO APPROVE THE PERMIT:**

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. 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. **Relationship to Conditions and Mitigation Measures Imposed by the Cities of Los Angeles and Santa Monica**

A. In the event of conflict between the conditions imposed by the Cities of Los Angeles, Santa Monica and the Commission, the terms and Conditions imposed by the Commission shall prevail. Pursuant to this, **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall prepare and submit a

written comparison of the Coastal Commission's Conditions with the conditions imposed by both cities, subject to the review and approval of the Executive Director.

**B.** Nothing in this action is intended to nor does change any action taken by the local government except as explicitly stated herein. Thus,

- (1) Except as explicitly modified by the terms of this coastal development permit, all conditions imposed on the development by the City Council of the City of Los Angeles in connection with its action on Case number APCW 2003-3304-SPE-CU-CDP-ZAD-SPP, and any and all mitigation measures imposed in connection with Mitigated Negative Declaration No. ENV-2003-3305-MND as approved by the City of Los Angeles on June 22, 2004, remain binding and enforceable by the City to the extent they would have been had the Coastal Commission not found the appeal to raise a substantial issue.
- (2) Except as explicitly modified by the terms of this coastal development permit, all conditions imposed on the development by the City of Santa Monica, Architectural Review Board, in connection with its approval of the reconfiguration and landscaping of the parking lots located at 3007 Second Street and 3114 Third Street (ARB-04-ARB-530) remain binding and enforceable by the City to the extent they would have been had the Coastal Commission not acted on coastal development permit 5-04-446.

**C.** Revisions to the above-described local approvals shall be reported to the Executive Director of the Commission before the revision is implemented to determine whether such revisions constitute a change to the project as approved by the Commission. The Executive Director shall determine whether the proposed change is consistent with these coastal development permits. If the change is inconsistent with either of coastal development permits A-5-VEN-04-315 or 5-04-446, the Executive Director shall determine whether an amendment to one or both of these coastal development permits is required and also whether an amendment request can be accepted according to the requirements of Section 13166 of the California Code of Regulations.

## **2. Right to Use Parking Lots.**

**A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, THE APPLICANT SHALL SUBMIT FOR THE REVIEW AND APPROVAL OF THE EXECUTIVE DIRECTOR** evidence that the owners/operators of the St. Joseph's Center have the right to use the parking spaces on each lot identified on the Campus parking study submitted by Crain & Associates dated December 12, 2003, including the two spaces located in the rectory, the lower lot at 3007 Second Street, the upper lot /church lot at 3114 Third Street and the St. Joseph Center lot on Third Street behind the St. Joseph Center. For purposes of the Commission action the "Campus" includes all lots identified on Exhibits 6 and 7 of this report. The

evidence shall demonstrate that the owners, employees, occupants, students and visitors to the structures identified as Convent/Catholic Charities, the St. Joseph's Center, the St. Clement Rectory, and St. Clement Church may use all parking spaces on each lot. The evidence shall also include the legal description of each parcel and each legal lot on the 12-acre Campus, including the lots occupied by each of the structures listed in this condition, and by each parking lot listed above. The applicant shall also provide proof of ownership of each of the legal lots on the Campus and either evidence of an easement over all parking lots or a written agreement authorizing use of all parking lots the owners, employees, occupants, students and visitors to the structures identified as Convent/Catholic Charities, the St. Joseph's Center, the St. Clement Rectory, and St. Clement Church. If written agreements are provided, the applicant shall provide evidence that the signatory is authorized to enter into an agreement on behalf of the legal owner.

**B.** The permittee shall undertake development in accordance with the approved final agreements. Any proposed changes to the approved final agreements shall be reported to the Executive Director. No changes to the approved final agreements shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

**3. Monitoring use of parking**

**A.** By acceptance of this permit, the applicant agrees to provide the Executive Director with copies of the two reports submitted to the City of Los Angeles pursuant to Condition 8 of the City's Case number APCW 2003-3304-SPE-CU-CDP-ZAD-SPP, and the City's review of both reports within 15 days of receipt of the City's review. If the Executive Director determines that parking demand, as shown in the report exceeds that anticipated in the Crain & Associates report of December 12, 2003, the applicant shall apply for an amendment to this permit.

**4. Parking Management Plan.**

**A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT,** the applicant shall submit for the review and approval of the Executive Director, a parking management plan for the management of its work schedules, hours of operation, and of all 134 parking spaces on Campus as shown in Exhibit 66 and outlined in the parking analysis found in the Crain & Associates report of December 12, 2003 as amended by the applicant's revised plan of December 15, 2004 (Exhibit 66). The applicants and owners of each use or structure on the Campus shall share the parking pursuant to Special Condition 1, above, and shall manage the development/activities on the 12-acre site such that all parking generated by daily and weekly activities described in this application, including Saturday and Sunday activities, can be accommodated within the 134 spaces in the parking lots identified Exhibit 66. Methods of management shall include validation for the use of



the spaces in the lower lot by owners, employees, occupants, students and visitors to the structures identified as Convent/Catholic Charities, the St. Joseph's Center, the St. Clement Rectory, and St. Clement Church, and designation of no fewer than 10 drop off/short term spaces in the various lots.

**B.** The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

**5. No Change of Use**

This project is approved as a non-profit service center affiliated with the church, rectory and Catholic Charities offices (former convent) on the same Campus, proposed for specific, limited charitable uses: counseling, instruction, operation of a nursery school and the distribution of food, as described in the City of Los Angeles approval APCW 2003-3304-SPE-CU-CDP-ZAD-SPP. Any change in use shall be reported to the Executive Director to determine whether an amendment to this permit or a new permit is required. If the Executive Director determines that an amendment to this permit is necessary, the change may not be undertaken until the Commission approves a permit amendment, or new permit.

**6. Water Quality.**

**A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit for the review and approval of the Executive Director, two (2) copies of a Final Water Quality Management Plan (WQMP) for the post-construction project site, prepared by a licensed water quality professional, and shall include plans, descriptions, and supporting calculations. The WQMP shall incorporate structural and non-structural Best Management Practices (BMPs) designed to reduce, to the maximum extent practicable, the volume, velocity and pollutant load of stormwater and dry weather flows leaving the developed site. In addition to the specifications above, the plan shall be in substantial conformance with the following requirements:

**(1) Water Quality Goals**

- (a) Post-development peak runoff rates and average volumes shall not exceed pre-development conditions.
- (b) Appropriate structural and non-structural BMPs shall be designed to treat, infiltrate, or filter the runoff from all surfaces and activities on the development site;
- (c) Post-construction structural BMPs (or suites of BMPs) shall be designed to treat, infiltrate or filter the amount of stormwater runoff produced by all storms up to and including the 85th percentile, 24-

hour storm event for volume-based BMPs, and/or the 85th percentile, 1-hour storm event, with an appropriate safety factor (i.e., 2 or greater), for flow-based BMPs;

(2) Runoff controls.

- (a) Runoff from all roofs and parking areas shall be collected and directed through a system of structural BMPs including vegetated areas and/or gravel filter strips or other vegetated or media filter devices. Vegetated landscaped areas shall only consist of plants that are not invasive as defined by the Santa Monica Mountains chapter of the California Native Plant Society as described in Special Condition 11. The filter elements shall be designed to 1) trap sediment, particulates and other solids and 2) remove or mitigate contaminants through infiltration and/or biological uptake. The drainage system shall also be designed to convey and discharge runoff in excess of this standard from the building site in a non-erosive manner.
- (b) At minimum this must include a bioswale and/or filter designed specifically to minimize vehicular contaminants (oil, grease, automotive fluids, heavy metals, hydrocarbons), sediments, and floatables and particulate debris.
- (c) The applicant shall regularly sweep the parking lot at a minimum on a weekly basis, in order to prevent dispersal of pollutants that might collect on those surfaces.
- (d) Consistent with Condition 15 of the Conditional Use Permit, the applicant shall clean up the public rights-of-way within one block of the center once per day when the center is open to clients. Debris and other materials shall not be disposed of in the storm drain system.
- (e) The detergents and cleaning components used on site shall comply with the following criteria: they shall be phosphate-free, biodegradable, and non-toxic to marine wildlife; amounts used shall be minimized to the maximum extent practicable; no fluids containing ammonia, sodium hypochlorite, chlorinated solvents, petroleum distillates, or lye shall be used;
- (f) The applicant shall not spray down or wash down the parking lot unless the water used is directed through the sanitary sewer system or a filtered drain.
- (g) All BMPs shall be operated, monitored, and maintained for the life of the project and at a minimum, all structural BMPs shall be inspected, cleaned-out, and where necessary, repaired at the following minimum frequencies: (1) prior to October 15th each year; (2) during each month between October 15<sup>th</sup> and April 15<sup>th</sup> of each year and, (3) at least twice during the dry season.

- (h) Debris and other water pollutants removed from structural BMP(s) during clean-out shall be contained and disposed of in a proper manner;
- (i) It is the applicant's responsibility to maintain the drainage system and the associated structures and BMPs according to manufacturer's specifications.

(3) Cooking school, food pantry, trash and other materials.

The applicant shall install grease traps and debris control to reduce runoff and other discharges from the cooking school and food distribution. As part of this the applicant shall provide a plan for managing waste from the kitchen and food distribution areas that shall include:

- (a) Covering waste
  - (b) Recycle/compost plant waste
  - (c) Grease traps shall not discharge to the sewer
  - (d) Instruct trainees on water quality issues.
  - (e) Avoid use of toxic substances that are persistent in the water supply to control pests
  - (f) Interior and exterior wash down areas shall not discharge to the storm drain, or parking lot.
  - (g) All containers shall be designed to resist scavenging animals.
- (4) The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

**7. Demolition, Grading, Drainage, and Erosion and Siltation Control Plan: During Construction**

**A. PRIOR TO ISSUANCE OF THE PERMIT, THE APPLICANT SHALL PROVIDE PLANS FOR THE REVIEW AND APPROVAL OF THE EXECUTIVE DIRECTOR** for control of the discharge of waste sediments, debris, dusts and pollutants during demolition of the existing structure and site preparation for the review and approval of the Executive Director. The plans shall include the following information:

- 1) Property limits, prior-to-grading contours, and details of terrain and area drainage.
- 2) Location of all staging and stockpiling areas;
- 3) Measures to control dust and debris during demolition

- 4) Locations and cross sections of all proposed retaining structures and temporary and permanent cut-and-fill slopes, that will result in an alteration to existing site topography (identify benches, surface/subsurface drainage, etc.);
- 5) Area (square feet) and volume (cubic yards) of all grading (identify cut, fill, import, export volumes separately), and the locations where sediment will be stockpiled or disposed of.
- 6) Elevation of finish contours to be achieved by the grading, and related construction.
- 7) A drainage plan
- 8) A grading schedule.
- 9) Proposed erosion and sediment prevention and control BMPs, both structural and non-structural, for implementation during construction. These plans shall be prepared by a professional engineer and shall be designed to minimize discharge of sediments, debris and pollutants from the construction site.

B. The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

## **8. Staging Areas for Construction**

**A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the permittee shall submit a plan for the review and approval of the Executive Director which indicates that the construction staging area(s) and construction corridor(s) will preserve recreational access to the beach and minimize disruption of coastal access corridors and Venice pedestrian routes.

- (1) The plan shall demonstrate that:
  - (a) Construction equipment or activity shall not occur outside the staging area and construction corridor identified on the site plan required by this condition
- (2) The plan shall include, at a minimum, the following components:
  - (a) A site plan that depicts:
  - (b) limits of the staging area(s)
  - (c) construction corridor(s)
  - (d) construction site
  - (e) location of construction fencing and temporary job trailers

- (f) location of stockpiles
- (3) Required permits and authorization, which shall include:
  - (a) Authority for Use of Staging Area
  - (b) Written documentation from the owner of the staging area site that the permittee is authorized to use the site, as conditioned by the Coastal Commission, for the period the project is under construction and needed to complete post construction restoration work.
  - (c) Permission from applicable local government, and a copy of all conditions imposed by the local government.
- (4) The applicant shall not use coastal access routes as haul routes on weekends between the weekend before Memorial Day and Labor Day or on any other holiday. Rose Avenue, Lincoln Boulevard, and Main St. are considered coastal access routes.

B. The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

## 9. Special Events

**A. PRIOR TO ISSUANCE OF THE PERMIT, THE APPLICANT SHALL SUBMIT FOR THE REVIEW AND APPROVAL OF THE EXECUTIVE DIRECTOR** a plan for management of parking and access during special events. Special events are events outside the list of activities included in the applicant's shared parking plan (Crain & Associates, December 2003), are infrequent and that are expected to generate higher than normal use of the parking lots

- (1) The plan shall include:
  - (a) A description of the kind of event and number of expected attendees that should warrant special handling
  - (b) A list of measures that will be taken to reduce (i) local congestion and (ii) impacts to beach access of any such event. Such measures may include valet parking, identification of remote parking site and the use of jitneys to pick up and deliver attendees.
- (2) Pursuant to these requirements:
  - (a) No daytime event on summer weekends or holidays, including Labor Day and Memorial Day may use the Santa Monica State Beach lots for remote or valet parking.
  - (b) No event that requires parking management may take place on the Fourth of July, Memorial Day or Labor Day weekends.

**B.** The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

**10. Conformance of Design and Construction Plans to Geotechnical Report.**

**A.** Prior to issuance of the coastal development permit the applicant shall submit final design and construction plans, including foundations, grading and drainage plans. All final design and construction plans, shall be consistent with all recommendations contained in the preliminary Geologic Investigation prepared by Gregory K. Mitchell, and John A. Seminara, Southern California Geotechnical, Project No. 02F288-1, "Geotechnical Investigation, Proposed St. Joseph Center, 204 Hampton Drive, Venice, (Los Angeles), California, October, 28, 2002. **PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit, for the Executive Director's review and approval, written evidence that:

- (1) The Grading Division of the City of Los Angeles Department of Building and Safety and the City of Santa Monica Department of Building and Safety or its consultant have each reviewed and approved all final reports and design, grading and construction plans; and
- (2) that an appropriate licensed professional has reviewed and approved all final design and construction plans and certified that each of those final plans is consistent with all of the recommendations specified in the above-referenced geologic evaluation approved by the California Coastal Commission for the project site.

**B.** Any significant changes in design from that described in the above mentioned reports shall be reported to the Executive Director to determine whether an amendment to this permit is required.

**C.** The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

**11. Final Landscaping Plans**

**A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicants shall submit, for the review and written approval of the Executive Director, a final landscaping plan. The landscaping plan shall conform with the following requirements: (a) With the exception of plants located in vegetated swales or other runoff collection areas, all plants shall be low water use plants as defined by the University of California Cooperative Extension and the California Department

of Water Resources in their joint publication: "*Guide to estimating irrigation water needs of landscape plantings in California*". (b) The applicant shall not employ invasive, non-indigenous plant species, which tend to supplant native species as identified on the California Native Plant Society publication "California Native Plant Society, Los Angeles -- Santa Monica Mountains Chapter handbook entitled Recommended List of Native Plants for Landscaping in the Santa Monica Mountains, January 20, 1992 " and/or by the California Exotic Pest Council. (c) Use of California native plants indigenous to the Santa Monica Mountains is encouraged. (d) All required plantings shall be maintained in good growing condition throughout the life of the project, and whenever necessary, shall be replaced with new plant materials to ensure continued compliance with the landscape plan. 2. The plan shall include, at a minimum, the following components:

- (1) A map showing the type, size, and location of all plant materials that will be on the developed site, topography of the developed site, and all other landscape features,
- (2) A list of proposed species including the common and scientific name.

**B.** The permittee shall undertake development in accordance with the approved final plan. Any proposed changes to the approved final plan shall be reported to the Executive Director. No changes to the approved final plan shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

## **12. Future Development Restriction**

**A.** This permit is only for the development described in coastal development permit No. A-5-VEN-04-315. Pursuant to Title 14 California Code of Regulations section 13250, the exemptions otherwise provided in Public Resources Code Section 30610(b) shall not apply to the development governed by coastal development permit No. A-5-VEN-04-315. Accordingly, any future improvements to the community center authorized by this permit, including but not limited to repair and maintenance identified as requiring a permit in Public Resources section 30610(d) and Title 14 California Code of Regulations sections 13252(a)-(b), shall require an amendment to Permit No. A-5-VEN-04-315 from the Commission or shall require an additional coastal development permit from the Commission or from the applicable certified local government.

## **13. Revised Final Plans**

**A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT,** the applicants shall submit, for the review and written approval of the Executive Director, final plans for the St. Joseph Center consistent with the above conditions, and otherwise consistent with the plans dated June 2, 2004 by DMJM submitted to the Commission offices, and final plans for the parking lots consistent with the above conditions and otherwise consistent with the plans dated October 5, 2004 by

DMJM, approved by the City of Santa Monica, and with Exhibit 66. The plans shall include scales and dimensions of all exterior walls, including the length of each, measurements of height and of setbacks, and legible counts of all parking spaces.

B. The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plan shall be reported to the Executive Director. No changes to the approved final plan shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

#### **14. Deed Restriction**

**PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicants and landowners of each lot in the church campus (Campus) shall submit to the Executive Director for review and approval documentation demonstrating that the applicant(s)/ landowner(s) have executed and recorded a deed restriction against the all legal lots located on the Campus, in a form and content acceptable to the Executive Director: (1) indicating that, pursuant to this permit, the California Coastal Commission has authorized development on the subject properties, subject to terms and conditions that restrict the use and enjoyment of that property; and (2) imposing the Special Conditions of this permit as covenants, conditions and restrictions on the use and enjoyment of the Property. The deed restriction shall include a legal description of the entire parcel or parcels governed by this permit. The deed restriction shall also indicate that, in the event of an extinguishment or termination of the deed restriction for any reason, the terms and conditions of this permit shall continue to restrict the use and enjoyment of the subject property so long as either this permit or the development it authorizes, or any part, modification, or amendment thereof, remains in existence on or with respect to the subject property.

#### **IV. FINDINGS AND DECLARATIONS:**

The Commission hereby finds and declares:

##### **A. Project and Area Description**

The applicant proposes to demolish an 10,674 square foot parish school building now used as a community center to construct a 41-foot high, 29,086 square foot institutional building for the provision of non-profit community services to indigents (e.g. childcare, counseling, classes, culinary training, and referral services) on an existing church campus and to reconfigure 136 shared and private parking spaces on that Campus to provide a total of 134 spaces. The building is proposed for specific, limited charitable uses: parish offices and classrooms, counseling, instruction and a nursery school and the distribution of food, all regarded in the City of Los Angeles as an expansion to an existing church. The



project includes improvements to a parking lot on the same church/school campus. The applicant also proposes to continue to provide public parking in a parking lot at 3007 Second Street, Santa Monica (lower lot), (either by offering parking for a fee to the general public, or by leasing spaces periodically to offsite uses) subject to availability. The improvements to the parking lots were considered by the City of Los Angeles in evaluating the expanded community center, but since two of the parking lots are located in the City of Santa Monica, reconfiguring those two parking lots requires initial review from the City of Santa Monica and a coastal development permit from the Commission. The Coastal Commission will consider the related coastal development permit for re-landscaping and reconfiguring the parking lots (5-04-446 (Archdiocese of Los Angeles)) when it considers the present permit for demolition and rebuilding the community center.

The project is located on a church campus that is located both in the Ocean Park District of City of Santa Monica and in the Oakwood Planning Area of Venice (Campus). The Campus includes 17 lots bounded on the north by Marine St., on the west by Second Street/Hampton Drive<sup>3</sup>, on the east by Third St. and on the south by private development (See Exhibits 3, 4 and 5). The eight lots in the City of Los Angeles are located along Hampton Drive, and on the southwest side of Third Street. The St. Joseph Center structure and a former convent are owned by a nonprofit agency of the Archdiocese of Los Angeles, the Archdiocese of Los Angeles Education and Welfare Corporation; the "Third Street parking lot" with 17 parking spaces and a small shrine, is owned by the Archdiocese of Los Angeles (Exhibits 6 and 7). The adjacent nine lots (three parcels) in the City of Santa Monica<sup>4</sup> are owned by the Archdiocese of Los Angeles and are occupied by the church, the rectory, and most of the parking, currently 86 spaces, 58 of which are in a large lot at 3007 Second Street. The Archdiocese Education and Welfare Corporation and the "Archdiocese" are legally distinct entities, with different management. Both are entities within the Los Angeles Archdiocese. An official of the Archdiocese signed the City application for this development. The 10,674 sq. ft. building that is to be demolished extends over five lots and fronts Hampton Drive. The existing building, originally built as a parish school, is currently used for the operation of the St. Joseph Center Food Pantry and Counseling Services as well as offices and meeting rooms which are used by both the church and the St. Joseph Center. In addition to parking lots, other existing uses in the Campus include St. Cement Catholic Church, the St. Clement rectory, and a convent, which is now used to house the Catholic Charities offices (Exhibit 4).

Two of the three parking lots on the Campus are located in the City of Santa Monica and are subject to the related application, 5-04-446. The lots are zoned OP2, which is a medium density residential zone, which allows community centers, churches and "underground parking" as a conditional use, although it would not allow a commercial parking lot that is unrelated to a permitted use. The parking lots are currently developed and used as a parking lot for the uses on the Campus. The owner, the Archdiocese of Los Angeles also leases 58 spaces of the lot at 3007 Second Street, Santa Monica to an

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<sup>3</sup> The same street is called Hampton Drive in Venice and Second Street in Santa Monica.

<sup>4</sup> The 9 lots in Santa Monica include a parcel for the rectory, parcel 11 accomplished by a lot split of two underlying lots. The Commission, by noting this lot, has not investigated the creation of this parcel 11 or concurred that this is a legally created lot.

operator who manages the lot for commercial parking. The current proposal includes reconfiguring the existing parking lots on the property to increase efficiency, reconfiguring and re-landscaping the "lower lot", the lot located at 2007 Second from 58 to 72 spaces; enlarging an existing lot and driveway adjacent to St. Clement Church (located at 3114 Third Street Santa Monica) from 28 spaces to 34 spaces; and reconfiguring a 24-space lot located between St. Joseph Center and Third Street that is located in Los Angeles to accommodate 25 spaces. Changes include removal of one curb cut now located on Marine Street (Santa Monica), removal of a driveway that connects the upper and lower lots and removal of the 23 parking spaces that are located in the proposed building footprint. After reconfiguration, the total number of spaces on the Campus will decrease to from 136 to 134 spaces, but the new parking plan will accommodate six drop-off spaces adjacent to the center, four drop-off spaces in the lower lot and two spaces in the rectory garage.<sup>5</sup>

The building is proposed as a two-level "E" shaped structure built around a central courtyard, with two levels built above existing finished grade, and a small basement under the northern wing. The structure extends over 232 feet along Hampton Drive, but the Hampton Drive side of the structure is broken up into three wings and a courtyard. The wings extend to within 15 feet of Hampton Drive. The eastern side of the structure will face the upper parking lots and internal circulation. A 78-foot wide courtyard separates the north and middle wings. The section of the "rear wing" that abuts the courtyard is set back about 71 feet from the street. However the second story extends closer to the street over each of the other wings: Over the north wing, the second story is set back 25 feet from the street and over the middle and south wings, the second story is set back 45 feet from the street. Exterior walkways are cantilevered over the courtyard and a staircase is routed into the courtyard. The wings (legs of the E) that extend toward the street do not extend over more than two 50-foot wide lots. The Hampton Drive face of the northernmost wing is 70 feet wide, the Hampton Drive face of the middle wing is 33 feet wide and the Hampton Drive face of the south, nursery school, wing is 42 feet wide. The site slopes approximately 30 feet from Hampton Drive to the eastern property line, creating a 10.5 foot grade differential from the curb to the existing building pad. Because of the slope, the courtyard and building entrances will be located ten feet above street level and accessed by staircases.

To reduce the visual impact of the structure, the City required the courtyard to be sited adjacent to Hampton, rather than in the interior of the project and also required a 15 foot front yard setback for the first story, required the second story to be set back ten feet behind the first story and required offsets and changes in color along the façade adjacent to Hampton Drive. The roof parapet is planned to extend 41 feet above Hampton Drive, but this is a result of the grade of the site: the bulk of the building is 25' 4" above average

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<sup>5</sup> The applicant has provided several different counts of the parking spaces at 3007 Second Street – the survey showed 57 spaces and the parking study shoed 58 spaces. At a site visit on December 9, 2004, staff counted 58 marked spaces on the lot at 3007 Second Street. A booth occupied one of the spaces, and a second space was occupied by the attendant's car. However two cars were parked at the ends of rows outside marked spaces.

finished grade; the parapet extends 30.5 feet above the level of the finished floor, which is about 11 feet above Hampton Drive.

## **B. Public Access and Recreation**

The project is located three blocks, about a quarter of a mile, inland of Venice Beach and a block and a half (a tenth of a mile) inland of Main Street Santa Monica, a busy restaurant and shopping area. Main Street is two and a half blocks inland of Santa Monica State Beach. The expanded structure will use a parking lot that St. Joseph Center now shares with St. Clement Church and other uses presently located on the Campus. Because there has historically been a surplus of parking on the site, the Archdiocese has leased 58 spaces on the lower lot, (Marine and Second Street) part of the parking lot that this community center will use, for operation as paid public parking (Crain & Associates, April 2003).

The project is located in an area where cumulative parking deficits could reduce public beach parking. In this densely developed area, streets and parking lots two to four blocks from the beach are used for beach parking by individuals who wish to avoid the fees at nearby public lots which include: the Rose Avenue lot on Venice Beach (289 spaces), four City of Santa Monica-operated lots west of Main St. and east of Nielsen Way (a total of 330 spaces), and the South Lot at Santa Monica State Beach (871 spaces). Because the Main Street commercial area includes many older storefronts that do not provide their own on-site parking, many visitors to Main Street use either these public lots or the St. Joseph Center lower lot.

Coastal Act Section 30210 provides for maximum access; Section 30211 provides that existing access must be protected; and Section 30252 requires development to provide adequate parking facilities or substitute means of serving the development with public transportation.

### **Section 30210 Access; recreational opportunities; posting**

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. (Amended by Ch. 1075, Stats. 1978.)

### **Section 30211 Development not to interfere with access**

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 30252 Maintenance and enhancement of public access**

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within

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

The proposed project would increase the square footage of the St. Joseph Center from 10,674 square feet to 29,086 square feet. There are currently 136 parking spaces on the Campus to serve the church, the rectory, the St. Joseph Center and Catholic Charities. One hundred thirty-four are spread between surface parking lots; two are located in the rectory garage. The 58 space "lower lot," located in the City of Santa Monica, is operated as a commercial lot. The parking lots do not now appear to be managed for all the services on the Campus. The applicant proposes to reconfigure and manage the on-site parking areas to serve the employees and clients of the expanded center but proposes to reduce the total number of parking spaces. The project will increase parking in the lot at 3007 Second Street; the St. Joseph Center will expand over 23 parking spaces at the rear of its present building, and the lots at 3114 Third Street and the Third Street Venice lot. The Crain & Associates parking study initially indicated that the total number of parking spaces on the Campus would increase to 146 spaces after the applicant reconfigured all the lots. However Santa Monica required landscaping, which reduced the number of spaces to 141. After internal evaluation, the applicant discovered that its plan for reconfiguration of the Third Street parking lots impacted amenities important to members of the St. Clement Church, which include a shrine to the Virgin of Guadalupe in the Third Street behind the St. Joseph Center and a gazebo and grotto at the rear of the rectory in the lot at 3114 Third Street. As now revised, the applicant indicates that it will have 134 spaces on the Campus after reconfiguration, a number that includes the two spaces in the rectory garage.

#### **St. Joseph Center/St. Clement Church Parking Summary**

##### **Existing**

1.	Lower Public Lot 3007 Second Street	58 Spaces
2.	Parking Lot Adjoining St. Joseph Center	23 Spaces
3.	Third Street Venice lot Rear of St. Joseph Center	24 Spaces
4.	Parking Lots Adjoining Rectory and Church: 3114 Third Street	28 Spaces
5.	Rectory Garage	2 Spaces
<b>Total</b>		<b>136 Spaces</b>

**Proposed Parking.**

	Lower Public Lot 3007 Second St.	72 Spaces (including 4 drop-off spaces for St. Joseph Center)
	Third Street Venice lot Rear of St. Joseph Center.	25 Spaces (including 6 drop-off spaces for St. Joseph Center)
	Reconfigured Parking Lot Adjoining Rectory and Church: 3114 Third Street.	34 Spaces
	Rectory Garage	2 Spaces
<b>Total</b>		<b>134 Spaces</b>

**Shared Parking.** The applicant has provided a parking study indicating that at the level of use currently proposed, there will be no need for significant additional parking. The two biggest parking generators on the site are the St. Joseph Center and St. Clement Church. The study indicates that the two uses can share parking because the peak demands of St. Clement Church and St. Joseph Center occur at different times. St. Clement Church has a high demand on Sundays and on Friday evenings but not during the week, and the Center is not open on weekends.<sup>6</sup> Catholic Charities is open on Saturday, and generates very little traffic or need for parking during the week (about 8 spaces). The study concludes that the St. Joseph's Center can share parking with the church with no conflict, and there is adequate parking on the Campus to serve both uses.

**Overlapping uses within St. Joseph's Center.** The study goes on to consider the demand of the various uses that are proposed to operate out of the expanded St. Joseph Center and concludes that if the present uses continue, there will be ample parking during working hours, leaving 8 spaces for St. Clement Church, 8 spaces for Catholic Charities and 51 spaces for leasing in the lower lot. The conclusion is based on counts of the parking spaces that are normally occupied during the workweek by employees and program participants both on and off the site. The study projects that even with the planned increases in the number of counselors (10) and the enrollment of the nursery school there will be ample parking on the Campus. The study is based on an assumption that many workers will still be at the site on a part-time basis (Exhibit 10). Based on this assumption, and the high use of public transit by employees and program participants, the applicant's study indicates that the demand for parking will be lower than would be expected from a commercial office building of a comparable size.

The applicant's study shows that as projected, there will be 51 surplus spaces on the site even at peak times, which it estimates at midday on Tuesdays and Wednesdays, most specifically 2:00 PM on Wednesdays. (Exhibit 10, pp13-16). The study estimates that at

<sup>6</sup> See Crain & Associates, December 12, 2003 Exhibit 10.

peak time, the maximum parking demand for the expanded St. Joseph Center would increase from a maximum 42 spaces to approximately 74 spaces, leaving 60 spaces on the Campus unoccupied, based on the revised lot configuration. This peak demand would occur at 2:00 PM on Wednesdays. The study presumes that about 56 vehicles from the public will park in the 72-space lot at 3007 Second Street, which will have 69 long-term spaces and 4 short-term spaces for drop-off use. At 1:00-2:00 PM Wednesdays about three public users of the pay lot could be displaced.

The study suggests that the low parking demand derives from 1) the staggered work schedules of the professional staff at St. Joseph Center 2) the commuting pattern of some staff and of the program participants of the St. Joseph Center and Catholic Charities, a large percentage of whom use transit, bicycle or walk. (See Exhibit, 10, excerpts from Crain & Associates study.) Based on this study, the applicant asserts that any increased parking demand for the new structure can be accommodated and the enlargement of the Center will not have any impacts on beach support parking. The argument is based on an assumption that the church building will continue to be operated as a church and that the community service center will continue to be linked to the church, will serve a local clientele, (or one that uses transit even if they are not local) and will operate consistent with its current pattern of use, with staggered and part-time staff schedules.

The City of Los Angeles approved the project with the parking plan, but required a resurvey after occupancy, and required that only the lower lot could be leased. The City of Los Angeles Zoning Administrator's Determination approving the parking plan concluded that because of the different times of peak demands of the various uses sharing the lot, there would be adequate parking even with the expanded structure. The City approval of the Shared Parking Plan (SPP) includes 1) a review from the City of Los Angeles' Department of Public Works (Exhibit 9) and 2) a Zoning Administrator's Determination approving a Shared Parking Plan (SPP Exhibit 63). In doing so it imposed condition numbers 8 (assessment for changed conditions after occupancy), 11 (hours of operation), 12 (limitations on use/occupancy), 18 (parking/circulation management, including provision of drop-off areas), 33, 34, 35 and 36, operation of shared parking:

8. In order to provide for reexamination in six months (for parking review only) and one year of the matter in light of any changed conditions in the neighborhood or operation of the project and in order to evaluate the effectiveness of and compliance with the conditions of approval regarding the operations and physical improvements of the facility, the applicant/operator or owner shall file for an Approval of Plans. Said application must be filed with the Zoning Administrator no later than six months and one year after the issuance of a certificate of occupancy but not sooner than five months and nine months, respectively, from that time. The application shall be accompanied by the payment of appropriate fees, as governed by Section 19.01-1 of the Los Angeles Municipal Code, and must be accepted as complete by the Planning Department public counter. The completed application shall be accompanied by tenant/owner notice labels for 500-foot radius and include the individuals on the interested parties list related to the subject authorization for the purpose of a public hearing. The applicant/owner shall provide appropriate documentation to substantiate ongoing compliance with each of the conditions contained herein, including a shared parking study in accordance to Section 12.24-X, 20, of the Los

Angeles Municipal Code, at the time of filing the Approval of Plans review application. Conditions may be added or modified as appropriate.

#### Shared Parking

33. The applicant and parties operating the shared parking facility shall submit written evidence in a form satisfactory to the Office of Zoning Administration which describes the specific nature of the uses, hours of operation, parking requirements, and the allocation of parking spaces, and which demonstrates that the required parking for each use, including leased parking, will be available taking into account their hours of operation. This information shall be provided for the uses on the entire church site.

34. Reserved or otherwise restricted spaces shall not be shared. No spaces shall be reserved for any particular user, including lease parking spaces. The entire 146<sup>7</sup> parking spaces must be made available to all of the uses, except that leased parking (as set out below) may be confined to the lower parking lot.

35. Leased parking spaces shall be limited to the lower parking lot located along Hampton Drive. Prior to the issuance of a Certificate of Occupancy, a parking operations plan shall be submitted to the Zoning Administrator for review and approval. The parking operations plan shall ensure that the needs of all on-site users are adequately met before making spaces available for public use. The Zoning Administrator may require the recommendation of Department of Transportation prior to approval. A shared parking survey and analysis shall be provided with any plan approval application and shall be reviewed by the Department of Transportation prior to submission.

36. Prior to the issuance of any permits, additional documents, covenants, deed restrictions, or other agreements shall be executed and recorded as may be deemed necessary by the Zoning Administrator, in order to assure the continued maintenance and operation of the shared spaces, under the terms and conditions set forth in the original shared parking arrangement. Any changes to the participating uses or hours (includes portions within the City of Santa Monica) shall require a plan approval application and a public hearing. (City of Los Angeles approval APCW 2003-3304-SPE-CU-CDP-ZAD-SPP.)

Since the approval of the Conditional Use Permit (CUP) and Shared Parking Plan (SPP) were reported to the Commission along with the coastal development permit, but are in fact independent of the coastal development permit process, the Commission's assumption of jurisdiction over the underlying coastal development permit did not automatically eliminate the special conditions imposed in these actions. Local government can continue to enforce the conditions adopted as part of the CUP and SPP independent of the Commission. Special Condition 1 of this permit addresses the relationship between the City's actions and the Coastal Development Permit.

Opponents contend that the project will have impacts on public shoreline access because 1) the project provides no on-site parking for the enlarged structure, 2) the parking is on a separate legal lot from the building, that is owned by a different legal entity, so that it is not sufficiently protected in event the building is sold, 3) the shared parking is not presently

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<sup>7</sup> 146 is the number of spaces prior to review by the City of Santa Monica and internal review by St. Clement Parish and Diocesan authorities.



sufficient for all uses sharing it; 4) the assumption that the offices will not be fully occupied on a normal 8-5 business schedule is wrong; and 5) once there are more offices, workers will work more hours on the site. Opponents further contend that the lower lot is currently leased for parking by beach goers, customers of commercial uses, a nearby religious school and local residents and if the new building occupies more of this parking, the loss of this parking supply may have adverse impacts on coastal access and local businesses. Opponents also argue that the parking study does not take into account parking demand from special events such as weddings and funerals, which are not confined to Sundays. The opponents have provided an alternative schedule of parking lot demand based on different assumptions concerning the amount of use of parking on the part of visitors, program participants and guests. These estimates support the opponent's conclusion that the applicants study and the City's shared parking plan is inaccurate (Exhibits 14 and 15).

The applicant is planning to decrease the parking supply by two spaces but asserts that with better management, more spaces will be available when necessary. The 58-space lot at 3007 Second Street and both Third Street lots are owned by the Archdiocese of Los Angeles, which is a different entity from the Archdiocese of Los Angeles Education and Welfare Corporation, the entity that owns the St. Joseph Center and the convent. In support of the third contention, the opponents argue that program participants and St. Joseph staff now park on the streets surrounding the facility; the lower lot is full when employees arrive at work, and many program participants park in the streets surrounding the facility. Therefore, they argue, parking counts that confine themselves to the on-site lots understate the current demand. In response, the applicant points out that the parking study surveyed all employees and attempted to count parking use on neighboring streets. The applicant agrees that the lower lot is leased and operated as a public commercial lot, but contends that the parking study supports its view that the leasing can continue. However the City-approved Shared Parking Plan requires the applicant to demonstrate that the parking needs of the enlarged center are accommodated after occupancy (See conditions 8 and 35 above.) With respect to special events, the applicant indicates that the City CUP specifically limits the number of after-hours special events that can take place (Conditions 11 and 12 CUP, Exhibit 63.) The Commission notes, however, that the St. Clement Church, with its schedule of weddings and funerals, is not part of this application that the church was constructed in 1950, and has presumably been holding weddings and funerals since that year.

The Commission has approved shared parking plans, including in Venice, Santa Monica and Marina del Rey, for major developments such as hotels, clubs and golf courses that offer a number of functions on the same site, for businesses in older smaller structures that share one or several central parking facilities, such as the walk-up establishments on Venice Beach<sup>8</sup>. In all instances, the Commission based its approval on studies of the demands of the proposed uses on site. The major criterion to approve such a plan has been whether the applicant could demonstrate that the peak attendance of each use sharing the parking occurred at different times, and that there be no significant adverse impacts to coastal access. In this case, the two biggest traffic generators on the site, the

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<sup>8</sup> Santa Monica Third Street Promenade, downtown Hermosa Beach and downtown Huntington Beach, the Jonathan Club, the Bel Air Bay Club, Ocean Trails Golf Course.)



church and the service center, operate at different times -- the church offers Sunday and Friday night Mass; the St. Joseph Center operates from 8:00 AM to 5:PM on weekdays.

The second question raised by the opponents is whether, if the building were sold for another use, there would be enough parking on the site to accommodate the parking generated by the new structure on its own. The result of the applicant's calculations is that even if the use of the structure changed to a commercial office, there would be enough parking on the existing Campus, although there would not be a surplus to lease for a commercial lot. Such calculations depend on the church remaining a church, on the new structure operating at different hours from the church, and on all spaces on the Campus being available for the use of the owner of the proposed structure. The applicant's consultant indicates that based on a cumulative count of the zoning standard for each use proposed in the new structure and the square footage proposed for each use, the combined demand for parking for all the weekday uses proposed on the site is 122 spaces (Exhibit 10). If the uses were to change from the proposed pattern including a part time staggered schedule, a permit amendment would be necessary to assess the parking demand.

Staff also calculated the parking demands of the new structure in several ways. The result of all calculations was that there is enough parking on the Campus to accommodate the new structure even if the low auto use that the consultant found there does not prevail. The Commission notes that by some calculations at least part of the 3007 Second Street would have to be reserved for program participants and employees of the center, or the operations of the new center would need to be revised. All calculations assumed that the present church would not require significant parking during the week.

<b>Figure 1.</b> <b>Comparisons of alternative methods to calculate the parking needs of the St. Joseph Center. All methods show the addition is within the capacity of the church campus</b>						
	South coast guidelines LUP Standards sum of each use	LUP calculating second floor as 23 offices at 1.5 per office space, the 5300 sq. ft. area without partitions as general office.	Gross square footage as office structure 30,000 @ 1/250	Consultant's estimate, new structure reducing spaces for staggered schedules	Consultant's estimate: sum of all uses, with no reduction for overlap.	Parking spaces on church campus after project
Maximum Other Campus uses	16	16	16	16	16	
Total Center	94.	105.5	120	74	122	134
Subtotals						
3 Classrooms	31	31				
Nursery school	7	7				
Cooking school	6	6				
First floor church offices 1/250	7	7				
Second floor counseling offices 1/250 sq ft gross	42.5	53.5				
Garage and storage	1	1				

The opponents are correct in concluding that the applicability of the study in the future depends on the type of use and the hours of operation and the continued travel patterns of the program participants. They are also correct in indicating that the lower lot could be sold separately because the 17 lots on the Campus are previously subdivided lots. However, the Commission has imposed a special condition that ties the parking spaces on this project to this project, regardless of who will own the lot. (See Special Conditions 3 and 4.) Therefore, the Commission has required in Special Condition 2 that the applicant demonstrate that the operators of each facility on the church Campus have the right to use all the spaces, in Special Condition 3 that the applicant monitor the uses of parking on the Campus, and in Special Condition 4 that the applicant(s)/ owners develop a shared parking plan for all uses and all parking lots on the entire Campus to manage the uses on their site consistent with available parking on the entire Campus. The City's conditions impose similar requirements. Finally, the Commission requires that the applicant to record a deed restriction over all lots on the church Campus memorializing these conditions that will be in force as long as the reconfigured parking lots and the St. Joseph's Center remain. Further, in order to assure that parking demand remains consistent with that provided to the Commission in this action, the Commission has imposed a special condition requiring that any change in use or increase in size of any of the structures on the Campus would require an amendment to the CDP (or a new permit under as development defined in Section 30106 of the Coastal Act.) Furthermore, the Executive Director could not accept such an amendment if it were inconsistent with the Commission's intent in approving the underlying permit, which is to accommodate all parking generated by the six parcels on the site.

Because the surplus is based in part on the current level of staffing, and staggered and part-time work schedules, submitted to the City in the parking study, the Commission has required any proposed change to the CUP or SPP must be reported to the Executive Director to determine whether such changes can be considered a change that triggers an amendment to this permit. The Commission finds that as conditioned the development as conditioned will not impact public parking or existing public beach access and is consistent with the public access policies of the Coastal Act.

### **C. Scenic and Visual Qualities – Neighborhood Character**

The Coastal Act requires development to protect visual resources, community character and special communities. In order to protect community character in Venice, the Commission has limited the height and scale of structures. The City incorporated many of those limitations into the certified the Venice Land Use Plan (LUP), which the Commission certified in on June 14, 2001. The City granted exceptions to two major LUP standards in its approval of the proposed project, finding that with design changes the visual effect of the structure could be mitigated, and that it was inappropriate to apply height and lot combination standards, that are for residential and commercial uses, rigidly to an institutional structure.

Section 30251 of the Coastal Act states:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Section 30253 of the Coastal Act states in part:

New development shall: ...

(5) Where appropriate, protect special communities and neighborhoods, which, because of their unique characteristics, are popular visitor destination points for recreational uses.

The project will not be visible from the beach, is not located in a public view corridor, nor along the canals or a walk street. However, based on Section 30253, the Commission has required development in Venice to modify designs to be compatible with community character. Venice has been addressed as a special community, particularly along the canals and walk streets. The visual quality of Venice includes a pedestrian scale, an eclectic mix of styles of structures, within a pattern of small structures on small lots.

**Description of community character.** This property is located north of Rose Avenue on the transition area between the older industrial spine of Venice and the residential communities of Oakwood and Ocean Park to the north and the east. The land to the west of Hampton Drive has been long zoned and developed for light industrial uses. After the abandonment of the railroad right-of-way in the nineteen-seventies, many older industrial buildings were demolished or converted to modern commercial, industrial and office uses including film editing, theaters, and cafes. West of Hampton Drive, across from the applicant's site there are, businesses, parking lots, and a temple and a nursery school located in a converted industrial structure that extends over two lots. None of the structures extend over two lots; those located in Venice are predominately one story, although one is two stories, with a decorative archway. On the south end of Hampton, most structures are one story, on the north end, where Hampton transitions to Second Street in Santa Monica, there is a 30-foot high structure. (Hampton Drive is identified as Second Street in Santa Monica.) The Commission recently approved a four level, 42-foot high condominium in Santa Monica that is located directly across Second Street from the St. Joseph lower parking lot. There is a strip of commercial, multi-family and light industrial uses along Rose Avenue to the east of Hampton Drive, while the side streets north of Rose Avenue, and to the north of Third Street, are designated for residential use and developed with two story duplexes and a few older single-family houses and

apartment buildings. There are two-story duplexes directly to the south of the church Campus along both Hampton Drive and Third Street.

The St. Clement/St. Joseph's Center Campus and the lots to the east of it on Third Street are located on the only hill in Venice, a hill that begins a few lots north of Rose Avenue and is an extension of the sandy hills that make up the Ocean Park District of Santa Monica, a medium density residential area. The residential buildings on the hill are built on pads above street level. On the Venice portion of the hill, most of single-family homes and duplexes extend 20-25 feet over the pad, although the pads are as much as five feet over the level of the street. Residential structures on Hampton and Third Streets in this part of Venice do not extend over more than one 50-foot lot. On the commercially and industrially zoned frontage along Rose Avenue, most older commercial and residential structures on the north side of the street are one story and do not as a rule extend over more than one lot; on the south side of the street several industrial structures, an educational institute and a new self storage building extend over three lots or more and are two and even three levels in height. Current uses and zoning are shown in Exhibit 3; a topographic map is shown in Exhibit 4.

**LUP standards addressing character and scale.** The certified LUP provides standards to assure that new development will be consistent with the character and scale of most Venice neighborhoods.

**Height.** The LUP establishes that heights as stated will be measured from the centerline of the frontage road. The project is located in the Oakwood neighborhood. With respect to Oakwood, the Venice LUP states:

**Height:** Oakwood, Milwood, and Southeast Venice: Not to exceed 25 feet for buildings with flat roofs; or 30 feet for buildings utilizing a stepped back or varied roofline. The portion that exceeds 25 feet in height shall be set back from the required front yard one foot for every foot in height above 25 feet. Structures located along walk streets are limited to a maximum of 28 feet. (See LUP Policy I.A.1 and LUP Height Exhibits 13-16).

**Lateral extent.** The LUP policies on both residential and commercial development limit the lateral extent of new structures. The policies addressing the scale of commercial development states:

**I. B. Commercial Land Use and Development Standards**  
**Policy I. B. 7. Commercial Development Standards**

Lot Consolidation. Two commercial lots may be consolidated, or three with subterranean parking with the following restrictions:

1. Methods for insuring that the structure does not look consolidated (breaks in front wall of ten feet minimum) shall be utilized.
2. Subterranean parking shall be fully depressed with roof at natural grade.

**Exception:** Lot consolidation of more than two lots shall be permitted for mixed-use projects which conform to the existing scale and character of the surrounding community and provide adequate on-site parking.

**Building Separation:** A minimum of five feet between commercial and residential buildings (except for mixed-use projects).

There is a similar policy addressing bulk in residential neighborhoods.

**I. A. Residential Land Use and Development Standards**

**• Policy I. A. 1. Residential Development.**

**b. Residential Lot Consolidations.** In order to preserve the nature and character of existing residential neighborhoods, lot consolidations shall not be permitted in the Venice Canals and Silver Strand residential neighborhoods. No more than two lots may be consolidated in the Ballona Lagoon West, Ballona Lagoon (Grand Canal) East, Southeast Venice, Milwood, North Venice and Oxford Triangle neighborhoods and on walk streets. Lot consolidations of not more than three lots shall be permitted in the Oakwood and Marina Peninsula residential neighborhoods. Lot consolidations may be permitted only subject to the following limitations:

- i. No building or structure shall be constructed on what were more than two contiguous lots prior to lot consolidation with the exception of subterranean development that is entirely below street elevation.
- ii. Building facades shall be varied and articulated to provide a pedestrian scale which results in consistency with neighboring structures on small lots. Such buildings shall provide habitable space on the ground floor, a ground level entrance and landscaping and windows fronting the street. No increase in the number of units shall result from the lot consolidation.
- iii. Front porches, bays and balconies shall be provided to maximize architectural variety.

**Description of proposed structure.** The structure is proposed as a two-level structure, built on the pad of the structure that is to be demolished. It is to be built around a central courtyard, with two levels built above existing finished grade, and a small basement under the northern wing. The entire structure extends over five 50-foot wide lots. The Campus slopes approximately 30 feet from Hampton Drive to the eastern property line on Third Street, creating a 10.5 foot grade differential from the curb to the existing building pad. Because of the slope, the courtyard and building entrances will be located ten feet above street level and accessed by two staircases. The roof parapet is planned to extend 41 feet above Hampton Drive and 30.5 feet above the level of the finished floor, which is about 11 feet above Hampton Drive. The roof of the building is proposed at 25' 4" above average finished grade. The courtyard is planned on the western (Hampton Drive/Second Street) side of the structure. The proposed building is shaped like an "E", with the longer section at the rear of the lot. The 232 foot-long rear wing of the structure will be set back 78 feet from the Hampton Drive and accommodates a culinary arts school on the ground floor and counseling offices, conference rooms and an open hall on the second level. The ground levels of the north, middle and south wings are set back 15 feet from the Hampton Drive.

The south wing, planned to house the nursery school, is 42 feet wide and extends over two lots. The middle wing, which accommodates a social hall/assembly room is 33 feet wide. The north wing is 60 feet wide and accommodates parish offices and classrooms on the first floor, and program management offices and a reception area on the second floor. The second floor of the north wing is set back twenty-five feet from Hampton Drive. The second floor over the middle and south wings is set back 45 feet from Hampton Drive and accommodates counseling center facilities. A truck delivery entrance from Hampton Drive will serve a basement level that will be located under the northern wing. The basement includes storage and a security office.

### **Analysis of Visual Impact on Community Character.**

The LUP design standards cited above apply to commercial and residential development. The LUP contains no standards for institutional uses, such as the proposed project. However, to reduce the visual impact of the structure, the City required the courtyard to be sited adjacent to the frontage road, Hampton Drive, rather than in the interior of the project and also required the second story to be set back ten feet behind the first story and required offsets and changes in color and texture every twenty feet along the façade. After granting the exceptions to Specific Plan standards that address height, setback and lot combination, the West Los Angeles Planning Commission imposed the following special condition:

The building shall be designed as follows:

- a. The building façade along Hampton Drive shall be designed with visual breaks or Architectural Features, including balconies or terraces, with a change of material or a break in the plane every 20 feet in horizontal length and every 15 feet in vertical length.
- b. The first story of the building shall be limited to a height of 25 feet. The northerly portion of the second story shall be stepped back at least 10 feet behind the front yard set back of the first story and shall be limited to a maximum height of 41 feet. All building heights shall be measured in accordance to Section 9, B of the Specific Plan. The second story portion of building may be located 5 feet closer to the rear property line, resulting in a 10-foot rear setback, in order to compensate for the additional front setback.
- c. The colors utilized for the building materials shall be generally per the drawings submitted to the Area Planning Commission and consistent with the nature of the adjacent residential area. Where brick is used, the color shall be generally red or neutral. Prior to the issuance of any permits a rendering showing the colors of the building shall be submitted to the Council Office for review and the Zoning Administrator for approval.

In considering a permit application before certification of the implementation ordinances of the Local Coastal Program, the standard of review is the consistency of the project with the policies of the Coastal Act. While the Commission has considered the policies of the certified Land Use Plan, the standard of review remains the Coastal Act. In approving the project, the City considered its ordinance, which is the specific plan, and found reasons based on standard City practice to grant exceptions to specific plans, including exception to the height limits of the Venice Specific Plan. The Specific Plan is an adopted ordinance which parallels the Land Use Plan and which the City has intended to submit as part of the LCP. The Specific Plan is not certified. The City based its height exception on the

physical characteristics of the site, the location of the development on a hill, and the existence of two taller structures immediately to the west.

With regard to height, the major difficulty in this case is that the development is inconsistent with the Land Use Plan, but neither the Land Use Plan nor the Specific Plan address development on sloping lots. The Land Use Plan and the Specific Plan clearly specify that height in Venice should be measured from the centerline of the road to the highest point on the structure. This height limit parallels the Interpretive Guidelines adopted by the Commission for Venice in 1980. The 1980 guidelines reflected a summary of the Commission's actions applying the Coastal Act to development in Venice up to the date of their adoption. The Commission imposed this measurement of heights during development of the guidelines to make it clear that its intended height limits were not subject to exceptions found in the 1970's Los Angeles Zoning Code that allowed height to be measured from the surface of imported fill, or from the top of a semi-subterranean garage or which exempted partial stories, peaked roofs and "lofts" from height limits. The guidelines specifically adopted for Venice did not address sloping lots because sloping lots are not common in Venice – the hill north of Rose Avenue where the project is located is the only hill in Venice. However the Appendix of the Interpretive Guidelines includes methods of measuring height on hillside lots. These guidelines address hilly lots and allow height to be measured from an existing pad on the lot, or from the natural grade:

1. Measurement shall be from one of the following two grade elevations, depending upon the characteristics of the project site:

a) Grade Elevation 1: -Lot Characteristics:

If the lot is: a) within an existing area, and b) contains an existing graded building pad of sufficient size upon which to construct the proposed structure, then height shall be measured as follows:

Calculation of Height:

Height shall be measured along perpendiculars (plumb lines) from the existing pad elevation (finished grade) to the guideline specified maximum height above grade.

b) Grade Elevation 2 -Lot Characteristics:

If the lot has characteristics other than those described under Grade Elevation #1, above, then height shall be measured as follows:

Calculation of Height:

Height shall be measured along perpendiculars (plumb lines) from the elevation of the natural grade to the guideline specified maximum height above grade. [Plumb lines were at the corners of the building envelope.]

There is an existing graded pad on this site. The parapet of the proposed structure will extend to 30.5 feet above the pad. The LUP for this part of Venice establishes a 25-foot height limit, with a 30-foot height limit for a varied roof. The street side of the second floor of the proposed structure will be set back ten feet from the first floor, so this structure has a varied roofline. Therefore this structure, taking into account the hill, conforms to height limits adopted to protect community character consistent with the Coastal Act. The Commission notes that as designed the height of this structure will not intrude on the cone of vision of pedestrians walking along this street, and is consistent with Coastal Act



policies adopted to ensure that new development is compatible with the character and scale of the community.

In North Venice and Oakwood, existing one and two story buildings are found next to older three story apartments, but most of the existing structures occupy only one 30-to 50-foot wide lot. In such neighborhoods, the Commission has consistently heard testimony concerning the small scale of existing development. While Oakwood includes six-unit sixties apartment buildings and at least 20 newer denser apartment buildings that extend over approximately six lots, many existing structures are older one and two story bungalows. In response to concerns about scale and neighborhood character, the certified Venice LUP for Oakwood, Milwood and Southeast Venice allows no more than three adjacent legal lots to be consolidated for residential and commercial development, and requires when the lots are consolidated that there be visual breaks in the façade of the structure.

The LUP policies on both residential and commercial development limit the lateral extent of new structures. There are no policies for institutional uses. The purpose of the policies is to maintain the existing scale and the variation of façades now found along some Venice streets. The proposed building extends across five lots and is 232 feet wide along the frontage street side. To mitigate the impact of the structure on views to and along Hampton Drive, the City required the applicant to reorient the structure so that the courtyard would face Hampton Drive, set it back 15 feet from the street, and landscape the berm on the street side of the structure. In approving the structure, the City relied on an argument that the building is replacing a nonconforming structure with a new structure on the existing footprint. It also found that the LUP standards did not address institutional structures.

The City found:

**Lot Consolidation:** The proposed new building will replace an existing building on the subject property that now straddles five lots. The new building is proposed to straddle those same five lots and does not change the consolidation of those five lots. The provisions of the specific plan limiting lot consolidation to three lots was intended to preclude large buildings which would have been out of scale with the existing neighborhood. In this case, the property already consists of five consolidated lots, and is surrounded by two- and three-story structures. In addition, the property is opposite from industrially zoned properties and a four- story office building.

Strict application of the Venice Specific Plan would not allow the replacement structure to occupy the same number of lots as the existing structure. Also, dividing the project into two or three pieces located on separate lots would be impractical due to the resulting limitations on the widths of separate buildings, the inefficient use of the site resulting from applicable widths, and separate side yard setbacks. The existing services provided by the applicant would not be able to continue with these restrictions, which, as discussed above, would be inconsistent with the general purpose and intent of the Specific Plan and impose an unnecessary hardship upon the applicant. Since the proposed design of the building achieves the purposes of the Specific Plan by addressing the scale and massing of the building and would include a 15-foot setback from the street, the building is in line with the

residential buildings to the south, and will be consistent with all of the surrounding uses. Therefore, the specific plan exception is, consistent with the intent of the Venice Specific Plan.

With regard to the exception based on the replacement of a nonconforming structure, the opponents accurately point out that the certified Venice LUP specifically eliminates that possibility for residential and commercial structures. It states that if there is a non-conforming structure, if more than 50 percent of the structure is demolished, the new or rebuilt structure must be brought into conformance with the standards of the LUP the entire structure must be demolished. The standards for commercial structures in the LUP allow an exception to the standards for lot consolidations:

*Exception:* Lot consolidation of more than two lots shall be permitted for mixed-use projects which conform to the existing scale and character of the surrounding community and provide adequate on-site parking.

The opponents point out that the predominant pattern of development along Hampton Drive is of one and two story buildings on one and two lots. Representatives of St. Joseph Center indicate that after City-mandated design changes, the façade adjacent to the street would be broken up into three wings around an 78 foot wide courtyard greatly reducing any visual impact from consolidating the lots. These design changes are consistent with the intent of the policies.

The building is now planned to consist of four wings – a north wing, a middle wing, a south wing as well as a fourth wing across the rear of the lot. The Hampton Drive side of the ground floor of the rear wing is either part of the other wings or is located behind the 78-foot deep courtyard. The second story of the building does not extend over the courtyard and is set back 35 feet behind the front walls of the middle and south wings and ten feet behind the front wall of the north wing. These features, the applicant's representatives argue, will reduce the apparent bulk of the new structure from the sidewalk.

In analyzing this proposal, the City noted that this is not a residential or commercial structure. It is an institutional structure, built to serve many people simultaneously. The Commission has approved and the City has granted coastal development permits for institutional structures in the coastal zone of the Los Angeles. These include the Venice Library that extends about half a block, and the Oakwood Community Recreation center, that is also larger than residential structures near it. All of these structures extend over two or more lots. Existing community schools in Oakwood and north Venice, for example, the Broadway school on Lincoln Boulevard and the Westminster School on Abbott Kinney also extend over more than three city lots. Both the City and the Commission recognized in approving the library and the community center that community centers and libraries have legitimate reason to be larger than residential structures. In Venice and in Santa Monica, other churches and schools also appear to extend over more than three lots.

Opponents have voiced concern that approval of this project would set a precedent for over-sized commercial and residential structures. The concern that the Commission or the City cannot distinguish between churches, community centers and private

development is not well founded. In many areas of the City, churches, community centers and libraries are typically longer and broader than surrounding structures because these structures are designed to accommodate a larger number of people at one time than a residence or a storefront. In those areas, scale limits on private residential development are still followed.

The Commission finds that a structure such as this one that serves the public can be distinguished from residential and commercial structures, and approving this exception will not establish a precedent. Finally the purpose of scale limits in Venice, in part, is to preserve the pedestrian experience. The project is consistent with preservation of the pedestrian environment and use of public spaces in Venice because it will be set back from the sidewalk and incorporates landscaping along the street-side berm and in its parking lots. The lateral extent of structure is mitigated because the full width of rear wing of the structure is set well back from the street, reducing its visibility to pedestrians. The landscaping, the staircases and the front wall will be visible to pedestrians. As conditioned, to maintain its site plan as approve, to seek an amendment for any addition and to maintain is uses as proposed, this project is consistent with Sections 30251 and 30253 of the Coastal Act.

#### **D. Safety and Stability of Development**

The site is located at the southern end of the Santa Monica dunes, low hills that extend from a few blocks east of Main Street to Seventh Street, from just north of Rose Avenue to Pico Boulevard.

Coastal Act Section 30253 states, in part:

##### **Section 30253 Minimization of adverse impacts**

New development shall:

- (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

The applicant has submitted a preliminary geotechnical investigation that indicates that the site is suitable for development. Borings show that the existing structure is constructed on 2-4 foot thick fill pad supported by a basement and retaining wall. The fill appears to be placed on and cut into a slope that rises about 30 feet between Hampton Drive and Third Street. The fill is placed on "alluvial material" (sand and silty sand). The water table is twenty-five feet below the present surface. The preliminary geotechnical investigation indicates that the applicant will have to overexcavate the site and recompact the soils about 4.5 feet below the foundation areas as part of site preparation. Construction will entail removing old fill within and adjacent to the foot prints of the proposed structures, removing all existing foundations, asphalt, uncertified fill material roots, plants, trees and

other vegetation from the site. The applicant will have to over-excavate beneath the fill, import replacement fill, and compact the new fill to support the new structures. After this work is done, the retaining wall would be replaced with a new wall engineered to current standards:

Site Preparation: As part of demolition operations, all foundations, floor slabs and underground utilities associated with the existing development should be removed in their entirety. The existing asphaltic concrete pavements should be demolished and removed from the site, or pulverized to a maximum 2-inch particle size for later use as structural fill. The soil-exposed area in the western region of the site is covered by a thin layer of topsoil/root material and sparse vegetation. These materials should be stripped and disposed of off-site or in non-structural areas of the property. Undocumented fill and possible fill soils were encountered at most of the boring locations, extending to depths of 2 to 4 feet.

The City of Los Angeles does not allow the foundations and floor slabs of new structures to be supported on undocumented fill soils. Remedial grading should be performed within the proposed building areas, to remove all existing fill soils. The character of the possible fill soils encountered at the boring locations should be evaluated at this time; if they are determined to represent undocumented fill, they should also be removed in their entirety.

In accordance with City of Los Angeles requirements, additional remedial grading should be performed within each of the building areas to provide for a new layer of compacted structural fill, extending to a depth of at least 3 feet below the deepest foundation element, throughout each individual building. Following evaluation of the overexcavated subgrades by the geotechnical engineer, the exposed subgrade soils should be scarified, moisture-conditioned as necessary, and recompacted. (Mitchell and Seminara, 2002)

Other than the need to remove unsuitable material before pouring foundations, the report does not anticipate any further problems with the site. Further calculations submitted by the applicant estimate that it will excavate 4 feet below the foundations and remove the asphalt from the parking lots, which is cracked. The applicant's consultants estimate that they will remove up to 1,500 cubic yards of earth and truck in up to 800 yards of fill, depending on the suitability of the soils actually found on the site. They estimate the quantity of asphalt to be removed at 280 cubic yards. The applicant proposes to confine all staging and stockpiling to the construction site (exhibit). Special Condition 8 requires the applicant to provide final grading and staging plans and Special Condition 10 requires the applicant to provide the final geotechnical reports before the permit issues and to build in conformity with their requirements. If the final reports are not consistent with the preliminary reports, the matter will be reported to the Commission as an amendment. As conditioned, the proposed development is consistent with Section 30253.

#### **E. Marine Resources and Water Quality**

The standard of review for development proposed in and adjacent to coastal waters is the Chapter 3 policies of the Coastal Act, including the following water quality policies. Sections 30230, 30231 and 30232 of the Coastal Act require the protection of biological productivity, public recreation, and marine resources.

Section 30230 of the Coastal Act states, in pertinent part:

Marine resources shall be maintained, enhanced, and where feasible, restored.

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 30232 of the Coastal Act states, in pertinent part:

Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials.

#### **1. Construction Impacts to Water Quality**

Storage or placement of construction materials, debris, or waste in a location subject to erosion and dispersion or which may be discharged into coastal water via rain, or wind would result in adverse impacts upon the marine environment that would reduce the biological productivity of coastal waters. For instance, construction or demolition debris entering coastal waters may cover and displace soft bottom habitat. Sediment discharged into coastal waters may cause turbidity, which can shade and reduce the productivity of foraging avian and marine species' ability to see food in the water column. Best Management Practices will be implemented to ensure that secondary construction-related impacts to biological resources are minimized during construction. Soil erosion can occur naturally, and may be accelerated during grading and construction when the area cover is removed and bare soil is disturbed. Demolition can release dust and fibers, which can filter into coastal waters. In order to reduce these impacts the Commission has imposed special conditions to reduce water quality impacts both during and after construction. Therefore the Commission requires the applicant to provide a plan for management of runoff during construction to assure that construction runoff and storm water run-off is filtered prior to leaving the site. Special Condition No. 5 requires submittal of a Final Runoff and Erosion Control Plan for the review and approval of the Executive Director, and following the approved plan during and after construction. The Commission finds the proposed project, as conditioned, is consistent with Sections 30230, 30231 and 30232 of the Coastal Act.

## **2. Post Construction Impacts to Water Quality**

The proposed development would result in the discharge of storm water into the Pacific Ocean via the storm drain resulting in urban runoff entering Santa Monica Bay. Pollutants such as sediments or toxic substances, such as grease, motor oil, heavy metals, hydrocarbons, pesticides and fertilizers are often contained within urban runoff entering the Bay. In this case, the site drains new buildings; two parking lots totaling 132 spaces, a two-car garage, walkways, landscaped areas, roof areas, and a food preparation area. It serves people, who bring with them trash and litter. In order to reduce pests in food preparation areas, pesticides will be used. Therefore, the primary post-construction water quality concerns associated with the proposed project include sediments, trash and debris, grease, motor oil, heavy metals, hydrocarbons, pesticides and fertilizers. Complaints from the public indicated concern with waste and litter on nearby streets that were blamed on the operations of the center and the behavior of some program participants.

### **Drainage from the parking areas.**

In order to deal with these post construction water quality impacts of the parking lot, the applicant has submitted a Runoff Control Plan for the parking lot prepared by their project engineer. Contaminants such as oil and grease, fertilizers, pesticides, and other toxic chemicals typically accumulate on ground surfaces and are then washed into storm drains and waterways by irrigation or rainfall. In order to reduce the level of contaminants leaving the property, the project has been designed to include a stormwater detention basin and water filtration system. In order to protect water quality impacts associated with parking lot runoff, the BMPs implemented must be designed specifically to minimize and/or treat these pollutants. Special Condition 6 requires the submittal of a final Water Quality Management Plan.

In order to address potential impacts from the eight person cooking school the Commission requires that the cooking school include grease traps and that such grease traps be regularly maintained so that the material does not enter the sewer system. Moreover, since plastics and Styrofoam are a major source of debris in the oceans, the condition limits the use of such materials.

The City of Los Angeles CUP addressed complaints of waste and litter on nearby streets from program participants. Condition 15 of the Conditional Use Permit requires the applicant to remove litter and waste from nearby streets once a day when the center is open. The City of Santa Monica required run-off filtration to be incorporated into the design of the two parking lots within its jurisdiction. The Commission imposes a similar requirement to assure that materials dropped in gutters and on sidewalk do not pollute nearby beaches or ocean waters.

Special Conditions 6 and 7 require measures to reduce long-term adverse effects on water quality from the development and operation of the center and its parking lots.

Currently, there is no filtration or treatment of runoff from the site. If the applicant conforms to the requirements of the special conditions, the proposed system will discharge lower volumes of less toxic waters to the ocean than it does now. In order to ensure that water quality is adequately protected, Special Condition No. 6 has been imposed, which requires submittal and implementation of a Final Water Quality Management Plan. As conditioned, the proposed project will be consistent with Sections 30230, 30231 and 30232 of the Coastal Act.

## **F Prejudice to the Preparation of a Local Coastal Program**

Section 30604 (a) of the Coastal Act states that:

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).

The Commission has certified a Coastal land Use Plan for Venice, but has not certified a complete Local Coastal Program. Opponents in this case raise two issues first that the use that is approved is not one of the uses listed in the land use maps of the certified land use plan, or in the specific plan which is proposed to be submitted as the implementation ordinance. Second, they are concerned that granting exceptions to height limits and limits on lot consolidation found in the Land Use Plan and in the Specific Plan will undermine the application the standards to other development in the future.

**Nonconforming land uses.** The appellants argue that the certified LUP designates these lots as Medium Density Residential and the zoning of the lots is RD1.5. They further argue that there is no "Community Center", "Church", or "Institutional Use" envisioned in the certified LUP, and no provision in the certified LUP for allowing these uses as a conditional use.

In certifying the Land Use Plan, the Commission found that it was consistent with the Coastal Act. The lots subject to the present application are designated residential in the certified Land Use Plan even though the church and its ancillary schools and charitable institutions have long occupied them. The Land Use Plan does not provide for the expansion or the continuation of any existing nonprofit institutions on residentially designated lots anywhere in Venice. Other institutions such as the Vera Davis Center, the Venice Skills Center and a number of churches are also located on residentially designated lots. Opponents further argue that the Venice Specific Plan, which City officials have indicated will be the implementation ordinance for Venice, does not provide for other uses, approved as conditional uses.

The Commission has not yet not considered or certified the implementation program for Venice. In most LCPs, the provisions for conditional uses are developed as part of the

implementation ordinance. In nearby communities such as Rancho Palos Verdes, Redondo Beach and Marina del Rey, the land use designations are tempered in the implementation ordinance with a provision that allows community or visitor serving uses in residential zones based on a conditional use permit. In submitting the Specific Plan for implementation, the City has indicated that where the Venice Specific Plan is silent, the Municipal Code will prevail, including procedures such as issuing conditional use permits. The Municipal Code in Los Angeles, similar to that of many cities, stipulates that churches, non-profit community centers and private schools can be approved in residential zones with a conditional use permit. Approval of the church is not outside the scope of the zoning. The City indicates that throughout the City institutions are allowed as conditional uses in residential zones. In this case the City has issued a conditional use permit that approves the project and also attempts to reduce the conflicts between adjoining residential uses and the operation of the St. Joseph Center that were brought to the City officials' attention during the approval process. The Land Use Plan does not provide for the expansion or the continuation of any existing nonprofit institutions on residentially designated lots anywhere in Venice. The Commission finds that allowing an expansion of an existing church in a residential zone does not prejudice local government's ability to prepare an LCP, or establish a precedent that will bias the interpretation of the LCP when the City implements it.

Opponents further contend that the applicant's proposal is essentially an office building on residentially designated lots. They are concerned that the building could be sold to a third party as an office building, a use that is inconsistent with the LUP. Both the City and the Commission approve the building subject to conditions that the uses continue as proposed. The Commission has imposed a special condition requiring that any change of use require an amendment to the permit. The Coastal Act provides that the Executive Director shall reject an amendment that is inconsistent with the Commission's original intent in approving a permit. The Commission's approval of this structure as a non-profit charitable service and training program does not establish any right to use the building for any other purpose. The Executive Director would legally refuse to accept an amendment to convert the building as it is now proposed to an office, and require another proposal that is consistent with the LCP as a precondition to accepting an application to amend the permit.

The Coastal Act provision to avoid prejudicing the preparation of an LCP does not require the Commission to impose uniform land use designations on all areas of a neighborhood during the permit process. The requirement to plan does not forbid the inclusion of institutions, or other community serving land uses as part of the pattern of development of a community. Instead of imposing uniformity of use and protecting property values (as envisioned in the early years of the zoning movement), the Commission is responsible for protecting the coastline and its unique resources, some of which are communities.

**Non-conforming structures.** The opponents argue that the project will be a bad precedent for "grandfathering" existing non-conforming structures that are inconsistent with the LUP. They are concerned that approval of this structure will prejudice the interpretation and implementation of LCP standards addressing scale and in dealing with



nonconforming structures. The LUP sets clear limits on rebuilding non-conforming structures, requiring the new structure to conform to height and bulk standards if more than 50% of the previous structure is demolished. Unless the City finds that it is not feasible to do so, the project must result in bringing the nonconforming structure into compliance with the current standards of the certified LUP, unless in its nonconformity it achieves a goal associated with community character (i.e. the reuse and renovation of a historic structure) or affordable housing that could not be achieved if the structure conforms to the current standards of the certified LUP. The LUP policy that addresses nonconforming structures states:

• **Policy I. E. 5. Nonconforming Structures.** Where extensive renovation of and/or major addition to a structure is proposed and the affected structure is nonconforming or there is another nonconforming structure on the site, or a project is proposed that would greatly extend the life of a nonconforming structure or that eliminates the need for the nonconformity, the following shall apply:

Unless the City finds that it is not feasible to do so, the project must result in bringing the nonconforming structure into compliance with the current standards of the certified LCP, unless in its nonconformity it achieves a goal associated with community character (i.e. the reuse and renovation of a historic structure or affordable housing that could not be achieved if the structure conforms to the current standards of the certified LCP).

To the extent that exception to height and bulk standards are tied to either the functioning of the institution or to its ability to carry out a public purpose, such exceptions cannot prejudice the application of such standards to private commercial or residential structures, and hence not prejudice the development of the LCP. In this case, constructing three separate structures would reduce the applicant's ability to carry out its purpose, which is service to homeless and indigent residents of Venice, and would moreover result three large buildings along the street, and less open area within the project. The Commission notes that in this case, the height of the structure has been granted an exception due to topography, which would be applicable to any similarly situated development, and the lateral extent of the structure has been mitigated as described above by requiring significant gaps in the façade, installing significant landscaping and setting back the second story. While this approval does not prejudice the LCP, approving this project raises questions, such as the role of conditional uses and considerations for granting a conditional use permit that should be addressed in the final provisions of the LCP. The Commission finds that approving this project does not prejudice the City's ability to prepare an LCP that is consistent with the Coastal Act.

## **H. California Environmental Quality Act**

Section 13096 of the Commission's regulations requires Commission approval of Coastal Development Permit applications 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.

Project opponents have proposed alternatives that in their view would improve parking, reduce the height of the structure over the centerline of the street, and lessen the project's inconsistency with the development design standards of the certified Land Use Plan. During the City's consideration of this project, the City considered alternatives and modified the project in order to reduce the structure's impacts on views from the frontage road, Hampton Drive. However, the City did not incorporate other changes that the opponents believe should have been adopted.

1. Expanding the use at another site. Opponents proposed this alternative, indicating that as rents and housing becomes more expensive in this neighborhood, the program participants will no longer be able to walk to the facility. In their view this would reduce the cost of the facility and reduce travel to the facility.
2. Constructing several separate buildings at the site, thereby reducing the lateral extent of the proposed building. The applicant argued successfully at the City that this alternative is not feasible, and would result in more cluttering of the street façade.
3. Lowering the height to 30 feet above Hampton Drive, either by excavating the hill under the building or by lowering the height of the proposed structure to twenty feet above the existing grade. The applicant argues that this change is also not feasible because it would drastically reduce the square footage of the new building or, if the change were accomplished by excavating the hill, substantially increase the cost of the new structure. Moreover if this change were accomplished by lowering the level of the first floor by five to ten feet, it would change the relationship between the new structures and the two existing structures on the site. There would be a five to ten foot increase in the difference in the elevation of the church and convent entrances and the elevation of the St. Joseph Center entrances. Finally this alternative would require lowering the basement and loading zone under grade, requiring more area on the surface of the lot to be devoted to driveway ramps. This alternative is attractive because the applicant has to excavate to remove unsuitable fill. However, according to the applicant lowering the structure would change handicapped access from the Third Street parking lot, requiring a longer ramp, and would result in the loss of at least five parking spaces.
4. Excavating out the hill in order to construct a one- or two-level underground parking lot; constructing the structure above this lot, thus providing parking for the structure, and lowering the height of the structure Hampton Drive. This change, opponents argue, could be combined with breaking up the upper portions of the structure into two or three structures. The applicant argues that these changes are not feasible. This construction is not necessary to accommodate the uses now

proposed in this structure because the parking for the proposed uses can be accommodated within the existing surface lots.

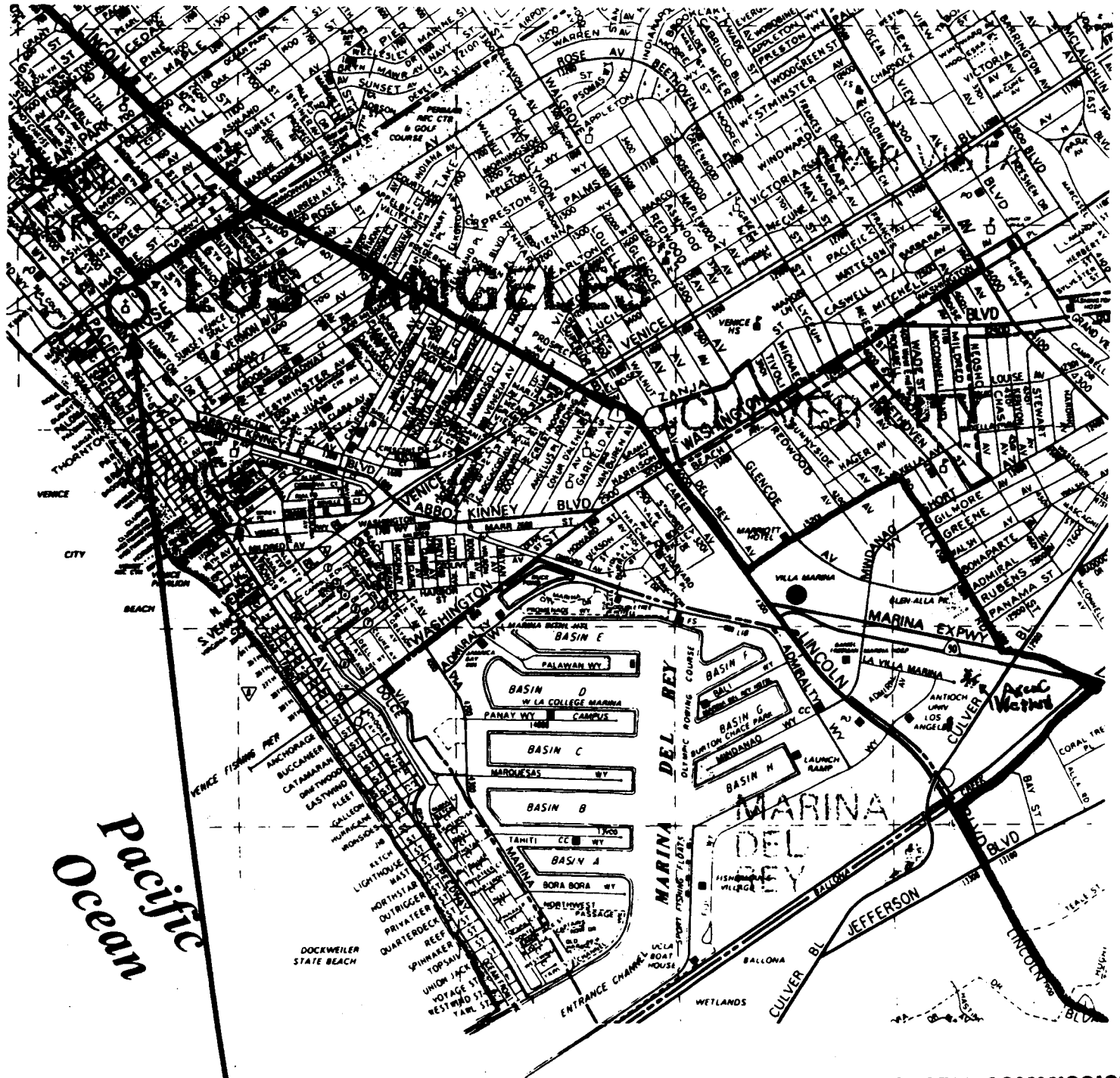
While all the alternatives would reduce the apparent scale of the structure, none of them are necessary in order to bring the development into conformity with the Coastal Act. Further none of them could be accomplished within anything that approximates the anticipated construction budget of non-profit, charitable use. There are no other feasible alternatives or mitigation measures available, which will lessen any significant adverse impact that the activity would have on the environment. Therefore, the Commission finds that the proposed project is consistent with CEQA and the policies of the Coastal Act.



## Exhibits A-5-VEN-04-315 and 5-04-446

The exhibits for these matters are combined and attached to the staff report for A-5-VEN-04-315

# VENICE, CA



COASTAL COMMISSION  
AS-VEN-04-315

EXHIBIT # 1  
PAGE 1 OF 1

Project Sites: 204 Hampton Dr.  
3005- 3114 Second St.

## North Venice

- F** 30' with a flat roof  
35' with varied or stepped back roofline  
28' along walk streets

**Notes:**

\*All building heights shall be measured from the elevation of the fronting right-of-way, except in the Venice Canal Subarea (E) where all building heights shall be measured from the elevation of the adjacent alley.

\*Roof access structures shall be set back at least 60 horizontal feet from the mean high tide line of the fronting canal.

\*Notwithstanding other policies of this LUP, chimneys, exhaust ducts, ventilation shafts and other similar devices essential for building function may exceed the specified height limit in a residential zone by five feet.

\*See Policy I.A.1 for policy limiting roof access structures.

\*See Policy I.B.7 for commercial and mixed-use development standards.

## Maximum Building Height

## Oakwood

- G** 25' with a flat roof  
30' with varied or stepped back roofline  
28' along Walk streets

**Notes:**

\*All building heights shall be measured from the elevation of the fronting right-of-way.

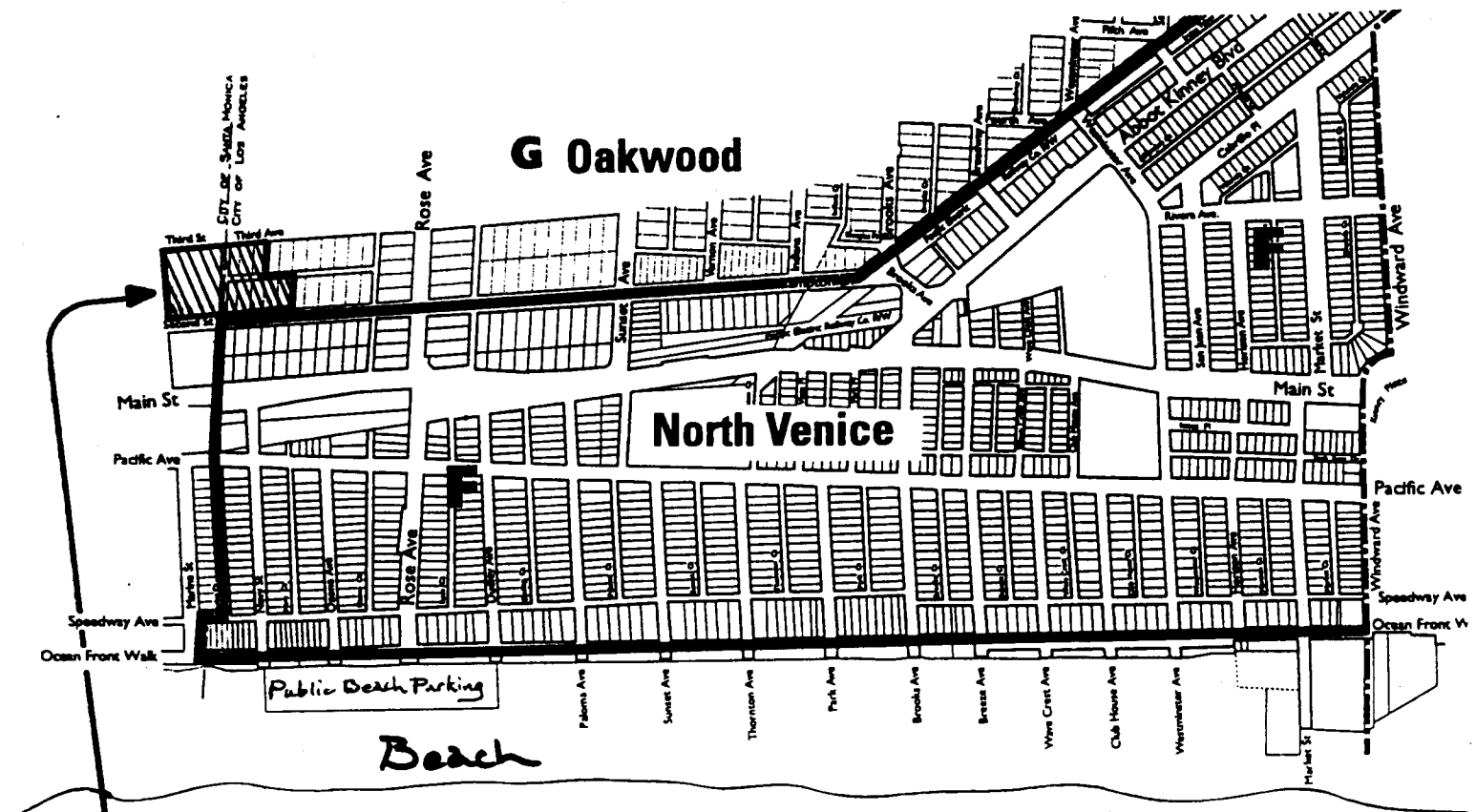
\*Notwithstanding other policies of this LUP, chimneys, exhaust ducts, ventilation shafts and other similar devices essential for building function may exceed the specified height limit in a residential zone by five feet.

\*See Policy I.A.1 for policy limiting roof access structures.

\*See Policy I.B.7 for commercial and mixed-use development standards.

## G Oakwood

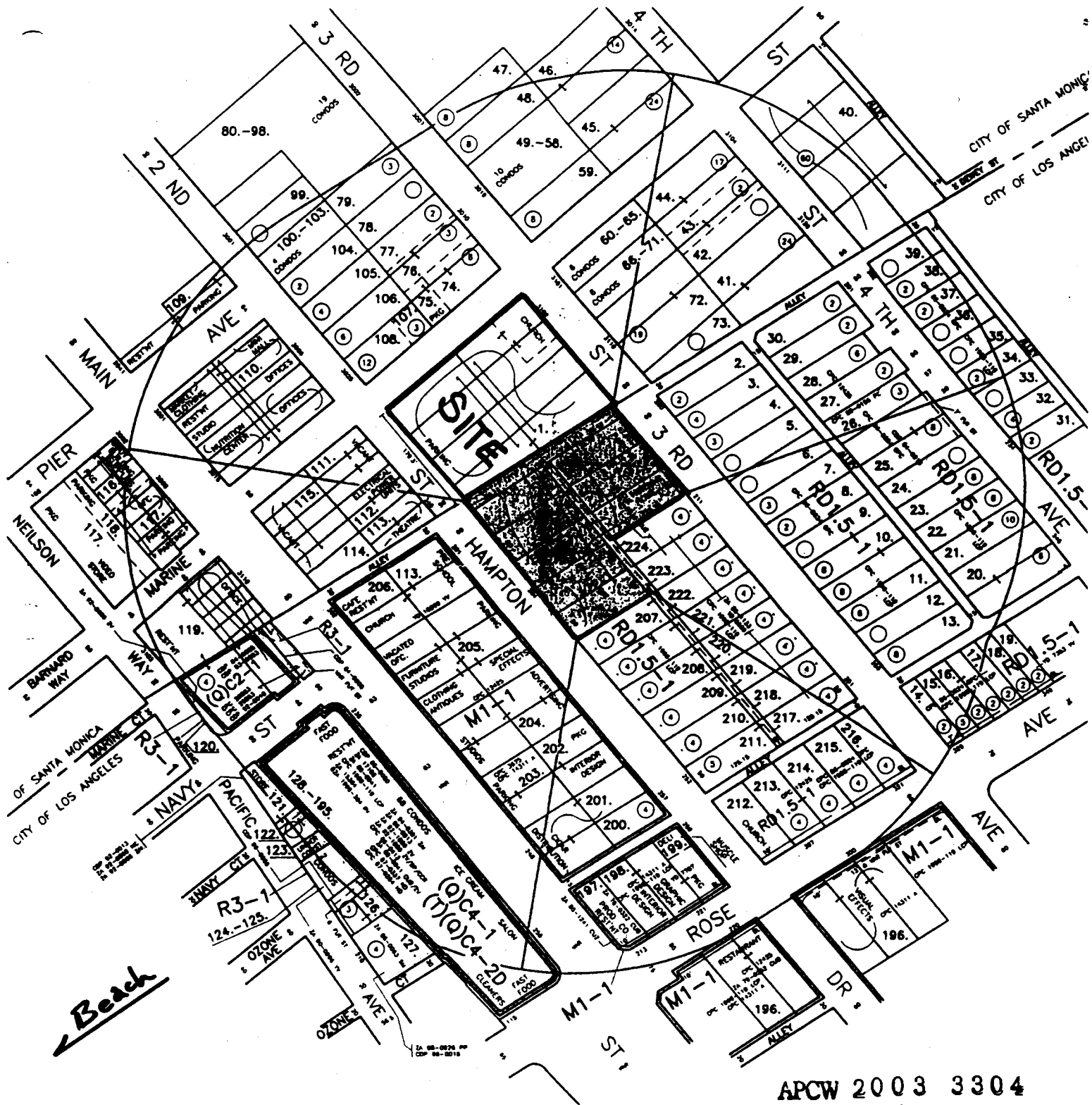
## North Venice



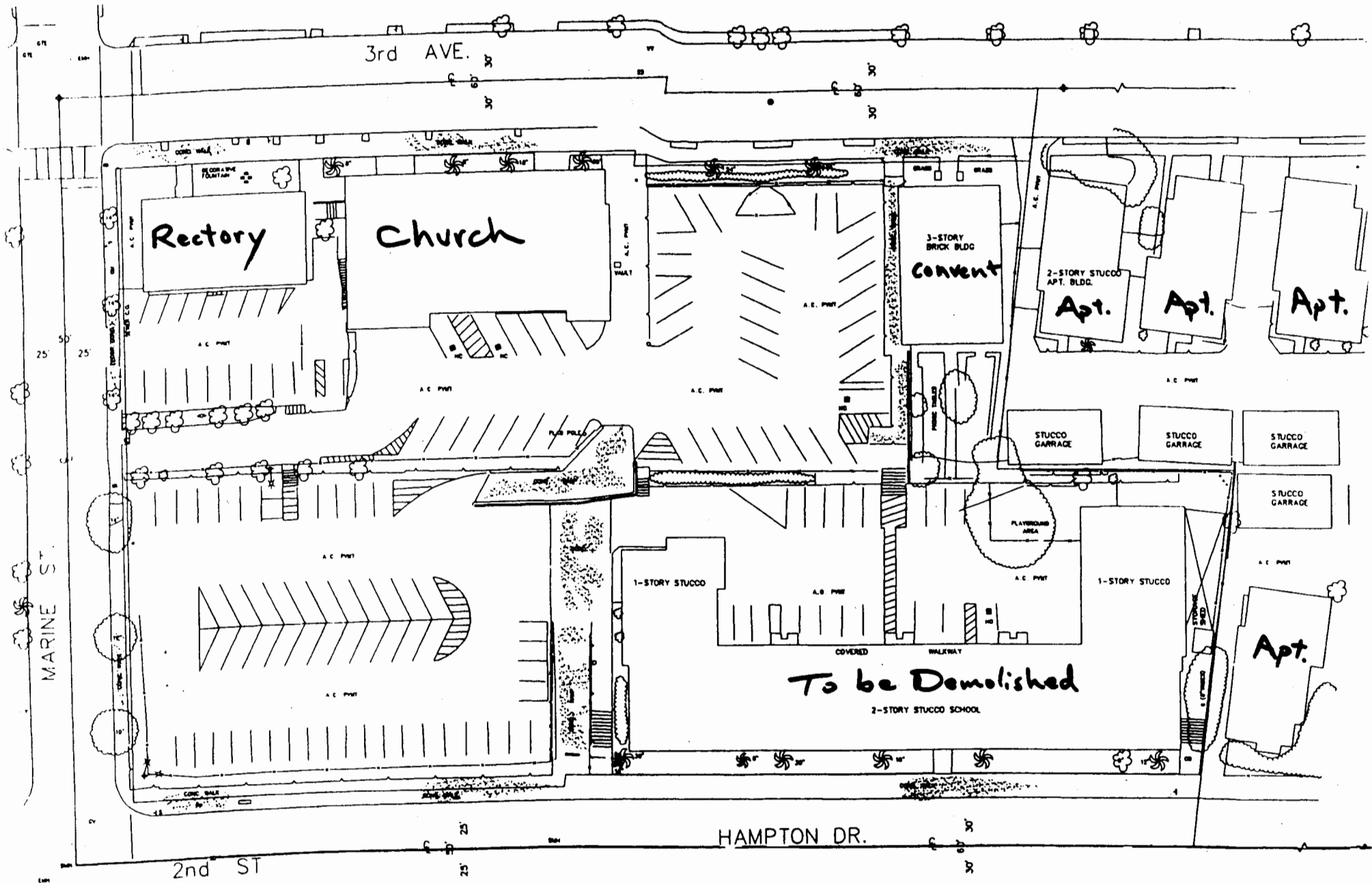
Project Site: 204 Hampton Drive

COASTAL COMMISSION  
AS-VEN-04-315

EXHIBIT # 2  
PAGE 1 OF 1





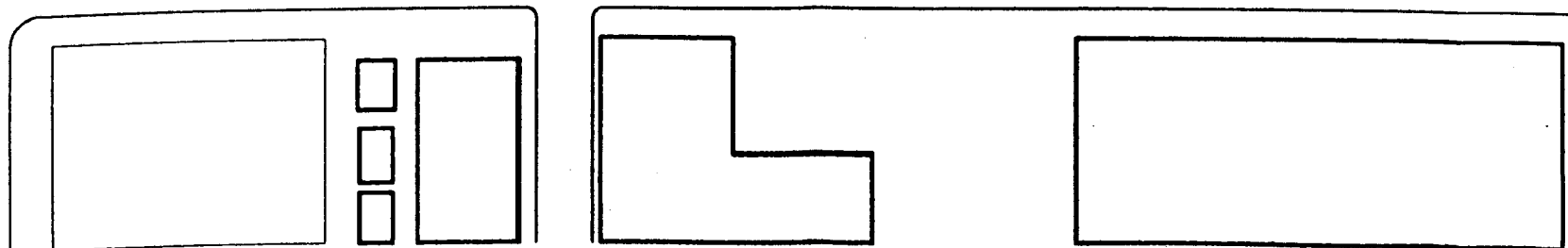
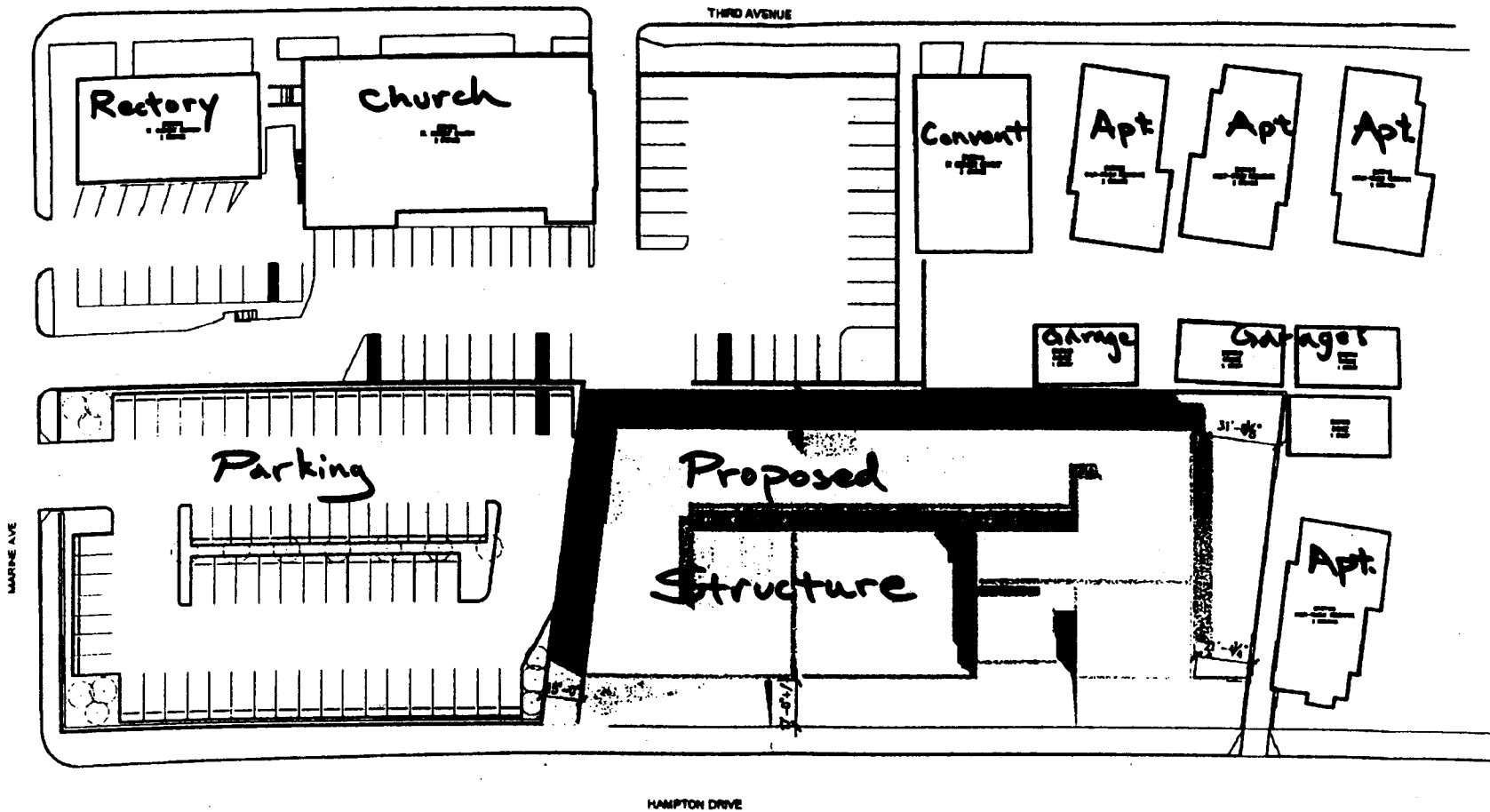


EXISTING SITE LAYOUT

COASTAL COMMISSION  
AS-VEN-04-315

EXHIBIT # 4





CONCEPTUAL PROJECT AND SITE LAYOUT

COASTAL COMMISSION  
AS-VEN-04-315

EXHIBIT # 5  
PAGE 1 OF 1



ST. JOSEPH CENTER / ST. CLEMENT CHURCH / CATHOLIC CHARITIES

SITE INFORMATION

**Parcel 1:**

204 Hampton Drive: (St. Joseph Center) - APN 4286-002-027

Owner: Archdiocese of Los Angeles Education & Welfare Corporation

LOTS 27 THROUGH 31, INCLUSIVE OF THE ROSEMONT TERRACE IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10, PAGE 167 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

TOGETHER WITH THE ADJACENT ONE HALF OF THE VACATED ALLEY ADJOINING SAID LOTS 27 THROUGH 31, INCLUSIVE.

**Parcel 2:**

211 3<sup>rd</sup> Avenue: (Catholic Charities) - APN 4286-002-026

Owner: Archdiocese of Los Angeles Education & Welfare Corporation

LOT 51 OF THE ROSEMONT TERRACE IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10, PAGE 167 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

TOGETHER WITH THE ADJACENT ONE HALF OF THE VACATED ALLEY LYING SOUTHWESTERLY OF SAID LOT 51.

**Parcel 3:**

3<sup>rd</sup> Avenue Parking Lot Between Catholic Charities and St. Clement Church - APN 4286-002-028

Owner: Roman Catholic Archbishop of Los Angeles

LOTS 52 AND 53 OF THE ROSEMONT TERRACE IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10, PAGE 167 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

TOGETHER WITH THE ADJACENT ONE HALF OF THE VACATED ALLEY ADJOINING SAID LOTS 52 AND 53.

**Parcel 4:**

3002 - 3114 3<sup>rd</sup> Street: (St. Clement Church) - APN 4287-038-027

Owner: Roman Catholic Archbishop of Los Angeles

LOTS 1 THROUGH 4, INCLUSIVE IN BLOCK "C" OF THE SANTA FE TRACT IN THE CITY OF SANTA MONICA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS PER MAP RECORDED IN BOOK 18, PAGE 17 OF MISCELLANEOUS RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY,

EXCEPT THE NORTHEASTERLY 60 FEET OF LOT 1 AND THE NORTHWESTERLY 32 FEET OF THE NORTHEASTERLY 60 FEET OF LOT 2 IN BLOCK "C" OF THE SANTA FE TRACT.

**Parcel 5:**

3002 - 3114 3<sup>rd</sup> Street: (St. Clement Church Rectory) – APN 4287-038-011

Owner: Roman Catholic Archbishop of Los Angeles

THE NORTHEASTERLY 60 FEET OF LOT 1 AND THE NORTHWESTERLY 32 FEET OF THE NORTHEASTERLY 60 FEET OF LOT 2 IN BLOCK "C" OF THE SANTA FE TRACT IN THE CITY OF SANTA MONICA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS PER MAP RECORDED IN BOOK 18, PAGE 17 OF MISCELLANEOUS RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

**Parcel 6:**

3007 Second Street (Parking Lot at Corner of Marine and Hampton) – APN 4287-038-028

Owner: Roman Catholic Archbishop of Los Angeles

LOTS 5 THROUGH 8, INCLUSIVE IN BLOCK "C" OF THE SANTA FE TRACT IN THE CITY OF SANTA MONICA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS PER MAP RECORDED IN BOOK 18, PAGE 17 OF MISCELLANEOUS RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

COASTAL COMMISSION

EXHIBIT # 15-VEN-04-315  
PAGE 2 OF 2  
**Exhibit 6**

[View Enlarged Map](#)

County of Los Angeles: Rick Auerbach, Assessor

4286 2  
SCALE 1" = 60'

1993

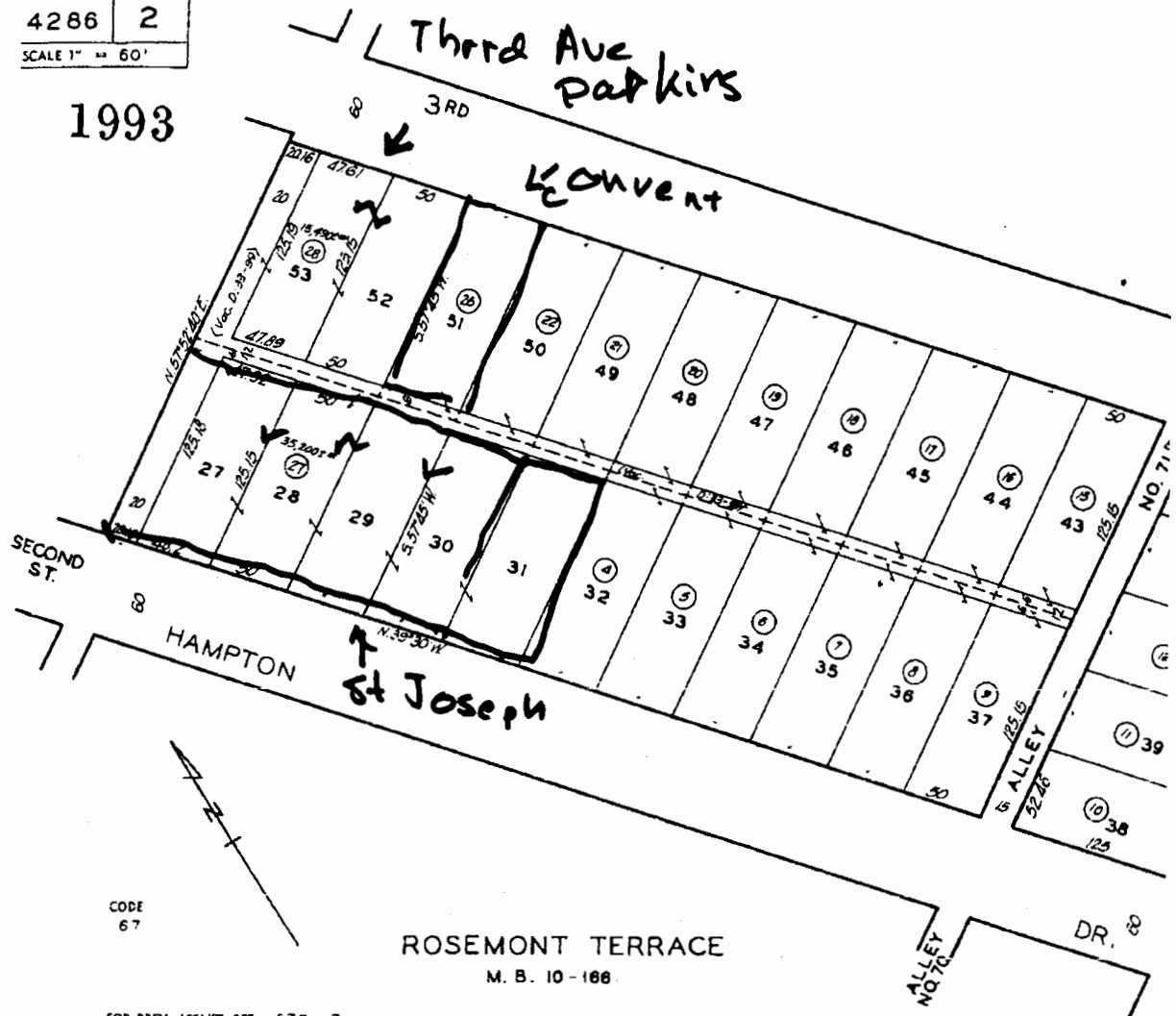
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EXHIBIT # 7

PAGE 1 OF 3

Next &gt;&gt;

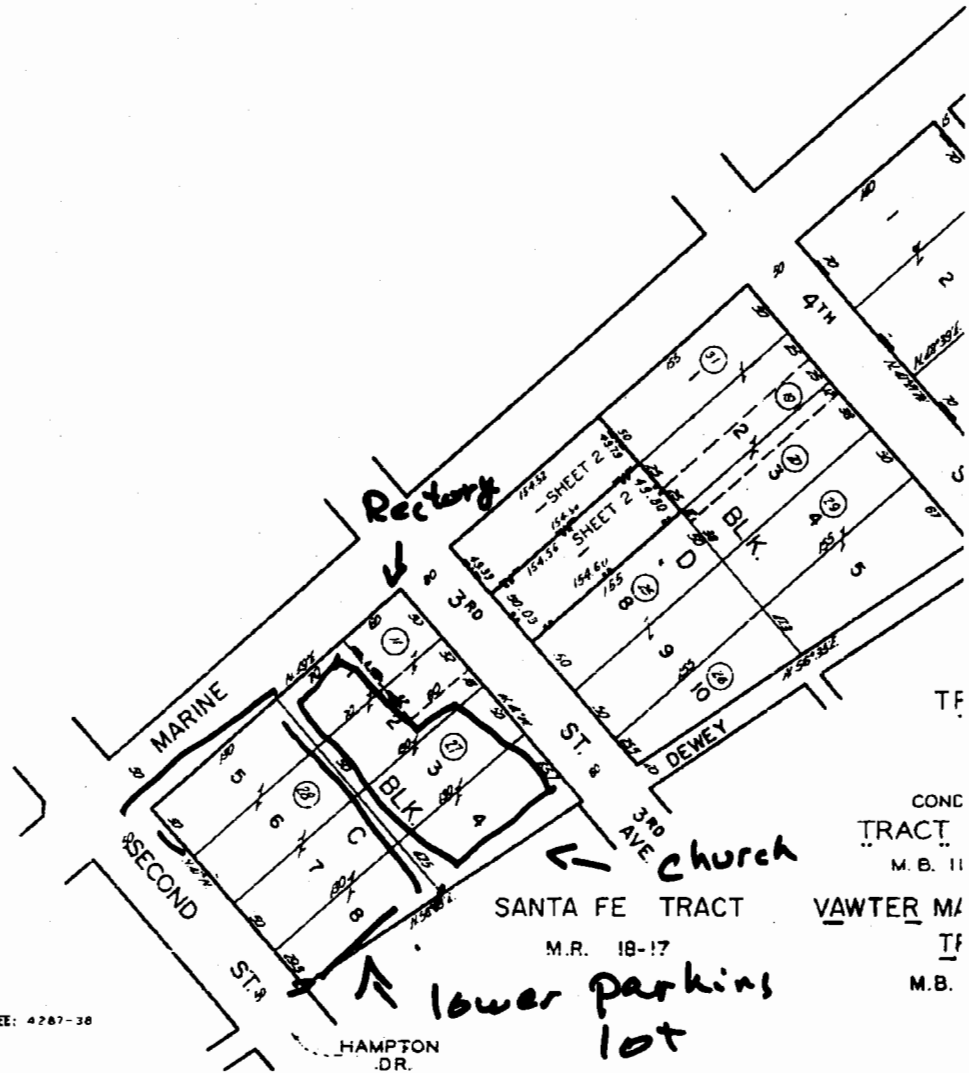
View Enlarged Map

County of Los Angeles: Rick Auerbach, Assessor

4287 | 38  
SHEET 1  
SCALE 1" = 80'

CODE  
S604

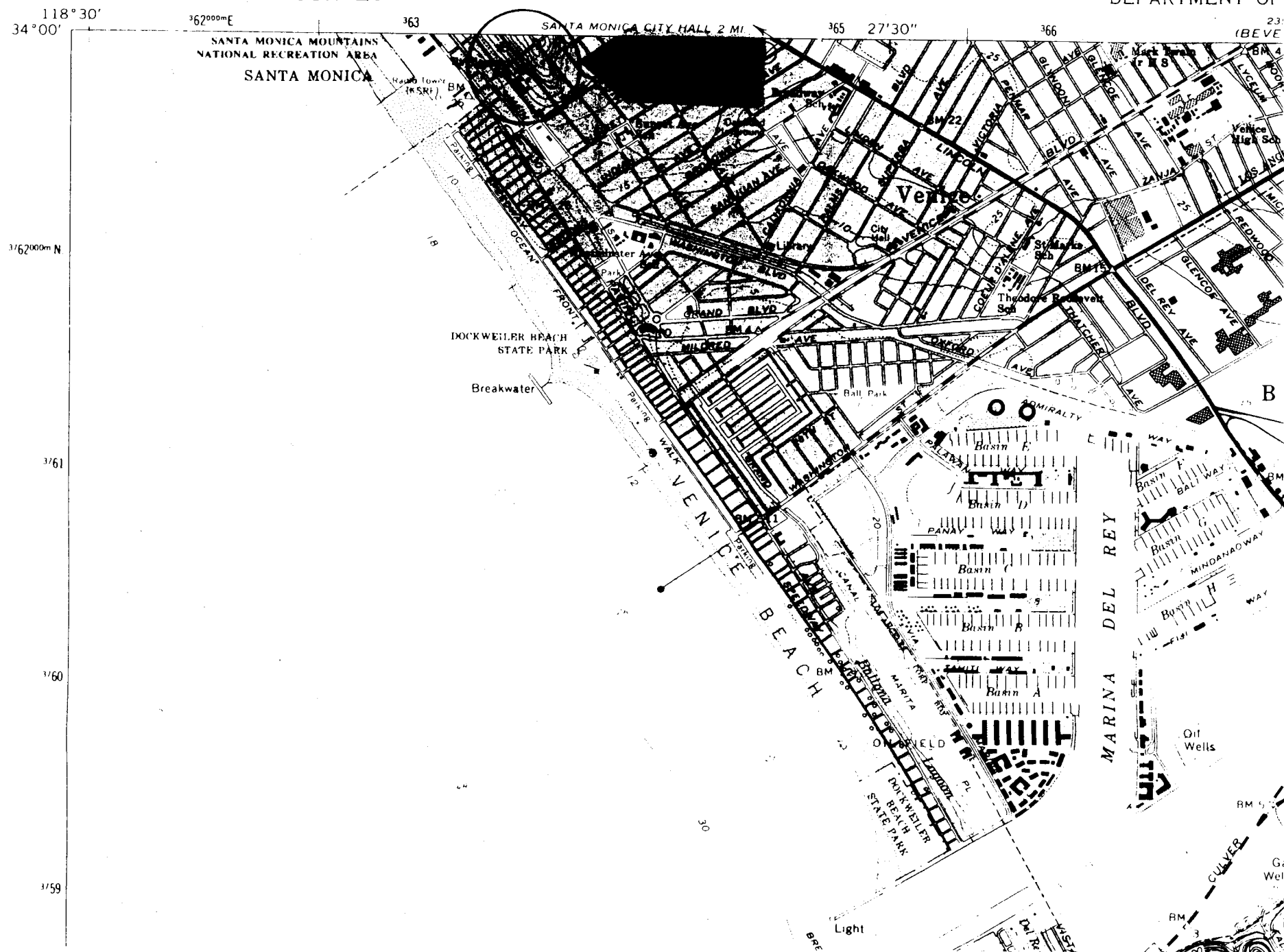
FOR PREV. ASSMT. SEE: 4287-38

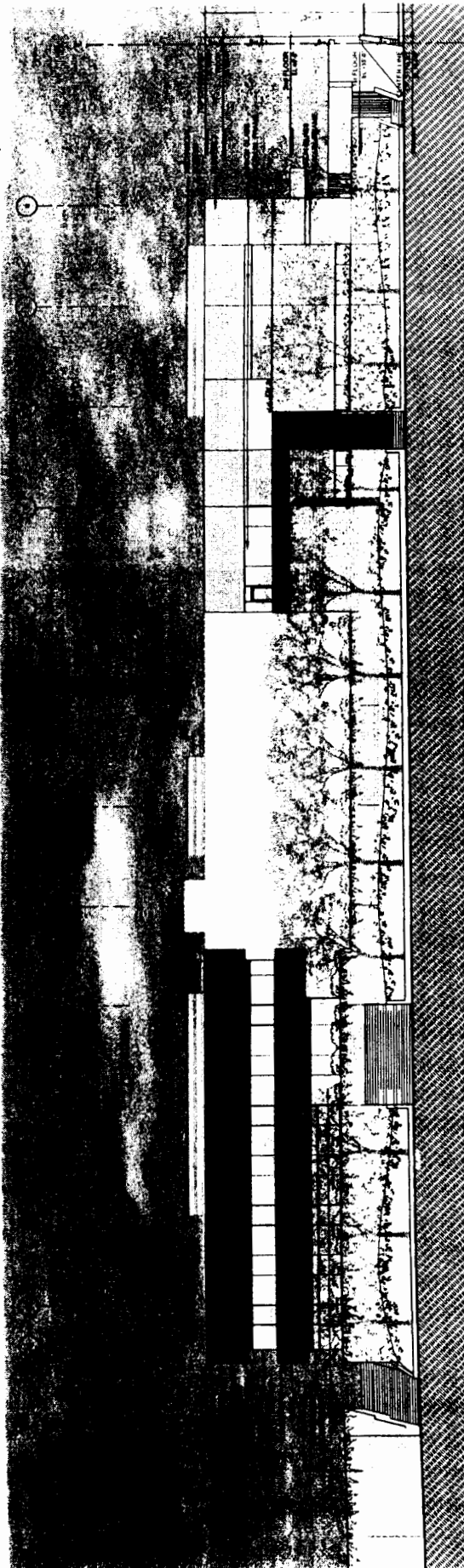


COASTAL COMMISSION  
A5 VEN. 04. 315  
EXHIBIT # 7  
PAGE 2 OF 2

2252 11 SE  
(TOPANGA)

2.  
(REVA





WEST ELEVATION  
SCALE 1" = 8'

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South Coast Region  
OCT 13 2004  
CALIFORNIA  
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PAGE 1 OF \_\_\_\_\_





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COASTAL COMMISSION

COASTAL COMMISSION

**A3 VEN 05315**

EXHIBIT # 8

PAGE 2 OF 2

SITE SECTION  
not to scale

**ST. JOSEPH CENTER**  
204 HAMPTON DR VENICE, CA 90291 06/02/2004

AS BLEN 04/15/05

CENTRAL DISTRICT

EXHIBIT # 8  
PAGE 3 OF

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OCT 18 2004

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THIRD AVENUE

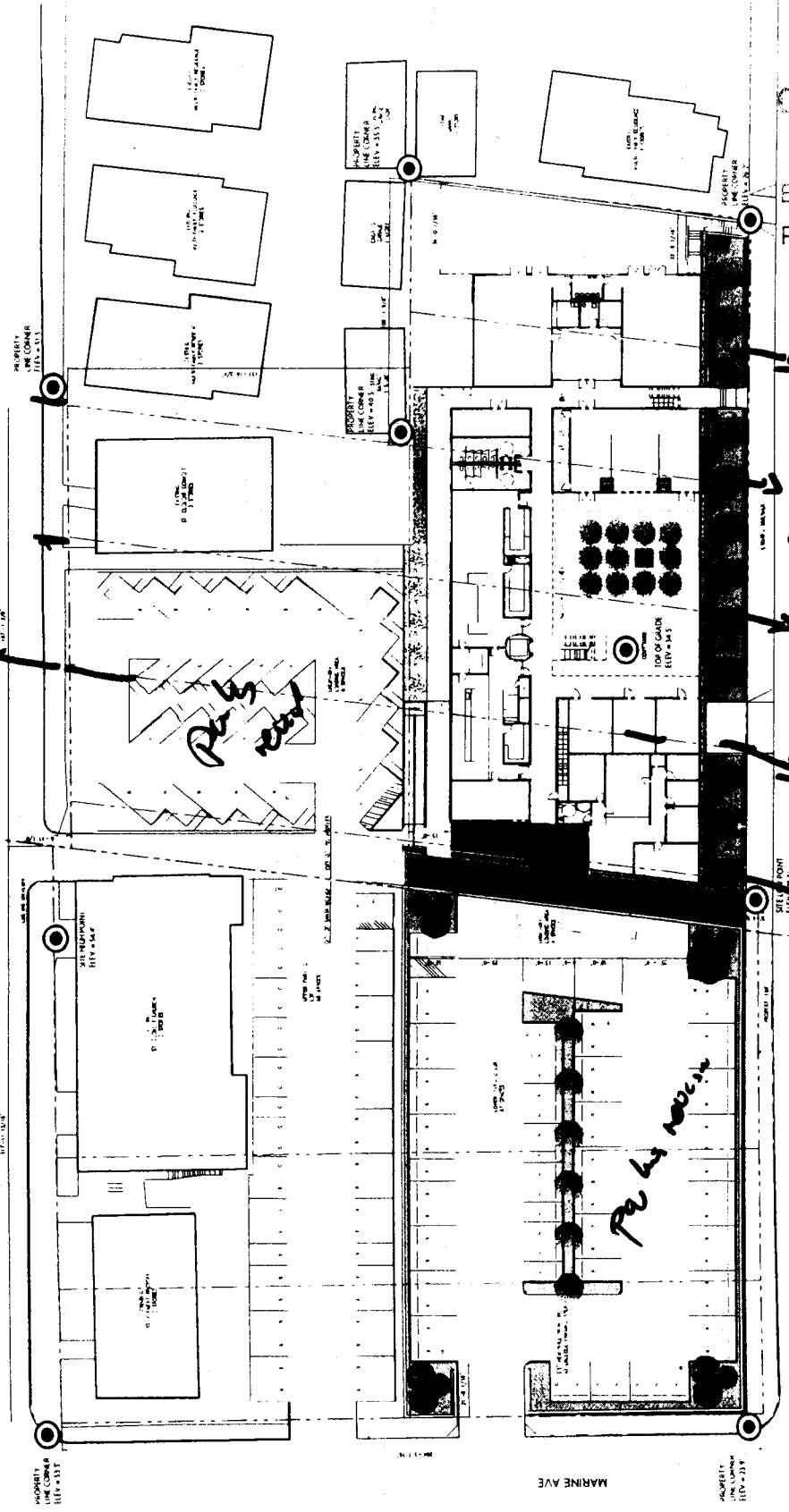
HAMPTON DRIVE

MARINE AVE

SITE PLAN  
Scale 1" = 15'

ST. JOSEPH CENTER  
204 HAMPTON DR. VENCE, CA 90291 06/02/2004

Site plan



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OCT 13 2004

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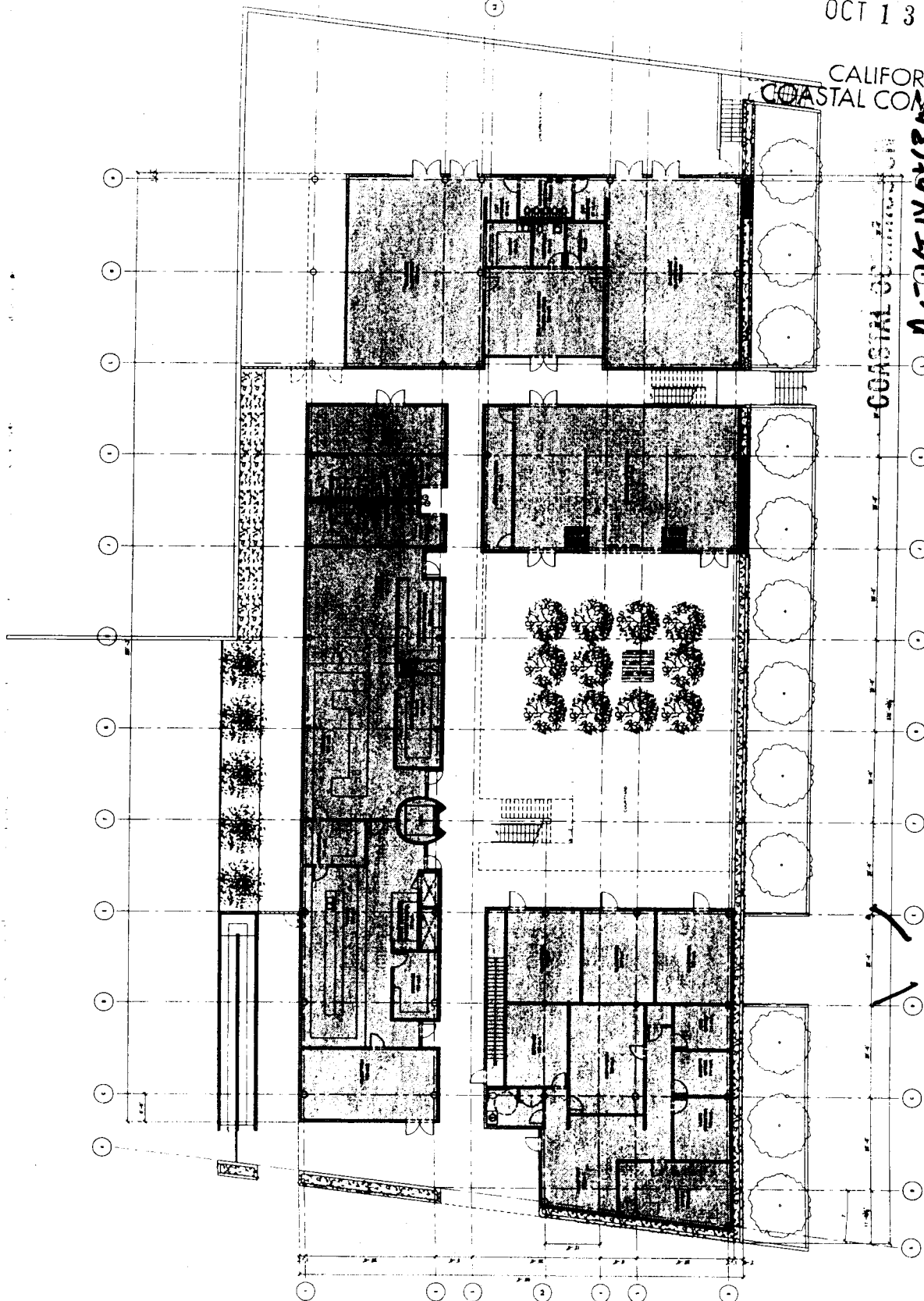
EXHIBIT # 8

PAGE 4 OF

20' lower level

GROUND FLOOR PLAN  
SCALE 1" = 8'

ST. JOSEPH CENTER  
204 HAMPTON DR VENICE CA 90291 06/02/2004



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South Coast Region

OCT 13 2004

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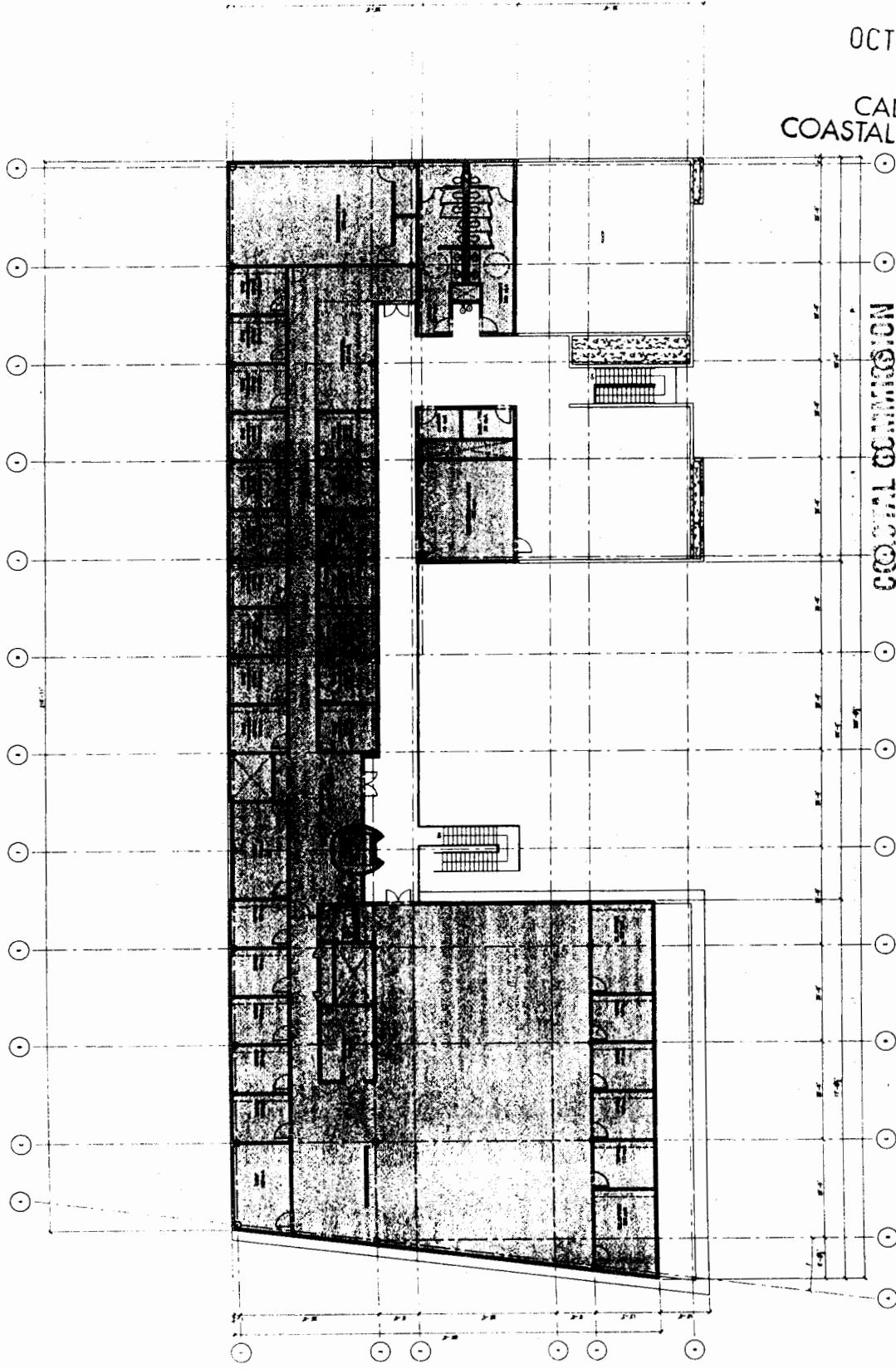
COASTAL COMMISSION

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EXHIBIT # 8

PAGE 5 OF

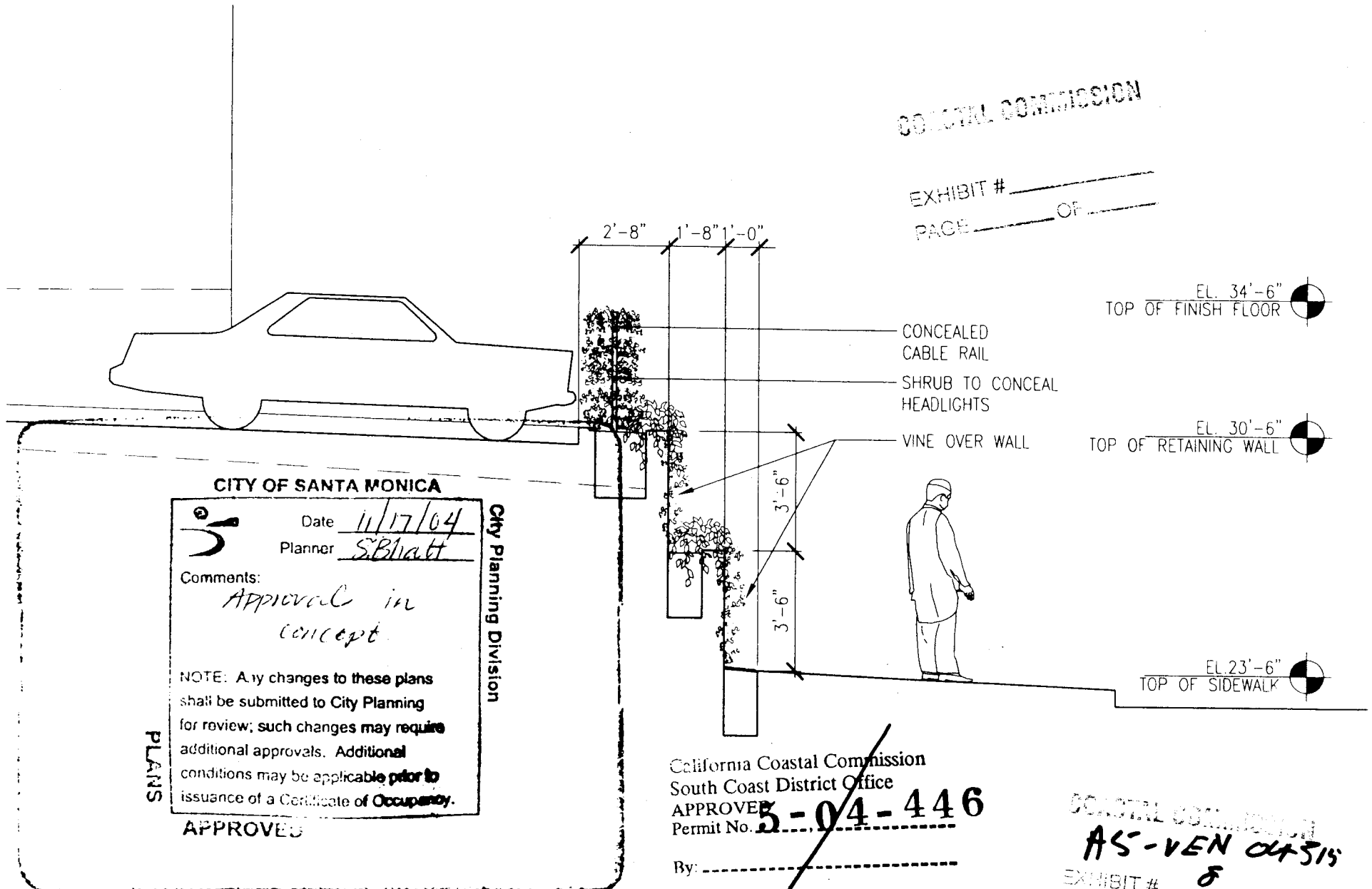
upper level



SECOND FLOOR PLAN  
Scale 1" = 8'

COASTAL COMMISSION

EXHIBIT # \_\_\_\_\_  
PAGE \_\_\_\_\_ OF \_\_\_\_\_



CITY OF SANTA MONICA

City Planning Division

Date 11/17/04  
Planner SBlatt

Comments:  
*Approval in concept*

NOTE: Any changes to these plans shall be submitted to City Planning for review; such changes may require additional approvals. Additional conditions may be applicable prior to issuance of a Certificate of Occupancy.

APPROVED

PLANS

# PARKING WALL SECTION

scale 1/4" = 1'-0"

California Coastal Commission  
South Coast District Office  
APPROVED 5-04-446  
Permit No. \_\_\_\_\_  
By: \_\_\_\_\_  
EFFECTIVE \_\_\_\_\_  
Date: \_\_\_\_\_

COASTAL COMMISSION  
*AS-VEN OUTSIS*  
EXHIBIT # 8  
PAGE C OF \_\_\_\_\_  
*lowe parking lot*

## ST. JOSEPH CENTER

3007 2nd Street & 3114 3rd Street, Santa Monica, CA 90405 10/25/2004

0 6" 1" 2" 4"



DMJM design

[illegible]

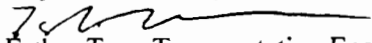
site1  
Scale 1" = 40'

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

St. Joseph Community Center  
204 Hampton Drive  
DOT Case No. CTC 02-050

Date: December 16, 2003

To: Dave Kabashima, Associate Zoning Administrator  
Department of City Planning

From:   
Esther Tam, Transportation Engineer  
Department of Transportation

**RECEIVED**  
CITY OF LOS ANGELES

DEC 18 2003

CITY PLANNING DEPT.  
ZONING ADMINISTRATION

Subject: **SHARED PARKING ANALYSIS FOR THE ST. JOSEPH COMMUNITY CENTER**

Reference is made to the St. Joseph Community Center Updated Shared Parking Analysis, prepared by Crain & Associates, dated December 12, 2003.

The St. Joseph Community Center is located in the southwest quadrant of a site which is owned by the Archdiocese of Los Angeles. The City of Los Angeles/City of Santa Monica boundary bisects the entire site with the northern portion in Santa Monica and the southern portion in Los Angeles. While the proposed St. Joseph Community Center is located in the city of Los Angeles, the proposed reconfigured parking area that serves the Center is located in the northwest quadrant and lies within the City of Santa Monica.

There are currently 136 parking spaces in the entire site and would remain the same with the proposed project. The proposed reconfigured parking would result in 64 spaces in the easterly "upper" lots and 72 spaces in the westerly "lower" lot. In addition, a portion of the westerly "lower" lot would be leased to an independent parking lot operator as a fee-based public parking lot available to area businesses and visitors as it is currently operating. This lower lot appears to be operating on a first-come, first-serve basis.

Based on an independent field observation, the submitted analysis appears to be accurate and reasonable in its characterization of the site's existing parking utilization. The public parking area, the St. Joseph Center and the Charities' parking areas are running at or near capacity while there is a surplus of parking spaces in the northeastern quadrant where the church and rectory are situated.

Further, in consultation with the City of Santa Monica, it is recommended that while a complete internal circulation may not be feasible for the entire site (all four quadrants) due to grade differentials, the parking areas on the easterly "upper" lots should be modified and reconfigured such that internal circulation within these lots is provided and access to the easterly "upper" portion should be consolidated, thereby eliminating the need for at least one access point from Marine Street. In addition, during special events and services, a plan or program should be in place to inform and direct visitors to the appropriate parking areas.

The Department of Transportation is recommending that concurrence and approval of the parking layout, internal circulation and driveway access by the City of Santa Monica should be obtained prior to issuance of any building permits.

If you have any questions, please feel free to call me at 213 485-1062.

c: Ron Hirsch, Crain & Associates  
Lucy Dyke, City of Santa Monica  
Dan Kahn, Mayor's Office  
Debbie Dyner, Eleventh Council District

COASTAL COMMISSION  
12-5-VEN-04-315  
9  
PAGE 1 OF 1  
City review of  
Parking

HAND DELIVERED

December 12, 2003

Mr. James S. Bancroft  
Chair, Board of Directors  
St. Joseph Center  
204 Hampton Drive  
Venice, California 90291-8633

COASTAL COMMISSION  
AS VEN. 04.315  
EXHIBIT # 10  
PAGE 1 OF       

*Excerpts from  
parking study*

RE: Existing and Future Parking Demand Analysis – St. Joseph Center Expansion

Dear James,

We have completed an updated assessment of the existing and forecast future parking conditions for the proposed expansion project at your St. Joseph Center facilities on Hampton Drive in Venice. As you know, this analysis was undertaken in order to establish actual parking utilizations for the St. Joseph Center and the other unrelated user on the project site (St. Clement Church and Catholic Charities Services) as a baseline from which to estimate the future parking needs of the Center following the expansion of the facilities. These parking utilization evaluations provide empirical parking data to supplement the parking requirements determined from the City of Los Angeles Municipal Code (LAMC) by the Department of Building and Safety. The LAMC requirements are based on general characteristics for various land uses, and do not account for the unique operations of the St. Joseph Center, including nominal site staffing and low vehicular usage by Center clientele. Most of the patrons served by the Center are low income, and often do not drive to or from the facilities, frequently use public transit, and therefore decrease parking demand for the Center.

The results of the study are discussed in detail later in this report, but to summarize, a week long parking utilization survey conducted at the site indicated that there are currently a total of approximately 136 on site parking spaces. These spaces are shared by employees and visitors of the three primary uses occupying the site (St. Clement Church, St. Joseph Center, and Catholic Charities Services). Because of the nature of their operations, these existing uses do not fully utilize the on site parking facilities, making available a number of the unused spaces for public parking. The peak parking demand for the current St. Joseph Center facilities is approximately 42 spaces, which occurs at several times during the week; on Tuesday mornings between about 10:30 and 11:00 AM, and again on Wednesday afternoons from about 3:00 to 5:00 PM.

However, because the St. Joseph Center facilities share parking with the other uses of the site, the parking utilization for the entire site is also key. The peak weekday daytime parking activity occurs between approximately 10:30 AM to 12:00 noon on Tuesday. During these times, the three uses occupied a maximum of 53 spaces, or about 39 percent of the 136 spaces available.



Letter to James Bancroft  
December 12, 2003  
Page Two

The St. Joseph Center utilized between 40 and 42 spaces during these peak activity periods, while the St. Clement Church occupied six to eight spaces, and the Catholic Charities Services used five spaces. During these same times, public parking occupied some or all of the remaining spaces.

It should be noted here that the maximum weekday parking utilizations for the entire site actually occurred on a Friday evening, between about 8:00 and 9:00 PM, during Friday Mass services at the St. Clement Church. At this time, a total of 71 spaces, or about 52 percent of the total provided, were occupied by the three primary uses of the parking facilities. However, at 8:00 PM on weekdays, the Catholic Charities Services facilities are closed, and the St. Joseph Center is operating at only minimal staffing levels. During the 8:00 to 9:00 PM Friday period, the Catholic Charities Services facilities generated no parking needs, while the St. Joseph Center occupied only 10 spaces (including five spaces used to park the Center's service vans overnight). The St. Clement Church utilized the remaining 61 spaces. However, as detailed later in this report, this late evening overall peak parking demand for the site will be superseded by a midday weekday peak demand in the future, as the St. Joseph Center facilities are expanded. Therefore, in order to present comparable parking demand data for "before" and "after" conditions, the parking analyses summarized herein focus on the critical weekday daytime periods, although both existing and future evening and weekend parking needs are also discussed in detail.

The proposed project is anticipated to increase the existing floor space available to the St. Joseph Center. However, this increase is planned primarily to provide additional areas for the existing operations and programs, which are currently housed in undersized and aging facilities. Although some increase in the number of patrons and employees is anticipated, resulting in periodic increases in parking demand for the Center, the amount of parking proposed for the new facility will be adequate to meet the maximum forecast future parking needs for the site. The proposed project will not change the size, operations, or future parking needs of the St. Clement Church or Catholic Charities Services uses.

The project also will reconfigure the existing parking facilities on the site. The existing internal connection between the "upper" and "lower" parking areas will be removed, as will the Hampton Drive driveway to the "lower" parking areas. The elimination of the internal vehicular ramp between the "upper" and "lower" lots will not substantially impact the operations of the on site parking. The existing ramp, which provides one-way "down" access between the "upper" and "lower" lots, is narrow and awkwardly positioned, and is therefore infrequently utilized. The removal of this ramp will also eliminate potential internal circulation conflicts and present a more efficient parking layout. The "upper" lot parking layout will remain essentially unchanged, although removal of the internal circulation and a more efficient layout will allow for an approximately eight-space increase in capacity to a total of approximately 64 spaces. The

Letter to James Bancroft  
December 12, 2003  
Page Three

existing "lower" parking areas will be consolidated into a single surface parking lot at the northwest corner of the site providing approximately 72 spaces. Thus, the future layout of the site parking facilities will continue to provide a total of 136 spaces, as is the current condition.

The results of our analyses indicate that weekday parking demands for the St. Joseph Center facility could increase following the completion and occupancy of the project. The forecast maximum parking demand for the expanded St. Joseph Center is estimated to increase from a maximum of 42 spaces to approximately 74 spaces, occurring at about 4:00 PM on Wednesdays. Combined with the parking needs of the St. Clement Church and Catholic Charities Services facilities, whose parking needs are unaffected by the project, the total maximum shared parking demand for these three uses is conservatively estimated to be a total of approximately 81 spaces, occurring at about 2:00 PM on Wednesdays. Total site parking demands for these three uses will be less during all other weekday times. Actual future parking demands are expected to be substantially less than these forecasts, since the "worst case analysis" parking demand forecast methodology used to estimate the future parking needs of the St. Joseph Center expansion assumed much higher vehicle utilizations by the Center clientele than were actually observed.

However, this forecast indicates that, even under these worst case parking demand scenarios, over one-third of the future parking spaces provided will be unutilized. As a result, the diocese can continue to make available a minimum of 55 parking spaces during all weekday periods between 7:00 AM and 5:00 PM for the continued use as public parking. After this time, additional public parking can become available as the three primary uses close for the day. The amount of "unused" site parking will generally be sufficient to accommodate the observed demand for the existing public parking spaces. As noted previously, the forecast future parking demands identified for the proposed St. Joseph Center project are highly conservative, and it is unlikely that the peak number of spaces estimated will be utilized. However, should these peak forecast parking demands occur, a minimum of approximately 55 spaces would be available at all weekday times for public parking. This is somewhat fewer than the maximum observed utilization of the existing public lot (73 spaces at 8:00 PM on Fridays). There is high demand for public parking in the project vicinity, and there are several public parking lots in the area designed to serve these public parking needs on a full-time basis. However, the ability of the St. Clement diocese to continue to make available a substantial amount of its own private parking for public use will help meet the existing and future parking demands in the project area, and significant effects on the surrounding residential parking availability are not anticipated to result from the development of the St. Joseph Center project.

Thus, the results of the parking demand analyses for the proposed St. Joseph Center expansion project indicate that the 136 spaces proposed for the future parking facilities will be sufficient to accommodate the forecast maximum weekday parking demands for the three primary uses on the

Letter to James Bancroft  
December 12, 2003  
Page Four

COASTAL COMMISSION  
ASVEN. 04. 315  
EXHIBIT # 10  
PAGE 4 OF

site, plus allow for the continuation of public parking without resulting in significant "overflow" or displaced parking to area on street commercial and residential parking availability. Weekend parking conditions will be unaffected by the proposed St. Joseph Center project.

### **Background**

The St. Joseph Center, established in 1976, is a non-profit organization that provides a variety of family-oriented services at 204 Hampton Drive: a food pantry to distribute groceries to poor families, child care and parenting programs, after school and mentoring activities for youths aged 6 to 17, and classes and educational workshops. The Center's administrative offices are also located at the Hampton Drive site. The Center operates generally between the hours of 8:00 AM and 5:00 PM Monday through Friday, although some after school programs and adult education classes are held during the evenings of various days of the week. These programs and classes generally end no later than 6:30 PM. St. Joseph Center does not operate at high levels on weekends, but does maintain some program activity (i.e. meetings). These nominal weekend activities do not substantially effect weekend parking demand.

As the number of programs and persons assisted has increased, the existing Hampton Drive facilities have become severely undersized. As a result, the range of programs and services available has been affected. The proposed project will expand the size of the existing facilities, primarily to better serve the existing programs, although in order to provide more efficient case management and operations of the Center, some slight increase in the number of staff may occur. Additionally, new classroom and child care facilities space will be available, and some of the programs (including the daycare center) may be slightly expanded, although no significant increase in the number of participants in most of the Center's existing programs is anticipated.

### **Existing Site Conditions**

The proposed project will expand the existing St. Joseph Center facilities at 204 Hampton Drive. The site occupies the northern portion of the block bounded by Marine Street on the north, Third Street on the south, Hampton Street on the west, and Rose Avenue on the south, as shown in Figure 1. The St. Joseph Center facility itself is located in the southwest quadrant of the site, which it shares with two other uses; St. Clement Church, and Catholic Charities Services. The Archdiocese of Los Angeles owns the entire site, which is administered by St. Clement Church. St. Joseph Center leases its current facilities. The City of Los Angeles/City of Santa Monica boundary bisects the site from west to east, with the northern portion, containing the St. Clement Church and rectory building, located in the City of Santa Monica, while the St. Joseph Center and Catholic Charities Services facilities are located in the City of Los Angeles.

Letter to James Bancroft  
December 12, 2003  
Page Six

The existing St. Joseph Center facilities are comprised of a total of approximately 10,674 square feet of administrative and case management offices, classrooms, child care facilities, and ancillary uses. The existing parking areas on the site contain a total of approximately 136 spaces. The site currently exhibits a significant grade differential from east to west, with the St. Clement Church, rectory, and approximately 56 parking spaces (including 2 "garage" parking spaces for the St. Clement rectory) located in the easterly "upper" portion of the site, while the existing St. Joseph Center facilities and the remaining 80 spaces are located in the "lower" portion. Internal circulation is currently allowed between the site parking areas via a one-way "down" ramp from the "upper" to "lower" parking lots, and employees of and visitors to any of the on site facilities generally intermingle within these parking areas.

Because the number of vehicles associated with the operations of St. Joseph Center, Catholic Charities Services, and St. Clement Church are typically low, a number of parking spaces located in the northwest corner of the site are currently unused by the on site development, and are provided by St. Clement Church to a parking operator, who in turn, makes the spaces available as public parking to area businesses and visitors. Users of these public spaces are permitted only to park in the northwest corner lot, which contains approximately 58 spaces, so as not to interfere with the day to day operations of the remainder of the site's facilities. A schematic layout of the existing site uses and parking areas is shown in Figure 2.

The number of employees and program participants using the St. Joseph Center facilities varies throughout the day, and is based on the number of programs and cases on going at any particular time. In general, the Center has up to about 39 staff, including part time employees, on site at any time. The daycare center currently serves approximately 19 children, who are dropped off at the site between 7:30 and 8:30 AM. Additionally, throughout the day, as the various programs and classes are offered, participants arrive and depart the site. A summary of the current activities and employee/participant levels is contained in Attachment A of this document.

Most of the program and classroom participants use public transportation or walk to the site, and thus do not generate a need for spaces in the site's parking areas. While this factor greatly influences the amount of parking needed to accommodate the St. Joseph Center operations, such operational factors are not generally recognized by the City's parking requirements specified in the Municipal Code. Application of the current code parking requirements (including the City of Los Angeles Municipal Code, the Venice Coastal Zone Specific Plan, and the City of Santa Monica Municipal Code) indicates that the future site, including the proposed expansion of the St. Joseph Center facilities plus the unchanged St. Clement Church and rectory, and the Catholic Charities Services facilities) would require a total of 122 parking spaces to be available at all times. However, these code requirements do not recognize that the Church component of the existing development does not require substantial parking during the weekday daytime periods. Additionally, as described earlier, the actual parking demands for the three primary uses at the

Letter to James Bancroft  
December 12, 2003  
Page Eight

site are far fewer than these code requirements forecast, allowing the diocese to lease spaces for use as public parking to help meet the area parking demands. This ability would be essentially eliminated based on the inordinately high parking code requirements as compared to the actual usage. A summary of the code parking requirement calculations is contained in Attachment B.

As a result of these circumstances, this detailed parking utilization analysis was undertaken to identify the actual parking needs of the existing site, including the St. Joseph Center as well as the St. Clement Church and rectory, the Catholic Charities Services operations. The survey data also formed the basis for the forecasts of future site parking needs following completion of the proposed expansion of the St. Joseph Center facilities. The methodology, results, and conclusions of the parking analyses are described in the following sections of this report.

#### **Study Methodology**

To assess the current parking conditions and to provide a baseline for estimation of potential future parking needs for the site, a series of on site parking "sweeps" and surveys were conducted. These surveys documented the total parking utilization on each day of a typical week (Monday through Friday). Saturday and Sunday parking sweeps were also performed, although as noted previously, St. Joseph Center does not operate at high levels on weekends, although it does maintain some program activity (i.e. meetings). This usage is occasional and does not materially affect site parking demand on weekends. However, since the on site parking spaces are also used by the St. Clement Church and Catholic Charities Services facilities on weekends, and these users are active at various times of the weekend with services, events, or various meetings, weekend parking counts were conducted to ensure that adequate site parking would be available in the future for all site occupants.

The parking observations for this analysis were conducted during the week between Monday February 10<sup>th</sup> and Sunday February 16<sup>th</sup>, 2003, although due to inclement weather conditions, counts for the Thursday activities were conducted during the following week, on February 20<sup>th</sup>. Supplemental data was also collected for weekday evening conditions (7:00 to 9:00 PM) and weekends (extended data until 9:00 PM on both Saturday and Sunday) during the week of Friday November 14<sup>th</sup> through Thursday November 20<sup>th</sup>. In total, the data collection activities included a physical count the number and locations of cars actually parked in the on site facilities during key times of the weekdays between 7:30 AM and 9:00 PM, including every half-hour between 7:30 and 11:00 AM, which encompasses the highest parking activities for the St. Joseph Center. This time period includes the arrival of the facility staff, child care drop off activities, food pantry operations, and the beginning of individual case management activities. Weekend counts were conducted at fewer times, although also generally between 8:00 AM and 9:00 PM, to reflect peak activity based on St. Clement Church and Catholic Charities Services schedules.

Further information

Letter to James Bancroft  
December 12, 2003  
Page Fourteen

EXHIBIT NO. 10
APPLICATION NO.
A5VEN. 04.35
parking study

P 7

Center once it is completed. This program is anticipated to operate from approximately 8:30 AM to 6:00 PM on weekdays. Additionally, the Center's Affordable Housing counseling program will relocate 3 new staff members and approximately 10 clients per day to offices within the new facilities. This program also operates from about 8:30 AM to 6:00 PM, Monday through Friday.

These slight increases or relocations in staffing and programs are the only significant changes to the existing site operations for St. Joseph Center. Other programs currently at the site, such as the food pantry and case management operations are not anticipated to expand. A summary of the anticipated future operations, staffing, and programs for the St. Joseph Center is shown in Attachment A. This attachment also contains the summary of existing operations of the facility, so that direct comparison can be made between the existing and future staffing levels, clientele use, and hours of operations of the facility.

#### **Future Parking Demand Forecast Methodology and Assumptions**

In order to quantify the potential effects of the expansion project on the future parking needs for the St. Joseph Center, the existing parking demands for the Center, identified earlier in this report, were combined with estimates of increased parking needs based on the proposed expansion in programs and staffing. The following section discusses the methodologies and assumptions used to estimate the potential future parking needs for the proposed project.

First, the existing empirical parking data collected for the site was used as a baseline. No changes were made to these observations, as the project does not propose to change or reduce these existing programs or its current staffing levels. Then, based on the programmed increases and program/participant expansions noted in the attached project summary, the anticipated parking demands associated with the increased staffing or expanded St. Joseph Center programs were identified for each time period of each weekday. For instance, the project program notes that on Wednesdays between 9:30 and 11:30 AM, a second Parent/Infant Group class totaling up to 10 students might be offered. Thus, a maximum of 10 new attendees could be present at the site during these hours, raising the potential for new parking demands beyond those identified in the survey of existing conditions.

However, a review of the empirical parking data for the St. Joseph Center indicates a very low vehicular parking use in comparison to the number of employees, clients, and visitors at the site during the day. This data, supported by observations and experience of the Center's employees and staff, indicates that very few of the non-employees drive to the site. From observations of parking use during the parking sweeps, it is estimated that fewer than 40 percent of the clients and program participants actually drive; most take public transportation or walk to the site.

Letter to James Bancroft  
December 12, 2003  
Page Fifteen

Thus, using the example noted above, the 10 additional persons attending the Parent/Infant Group classes would be expected to generate a parking need for only about four additional vehicles rather than 10 vehicles. However, although these observations are not easily documented, the reduced vehicle usage does occur and should be accounted for in forecasts of future parking demand for the St. Joseph Center. Therefore, in order to be conservative, the estimates of future parking needs assumes that approximately 60 percent of the non-employee program participants drive to the site for their appointments or classes.

Additionally, it was assumed that 85 percent of the parents using the child care program would drive their own vehicles to the site to drop off or pick up their children. This is approximately equivalent to the regional average vehicle occupancy of 1.2 persons per vehicle as indicated in Southern California Association of Governments (SCAG) publications on travel characteristics of Southern California. The estimates of future parking needs for the child care drop off and pick up activities conservatively assumed that one parking space would be required for each vehicle arrival, although the drop off and pick up activities are transient, and occur over the course of more than an hour. In actuality, it is unlikely that the drop off or pick up activities would overlap in any significant manner that would necessitate an individual parking space for each vehicle. Rather, it is most likely that one space would be used by a number of child care-related vehicles, since they account for only short duration drop off and pick up activities during the 7:30 to 8:30 AM (drop off) and 3:30 to 5:00 PM (pick up) periods.

Lastly, all of the new staff members (a total of approximately 10 new staff, including administrative, child care, and part time employees) were assumed to drive their own vehicles to the site. The accumulation of new employees was assumed to be similar to the overall employee parking activity observed for the existing facilities, although the new Culinary Training and Affordable Housing Program staffs were both assumed to be at the site for the full duration of the classes (8:00 AM to 6:00 PM) each weekday. No other significant changes to staffing, clientele, or operations of the St. Joseph Center were assumed to occur due to the proposed expansion project. Additionally, the proposed project was assumed to have no effect on the parking utilizations of the St. Clement Church or Christian Charities Services operations.

These assumptions are expected to result in a "worst case" assessment of the potential parking needs for the expanded St. Joseph Center. Due to the reasons described above, it is unlikely that the parking demands for the new St. Joseph Center facility will increase substantially beyond those observed for the existing site operations. However, in order to identify all potential future parking impacts of the project, and to ensure that no significant parking shortages occur in the future following development of the project, the most conservative approach applicable was utilized. The results of that analysis are described in the following section.

### St. Joseph Center Existing and Projected Future Staffing and Program Activity (11/03)

Day/Time	Activity	Staff/Clients Existing Building	Staff/Clients in New Building	Notes
	SJC @ Hampton Drive	Up to 38.7 total staff on site	Up to 53 total count staff on site	Approx. (6) part-time employees (included in total staff count)
Mon - Fri; 8:30am - 6:00pm	Administrative Staff	20.5 - Administrative Staff (included in total staff count)	23.5 - Administrative Staff (included in total staff count) (1) volunteer	(1) part-time employee (included in total staff count) Volunteer Hours: 9am-2pm on Friday Most of Adm. Staff arrives at 9am
Mon - Fri; 7:30am - 8:30am	Early Learning Center Child Care drop offs	19-children	48-Children (per CUP) Two classrooms (existing Pre-school classroom and additional classroom for new Toddler program)	Childcare Program @ new site will provide service for 36-48 children. Most clients drive
Mon - Fri; 7:30am - 6pm	Early Learning Center Child Care	6.2 - Staff (included in total staff count)	12.5 - staff (included in total staff count))	(3) part-time employees (included in total staff count)
Mon - Fri; 8:30am - 6pm	Family Center Services	10- staff (included in total staff count) Max 10 clients per day 1-2 volunteers per day	No change	Case Managers oversee classes, after school program, pantry, FSC administrative and related activities from 9am - 1pm Case Manager/Clients hours from 1-5pm Volunteer hours: 9-5pm Many clients and volunteers do not drive
Tues - Fri; 9am - noon	Food Pantry services	Staff (1) (included in 10 Family Center) 120 bags per day 3 volunteers per day	No change	Clients stay 10-20 minutes to pick-up bags. Most clients and volunteers do not drive. Up to 5 handicap vehicles at one time on site Volunteer hours: Tue-Fri 9am - noon
Mon/Tue/Thur/Fri; 9 - 11am	FSC - ESL Class	20 clients	No change	Most clients do not drive
Weds; 9:30 - 11:30am	FSC - Parent/Infant Group	10 clients	Possible 10 additional clients per class	Most clients do not drive
Mon; 12:30 - 2:30pm	FSC - Computer class	5 clients	Up to 16 total clients per class	Most clients do not drive
Weds; 12:30 - 2:30pm	FSC - Computer class	8 clients	Up to 16 total clients per class	Most clients do not drive
Mon; 3:30 - 6:30pm	FSC - Small Business Development Class	8 clients	Possible 2-5 additional clients per class	Some clients drive
Fri; 11 am - 2pm	FSC - Small Business Development Class	8 clients	Possible 2-5 additional clients per class	Some clients drive
Tues; 11 am - noon	FSC - Job Search Strategy class	5-10 clients	No change	Most clients do not drive
Tue/Wed/Thur 2:30-5:30pm	FSC - After School program	9 clients	12 clients	Children brought in agency vehicles
Thurs; 11am - 12:30pm	FSC - Parent support group	10 clients	Possible 2 <sup>nd</sup> class (10 clients)	Some clients drive
Mon - Fri; 8:30am - 6pm	Senior Services	2 staff (included in total staff count) 4 volunteers/week Max 10 clients per day	2 - staff (included in total staff count) Approximately additional 5 clients per day	Volunteer hours: Tue-Wed 15-20 minutes to pick-up bags for clients. Many clients and volunteers do not drive
Weds; 1pm - 2pm	SS- Tai Chi class	10 - 15 clients	No change	Most clients do not drive
Mon - Fri 8:30am - 6pm	Culinary Training Program	Not currently on site	2 - staff (included in total staff count) Max 16 trainees per session (one session every 7 weeks)	(2) part-time employees (included in total staff count). Program currently offsite, will move into new building. Many clients do not drive.
Mon - Fri; 8:30am - 6pm	Affordable Housing	Not currently on site	3 - staff (included in total staff count)) max 10 clients per day	Program currently off site, will move into new building. Many clients do not drive

A.S. VEN. 07.515  
Exhibit 10 pg

Notes on Page #2



**Notes**

- Deliveries at various times during the day or week 8:00am to 6:00pm, Monday – Friday  
Staples, Waxed, St. Joseph pick-up and delivery, LAUSD (twice per month), various private parties
- Evening meetings, Dinner Dance (January to May/twice per month or more), Board Meeting once per month
- 1<sup>st</sup> Monday of each month is new client orientation for the Family Center: 10-30 clients
- Every other Wednesday is renewals at the Family Center: 10-15 clients per session

**Staffing - SJC****- Existing School Building vs New Building**

Program/Services/Executive Staff	Hampton Drive Existing	Hampton Drive New Site
Programs		
Family Center & Food Pantry	10	10
Early Learning Center	6.2	12.5
Senior Services	2	2
Culinary Training Program	0	2
Affordable Housing Program	0	3
Administration	20.5	23.5
Total SJC Staff at Hampton	38.7	53.0

**Hours of Operations - SJC****- Existing School Building vs New Building**

Program/Services/Executive Staff	Hampton Drive Existing	Hampton Drive New Site	Notes
Programs			
Family Center & Food Pantry	8:30am – 6pm	8:30am – 6pm	Monday - Friday
Early Learning Center	7:30am – 6pm	7:30am – 6pm	Monday - Friday
Senior Services	8:30am – 6pm	8:30am – 6pm	Monday - Friday
Culinary Training Program	Not currently on site	8:30am – 6pm	Monday - Friday
Affordable Housing Program	Not currently on site	8:30am – 6pm	Monday - Friday
Administration	8:30am – 6pm	8:30am – 6pm	Monday - Friday
Deliveries	8:00am – 6pm	8:00am – 6pm	Monday - Friday
Events/Meetings	No later than 9pm	No later than 9pm	Monday-Friday to be scheduled as need it
	9-5pm	9-5pm	Saturdays on yearly average not more than 3x's per month
	1-5pm	1-5pm	Sundays on yearly average not ore than 2x's per month.

**Notes:**

The Hours of Operations are for "Normal Business Hours", when the staff is on site and the Center is "open for business" providing its social services. These hours of operations shall not apply to administrative staff, security and janitorial services.

COASTAL COMMISSION  
 A-5-VEN-04-315  
 10 OF 10

### City Code Parking Calculations

#### St. Joseph Center, St. Clement Church and Rectory, and Catholic Charities Services

Use/Size	Venice Coastal Zone Specific Plan <sup>[1]</sup>		City of Los Angeles Municipal Code		City of Santa Monica Municipal Code		Parking Required
	Code Ratio	Spaces Required	Code Ratio	Spaces Required	Code Ratio	Spaces Required	
<u>St. Clement Church <sup>[2]</sup></u>							
4,465 sq. ft. Assembly Area	---	---	---	---	1:80 sq. ft.	56	56
or							
175 fixed seats	---	---	---	---	1:4 seats	44	
<u>St. Clement Rectory <sup>[2]</sup></u>							
2 Single Family Residence	---	---	---	---	1:du	2	2
<u>Catholic Charities Services</u>							
5,100 sq. ft. Institutional Use	n/a *	n/a *	1:500 sq. ft.	10	---	---	10
<u>Proposed St. Joseph Center</u>							
27,000 sq. ft. Institutional Use	n/a *	n/a *	1:500 sq. ft.	54	---	---	54
Total Parking Required							122

**Notes:**

[1] Per the Venice Coastal Zone Specific Plan (VSP), where requirements are specified, the VSP parking provisions override City of Los Angeles Municipal Code (LAMC). Otherwise, LAMC requirements prevail.

[2] St. Clement Church and Rectory facilities located within City of Santa Monica. Santa Monica requirements apply.

n/a \* indicates VSP does not specifically identify parking requirements for institutional uses. LAMC requirements apply.

COASTAL COMMISSION  
 A 5: VEN. 04:315  
 EXHIBIT # 10  
 PAGE 11 OF 11

**St. Joseph Center and St. Clement Church  
 Parking Utilization Survey  
 Existing Conditions**

**Wednesday**

Time Beginning	St. Clement Church <sup>[1]</sup>		Catholic Charities <sup>[2]</sup>		St. Joseph Center <sup>[3]</sup>			Public Parking Lot <sup>[4]</sup>	Totals				Grand Total
	Employee	Attendee/ Visitor	Employee	Client/ Visitor	Employee	Client	Services Vehicles		St. Clement Church	Catholic Charities	St. Joseph Center	Public Parking	
7:30 AM	2	0	0	0	1	0	5	16	2	0	6	16	24
8:00 AM	3	1	0	0	4	0	5	16	4	0	9	16	29
8:30 AM	3	3	0	0	9	8	5	23	6	0	22	23	51
9:00 AM	2	1	1	1	10	10	5	31	3	2	25	31	61
9:30 AM	2	1	2	0	14	11	6	38	3	2	31	38	74
10:00 AM	2	1	2	0	14	11	5	38	3	2	30	38	73
10:30 AM	2	1	3	1	16	10	4	39	3	4	30	39	76
11:00 AM	2	1	3	0	18	11	4	40	3	3	33	40	79
12:00 PM	0	4	2	1	15	15	3	42	4	3	33	42	82
1:00 PM	0	6	3	0	15	14	5	42	6	3	34	42	85
2:00 PM	1	5	1	1	16	20	5	42	6	2	41	42	91
3:00 PM	1	4	3	0	18	16	8	41	5	3	42	41	91
4:00 PM	1	3	2	0	14	21	7	41	4	2	42	41	89
5:00 PM	1	2	1	0	9	15	5	43	3	1	29	43	76
6:00 PM	1	7	0	0	3	16	5	40	8	0	24	40	72
7:00 PM	2	8	0	0	2	21	5	43	10	0	28	43	81
8:00 PM	1	13	0	0	2	10	5	55	14	0	17	55	86
9:00 PM	1	8	0	0	0	2	5	52	9	0	7	52	68

**Notes:**

- [1] Total in Lots 1 and 2
- [2] Lot 3
- [3] Total in Lots 3 and 5
- [4] Lot 4

**St. Joseph Center and St. Clement Church  
Parking Utilization Survey  
Existing Conditions**

TOTAL COMMISSION  
ASVEN 04.315  
LOT # 10  
13 OF

**Tuesday**

Time Beginning	St. Clement Church <sup>[1]</sup>		Catholic Charities <sup>[2]</sup>		St. Joseph Center <sup>[3]</sup>			Public Parking Lot <sup>[4]</sup>	Totals				
	Employee	Attendee/ Visitor	Employee	Client/ Visitor	Employee	Client	Services Vehicles		St. Clement Church	Catholic Charities	St. Joseph Center	Public Parking	Grand Total
7:30 AM			----- not available (rain delay) -----						----- not available (rain delay) -----				
8:00 AM			----- not available (rain delay) -----						----- not available (rain delay) -----				
8:30 AM	2	2	4	0	8	8	5	35	4	4	21	35	64
9:00 AM	2	2	4	1	10	19	5	45	4	5	34	45	88
9:30 AM	2	2	4	1	17	16	5	52	4	5	38	52	99
10:00 AM	3	2	4	0	15	17	6	52	5	4	38	52	99
10:30 AM	1	5	4	1	18	20	4	57	6	5	42	57	110
11:00 AM	1	7	4	1	19	18	3	58	8	5	40	58	111
12:00 PM	0	5	3	1	16	20	3	55	5	4	39	55	103
1:00 PM	0	7	1	0	17	8	4	52	7	1	29	52	89
2:00 PM	0	4	1	1	17	9	4	50	4	2	30	50	86
3:00 PM	0	3	1	0	16	8	5	48	3	1	29	48	81
4:00 PM	1	2	1	1	15	10	6	49	3	2	31	49	85
5:00 PM	1	1	1	0	11	6	5	47	2	1	22	47	72
6:00 PM	2	2	0	0	5	8	4	45	4	0	17	45	66
7:00 PM	1	3	0	0	4	11	5	42	4	0	20	42	66
8:00 PM	1	6	0	0	4	11	5	59	7	0	20	59	86
9:00 PM	1	7	0	0	1	2	5	52	8	0	8	52	68

**Notes:**

- [1] Total in Lots 1 and 2
- [2] Lot 3
- [3] Total in Lots 3 and 5
- [4] Lot 4

**St. Joseph Center**  
**Future Parking Utilization Forecast**  
 (Based on Existing Activity Parking Sweeps and Projected Program/Staffing Schedule)

**Tuesday**

Time	Existing Parking Demand				Estimated New Parking Demand per Expanded Use											Total
	Employee	Client	Services	Total	Staff <sup>(1)</sup>	Childcare <sup>(2)</sup>	After School <sup>(3)</sup>	Senior Outreach <sup>(4)</sup>	Parenting Groups <sup>(5)</sup>	New Classes		Culinary Training		Affordable Housing		Future Parking
			Vehicles							Computer <sup>(6)</sup>	Sm. Bus. <sup>(7)</sup>	Staff <sup>(8)</sup>	Students <sup>(9)</sup>	Staff <sup>(10)</sup>	Clients <sup>(11)</sup>	
7:30 AM	--- not available (rain delay) ---				1	5	0	0	0	0	0	1	0	1	0	n/a
8:00 AM	--- not available (rain delay) ---				2	8	0	0	0	0	0	2	10	3	0	n/a
8:30 AM	8	8	5	21	4	10	0	1	0	0	0	2	10	3	1	52
9:00 AM	10	19	5	34	5	5	0	1	0	0	0	2	10	3	2	62
9:30 AM	17	16	5	38	9	4	0	0	0	0	0	2	10	3	0	66
10:00 AM	15	17	6	38	8	1	0	1	0	0	0	2	10	3	1	64
10:30 AM	18	20	4	42	9	1	0	1	0	0	0	2	10	3	1	69
11:00 AM	19	18	3	40	10	1	0	0	0	0	0	2	10	3	0	66
12:00 PM	16	20	3	39	8	1	0	1	0	0	0	2	10	3	2	66
1:00 PM	17	8	4	29	9	1	0	0	0	0	0	2	10	3	0	54
2:00 PM	17	9	4	30	9	1	0	1	0	0	0	2	10	3	1	57
3:00 PM	16	8	5	29	8	4	0	0	0	0	0	2	10	3	0	56
4:00 PM	15	10	6	31	8	6	0	1	0	0	0	2	10	3	2	63
5:00 PM	11	6	5	22	6	16	0	0	0	0	0	1	3	2	0	50
6:00 PM	5	8	4	17	3	4	0	0	0	0	0	1	0	1	0	26
7:00 PM	4	11	5	20	2	1	0	0	0	0	0	0	0	0	0	23
8:00 PM	4	11	5	20	2	0	0	0	0	0	0	0	0	0	0	22
9:00 PM	1	2	5	8	1	0	0	0	0	0	0	0	0	0	0	9

\* indicates maximum daily St. Joseph Center parking demand forecast.

**Notes:**

- [1] Assumes 3 additional administrative and 7 new childcare staff, including part time employees. On site staff assumed similar to existing "employee" activity patterns.
- [2] Childcare parking activity is transient; parent vehicle drop-off and pick-up only. Assumes 29 additional children; 85% vehicle use; one child/vehicle. Some vehicles stay throughout day.
- [3] Assumes 3 additional clients/day, Tuesday, Wednesday, Thursday. No additional parking demand, clients utilize existing agency vehicle trips.
- [4] Assumes 5 additional clients/day; all clients drive alone. Parking demand totals more than 5 clients; assumes some vehicles remain through for than one hour.
- [5] Includes Wednesday "Parent/Infant Group" and Thursday "Parent Support Group" participants. Assumes 10 additional students for each class; 60% vehicle usage.
- [6] Assumes 11 additional students on Mondays; 8 additional students on Wednesdays, 60% vehicle usage.
- [7] Assumes 5 additional students on Mondays, Fridays; 60% vehicle usage.
- [8] Assumes 2 additional staff on site throughout class periods.
- [9] Assumes 16 students on Monday through Friday; 60% vehicle usage.
- [10] Assumes 3 additional staff on site throughout class periods.
- [11] Assumes 10 clients on Monday through Friday; 60% vehicle usage.

COASTAL COMMISSION  
 A-5-VEN-04-213  
 EXHIBIT # 10  
 PAGE 14 OF

**St. Joseph Center**  
**Future Parking Utilization Forecast**  
 (Based on Existing Activity, Parking Sweeps and Projected Program/Staffing Schedule)

**Wednesday**

Time	Existing Parking Demand				Estimated New Parking Demand per Expanded Use											Total Future Parking
	Employee	Client	Services		Staff <sup>(1)</sup>	Childcare <sup>(2)</sup>	After School <sup>(3)</sup>	Senior Outreach <sup>(4)</sup>	Parenting Groups <sup>(5)</sup>	New Classes		Culinary Training		Affordable Housing		
			Vehicles	Total						Computer <sup>(6)</sup>	Sm. Bus. <sup>(7)</sup>	Staff <sup>(8)</sup>	Students <sup>(9)</sup>	Staff <sup>(10)</sup>	Clients <sup>(11)</sup>	
7:30 AM	1	0	5	6	1	5	0	0	0	0	0	1	0	1	0	14
8:00 AM	4	0	5	9	2	8	0	0	0	0	0	2	10	3	0	34
8:30 AM	9	8	5	22	5	10	0	1	0	0	0	2	10	3	1	54
9:00 AM	10	10	5	25	6	5	0	1	0	0	0	2	10	3	2	54
9:30 AM	14	11	6	31	8	4	0	0	0	0	0	2	10	3	0	58
10:00 AM	14	11	5	30	8	1	0	1	3	0	0	2	10	3	1	59
10:30 AM	16	10	4	30	9	1	0	1	6	0	0	2	10	3	1	63
11:00 AM	18	11	4	33	10	1	0	0	6	0	0	2	10	3	0	65
12:00 PM	15	15	3	33	8	1	0	1	3	5	0	2	10	3	2	68
1:00 PM	15	14	5	34	8	1	0	0	0	5	0	2	10	3	0	63
2:00 PM	16	20	5	41	9	1	0	1	0	5	0	2	10	3	1	73
3:00 PM	18	16	8	42	10	4	0	0	0	0	0	2	10	3	0	71
4:00 PM	14	21	7	42	8	6	0	1	0	0	0	2	10	3	2	74
5:00 PM	9	15	5	29	5	16	0	0	0	0	0	1	3	2	0	56
6:00 PM	3	16	5	24	2	4	0	0	0	0	0	0	0	1	0	31
7:00 PM	2	21	5	28	1	1	0	0	0	0	0	0	0	0	0	30
8:00 PM	2	10	5	17	1	0	0	0	0	0	0	0	0	0	0	18
9:00 PM	0	2	5	7	0	0	0	0	0	0	0	0	0	0	0	7

\* indicates maximum daily St. Joseph Center parking demand forecast.

**Notes:**

- [1] Assumes 3 additional administrative and 7 new childcare staff, including part time employees. On site staff assumed similar to existing "employee" activity patterns.
- [2] Childcare parking activity is transient; parent vehicle drop-off and pick-up only. Assumes 29 additional children; 85% vehicle use; one child/vehicle. Some vehicles stay throughout day.
- [3] Assumes 3 additional clients/day, Tuesday, Wednesday, Thursday. No additional parking demand, clients utilize existing agency vehicle trips.
- [4] Assumes 5 additional clients/day; all clients drive alone. Parking demand totals more than 5 clients; assumes some vehicles remain through for than one hour.
- [5] Includes Wednesday "Parent/Infant/Group" and Thursday "Parent Support Group" participants. Assumes 10 additional students for each class; 60% vehicle usage.
- [6] Assumes 11 additional students on Mondays; 8 additional students on Wednesdays; 60% vehicle usage.
- [7] Assumes 5 additional students on Mondays, Fridays; 60% vehicle usage.
- [8] Assumes 2 additional staff on site throughout class periods.
- [9] Assumes 16 students on Monday through Friday; 60% vehicle usage.
- [10] Assumes 3 additional staff on site throughout class periods.
- [11] Assumes 10 clients on Monday through Friday; 60% vehicle usage.

COASTAL COMMISSION  
 A.S. VEN. 04.315  
 EXHIBIT # 10  
 PAGE 15 OF

**St. Joseph Center and St. Clement Church  
Parking Utilization Survey  
Existing Conditions**

**Saturday**

Time Beginning	St. Clement Church <sup>(1)</sup>		Catholic Charities <sup>(2)</sup>		St. Joseph Center <sup>(3)</sup>			Public Parking Lot <sup>(4)</sup>	Totals				Grand Total
	Employee	Attendee/ Visitor	Employee	Client/ Visitor	Employee	Client	Services Vehicles		St. Clement Church	Catholic Charities	St. Joseph Center	Public Parking	
7:30 AM													
8:00 AM													
8:30 AM							NOT COUNTED						
9:00 AM													
9:30 AM													
10:00 AM	2	14	14	0	0	0	5	24	16	14	5	24	59
10:30 AM							NOT COUNTED						
11:00 AM													
12:00 PM	1	2	3	0	0	0	5	34	3	3	5	34	45
1:00 PM							NOT COUNTED						
2:00 PM	5	20	11	0	0	0	5	65	25	11	5	65	106
3:00 PM							NOT COUNTED						
4:00 PM	2	6	6	0	0	0	5	50	8	6	5	50	69
5:00 PM	4	16	0	0	0	0	5	38	20	0	5	38	63
6:00 PM	3	6	0	0	0	0	5	37	9	0	5	37	51
7:00 PM	2	7	0	0	0	0	5	33	9	0	5	33	47
8:00 PM	2	5	0	0	0	0	5	68	7	0	5	68	80
9:00 PM	2	6	0	0	0	0	5	64	8	0	5	64	77

**Notes:**

- [1] Total in Lots 1 and 2
- [2] Lot 3
- [3] Total in Lots 3 and 5
- [4] Lot 4

COASTAL COMMISSION  
A.S. VEN. 04.315  
PAGE 16 OF 10

**St. Joseph Center and St. Clement Church  
Parking Utilization Survey  
Existing Conditions**

**Sunday**

Time Beginning	St. Clement Church <sup>[1]</sup>		Catholic Charities <sup>[2]</sup>		St. Joseph Center <sup>[3]</sup>			Public Parking Lot <sup>[4]</sup>	Totals				
	Employee	Attendee/ Visitor	Employee	Client/ Visitor	Employee	Client	Services Vehicles		St. Clement Church	Catholic Charities	St. Joseph Center	Public Parking	Grand Total
7:30 AM							NOT COUNTED						
8:00 AM	1	2	0	0	0	0	5	15	3	0	5	15	23
8:30 AM							NOT COUNTED						
9:00 AM	2	17	12	1	0	0	5	19	19	13	5	19	56
9:30 AM							NOT COUNTED						
10:00 AM	2	15	8	0	0	0	5	19	17	8	5	19	49
10:30 AM							NOT COUNTED						
11:00 AM	5	37	7	1	0	0	5	24	42	8	5	24	79
12:00 PM	1	38	3	0	0	0	5	41	39	3	5	41	88
1:00 PM	11	56	1	0	0	0	5	61	67	1	5	61	134 *
2:00 PM	1	20	1	0	0	0	5	47	21	1	5	47	74
3:00 PM	1	2	0	0	0	0	5	40	3	0	5	40	48
4:00 PM	1	2	0	0	0	0	5	29	3	0	5	29	37
5:00 PM	1	2	0	0	0	0	5	22	3	0	5	22	30
6:00 PM	1	2	0	0	0	0	5	23	3	0	5	23	31
7:00 PM	1	2	0	0	0	0	5	24	3	0	5	24	32
8:00 PM	1	2	0	0	0	0	5	25	3	0	5	25	33
9:00 PM	1	2	0	0	0	0	5	24	3	0	5	24	32

**Notes:**

- [1] Total in Lots 1 and 2
- [2] Lot 3
- [3] Total in Lots 3 and 5
- [4] Lot 4

EXHIBIT # 10  
 K.S. VEN. BY S/S  
 PAGE 17 OF       
 CATHOLIC COMMISSION



**St. Joseph Center, St. Clement Church, and Catholic Charities  
Forecast Future Total Parking Utilization**

**Wednesday**

<b><u>Time Beginning</u></b>	<b><u>Existing St. Clement Church</u></b>	<b><u>Existing Catholic Charities</u></b>	<b><u>Future St. Joseph Center</u></b>	<b><u>Grand Total</u></b>
7:30 AM	2	0	14	16
8:00 AM	4	0	34	38
8:30 AM	6	0	54	60
9:00 AM	3	2	54	59
9:30 AM	3	2	58	63
10:00 AM	3	2	59	64
10:30 AM	3	4	63	70
11:00 AM	3	3	65	71
12:00 PM	4	3	68	75
1:00 PM	6	3	63	72
2:00 PM	6	2	73	81 *
3:00 PM	5	3	71	79
4:00 PM	4	2	74	80
5:00 PM	3	1	56	60
6:00 PM	8	0	31	39
7:00 PM	10	0	30	40
8:00 PM	14	0	18	32
9:00 PM	9	0	7	16

COASTAL COMMISSION

AS. VEN 04.315

SHEET 10

18 OF 18

Parking Study -  
applicant

562-590-5084 FAX

562-590-5071

California Coastal Commission  
Re: Case #A-5-VEN-04-315  
St. Joseph Center

**RECEIVED**  
South Coast Region

DEC 13 2004

CALIFORNIA  
COASTAL COMMISSION

Dear Pam:

Some things to consider:

- When the Renaissance Building (corner of Main St. and Rose Ave.) was built, many people in Venice were disturbed by its massiveness and it's height. The Venice Specific Plan was created after the Renaissance Building was constructed. Because so many people in Venice were upset with this building--- height, lot consolidation, and massing were restricted.
- Also, I realize that subterranean parking is expensive, but developers are required to include subterranean parking in their buildings every day. Nowhere in the law does it state that non-profits should be exempt from parking regulations. This building will be a huge impact on the area.
- If in the future, this organization has financial problems and has to leave the building, Venice is going to be stuck with a 30,000 square foot building and no parking on site.
- Also, it is common knowledge that the Catholic Church has many financial problems associated with the recent molestation lawsuits. Cardinal Mahoney has not yet paid the millions of dollars associated with settlements. He is still trying to find money to pay these lawsuits. Other archdioceses have sold off properties to pay similar lawsuits. The Santa Monica public parking lot could be sold off to fund the lawsuits. The archdiocese did not want to commit to a lot tie because 'they did not want to be restricted in their future plans for the property'. This says something!!!

Sincerely,

*Barbara Gibson*  
Barbara Gibson

310-823-7028

COASTAL COMMISSION

A 5 VEN 04.315

EXHIBIT # 11PAGE 1 OF 1

Opponent letter  
on parking

RECEIVED  
South Coast Region

December 10, 2004

DEC 10 2004

Attention Pam Emerson

CALIFORNIA  
COASTAL COMMISSION

RE: St. Joseph's Center Case #A-5-VEN-04-315

Dear Pam,

After looking at the parking for St. Joseph's Center I have a few things to point out:

- The lot was supposed to be designed so that traffic would flow. Persons entering on Second Street will be entering at different levels. If there is no space in the lower lot (public parking), the car must drive out of the lower lot and then enter the upper lot. This is also the case for the upper lots. This was not supposed to happen. Cars should be able to get from one lot to the other without leaving the parking lot area. Cars should not be forced to exit onto the street and enter again to look for a space. This situation increases the risk for accidents and congestion. It also lessens the shared parking concept. This isolates certain lots and makes it less conducive for all facilities to share all spaces.
- The building being constructed at 212 Marine St. placed a driveway on 2<sup>nd</sup> street because it is safer for persons to use 2<sup>nd</sup> Street. This building is just west of the public parking lot between Main Street and 2<sup>nd</sup> Street bordered by Marine. Marine is much more of a thoroughfare. The entrances on Marine Street are more at risk for accidents because they are on a hill.
- The lot behind the church is higher than the lot below at public parking. There are no stairs between the two lots. One must exit the lower lot or the upper lot to get to the other lot. This does not encourage shared use. There should be convenient stairs between upper and lower lots to encourage shared parking.
- There also should not be a fence or large shrubs between the lots. This again isolates the lots. If you can't see the lot above or below, you will be discouraged from using it. Also, if there are no spots in one lot, you should be able to see the other lot so as to get a spot.
- Also, how is the Archdiocese going to work out an arrangement with the person that has the lease for public parking? The person who has this concession will be encouraged to discourage clients who use the church, the rectory, Catholic Charities, and St. Joseph's from parking in his lot because they will be paying for parking. If clients do have to pay this also will encourage them not to use the lot. This will place clients on the street where tourists, businesses, and residents are supposed to park. I'd like to know just how this fits into shared parking and how this will work.
- Where are clients going to park after the public lot fills at 10am? St. Joseph's, as they do now, will instruct clients and employees to park on the street.

Sincerely,

  
Marie Hammond

COASTAL COMMISSION

A-5-VEN-04-315

EXHIBIT # 12

PAGE 1 OF 1

letter on parking

**Pam Emerson**

**From:** Mhamm007@aol.com  
**Sent:** Tuesday, December 14, 2004 1:38 PM  
**To:** pemerson@coastal.ca.gov  
**Subject:** St.Joseph Center StarWars filming today

Pam,

This is just why the neighborhood wants St. Joseph's to have its own parking on the 5 lot site. This again is another flagrant abuse of parking and is just why the neighborhood is trying to get perimeters on this



development. We have lived with this for years.....  
14, 2004

Dec.

The archdiocese could care less about parking in our area. This is today a photo at 10 am when St.Josephs is in operation. Film crews arrive before 7am. Where did the employees park, and the over 200 clients that come and go today??

This is what we will expect in the future.

There needs to be parking on the building site!!

Marie Hammond

COASTAL COMMISSION

AS-YES-04-815

EXHIBIT # 13

PAGE 1 OF 1

letter on  
parking

12/14/2004

Attention Pam Emerson

From: Marie Hammond

Re: St. Josephs Center

Hello Pam,

I know you are working on this as I write. I just want to clarify a few things.

You mentioned to me that employees would be scattered during the day.

Page six of the Crain Report states that now St. Josephs has 39 employees on site at any given time. It states that they will be adding 10 new employees. Although other statements indicate that there will be 53 employees on site at any given time. For the record, at several Planning Commission hearings, George Wilson, attorney for Latham and Watkins, stated there would be 53 employees on site at any given time in the expansion. Don't let St. Joseph representatives renege on this fact. There has been a lot of manipulation of facts to make things seem to fit.

The center is a community service center.....zoning requires 1 parking space per 75 sq ft. That would mean over 400 parking spaces required by law for such a large building—30,000 sq. ft. The initial application from St. Josephs stated that it is a 'community service center'. Then it was changed to a 'church' and then to a 'philanthropic institution' so as to require very little parking. Accepting this misstatement of just what this building really is, is an insult to the neighborhood. The intended use of the building should determine parking requirements.

*The Hare Krishna's just purchased a church property on the South end of Hampton Ave. The organization is trying to buy adjacent properties to expand. I ask the coastal commission just how it will handle this organization's building plans when it starts expanding its 'philanthropic organization'. Precedents will be set with the St. Joseph's site.*

The neighborhood specifically asked that a condition be made that St. Joseph's itself would be the only one using the facility. We didn't get this condition. A commercial kitchen connected to a large multipurpose room creates a great event place. They will be able to rent the facility out to other organizations for events. St. Josephs has already told the neighborhood that the new facility will be available for community use. This is a nice gesture, but it can create problems for the neighborhood since its use would be evenings and weekends. St. Clements has its events and festivals on weekends and evenings. Tourists visit main street evenings and weekends. The lots are already full on weekends between the tourists and church events.

It's time that excuses for inadequacies at this site be ignored. We need to look at the real facts.

St. Josephs is being given 5 million dollars for this project and there is no cost for the land. The land is free. The existing plans are for an extravagant building. It is more massive than any building in Venice. Change the scale of the building and let the site be excavated for parking. Much can be done with 5 million dollars! Make the project fit into the surrounding community.

Marie Hammond

COASTAL COMMISSION 2004

AS VEN. 04.315

EXHIBIT # 14

PAGE 1 OF 1

Parking

A-5-Ven 04-315

RECEIVED Hampton, Virginia  
South Coast Region

**Crain Report Analysis**  
by Marie Hammond

NOV 9 4 2004

CALIFORNIA

EXHIBIT #  
PAGE

COASTAL COMMUNITY

All numbers included on these spreadsheets are from the Crain Report with **three exceptions**. These numbers were not, but **should have been included in parking statistics in the Crain Report**:

- The **twenty case management offices/clients**. It should be assumed that one client plus one employee will be in each of the 20 offices each hour of operation (afternoons).
- One Monday per month and two to three Wednesdays per month have **new client orientation and renewals**. There can be up to 30 persons.
- **Food pick up** by clients 4 mornings a week. These persons park for up to 20 minutes. At least 70 clients pick up bags. These clients drive. (see photos)

Other numbers **not included in Crain Report and not on spreadsheets**:

- **St. Clements will have 3 classrooms with a capacity of 60 persons** with no restriction on hours of operation. These could be used midweek when St. Joseph's is in operation. **Classroom numbers not included in the Crain Report**
- **Visitors, deliveries, pre school interns, volunteers for all activities and office, etc.**

**Facts:**

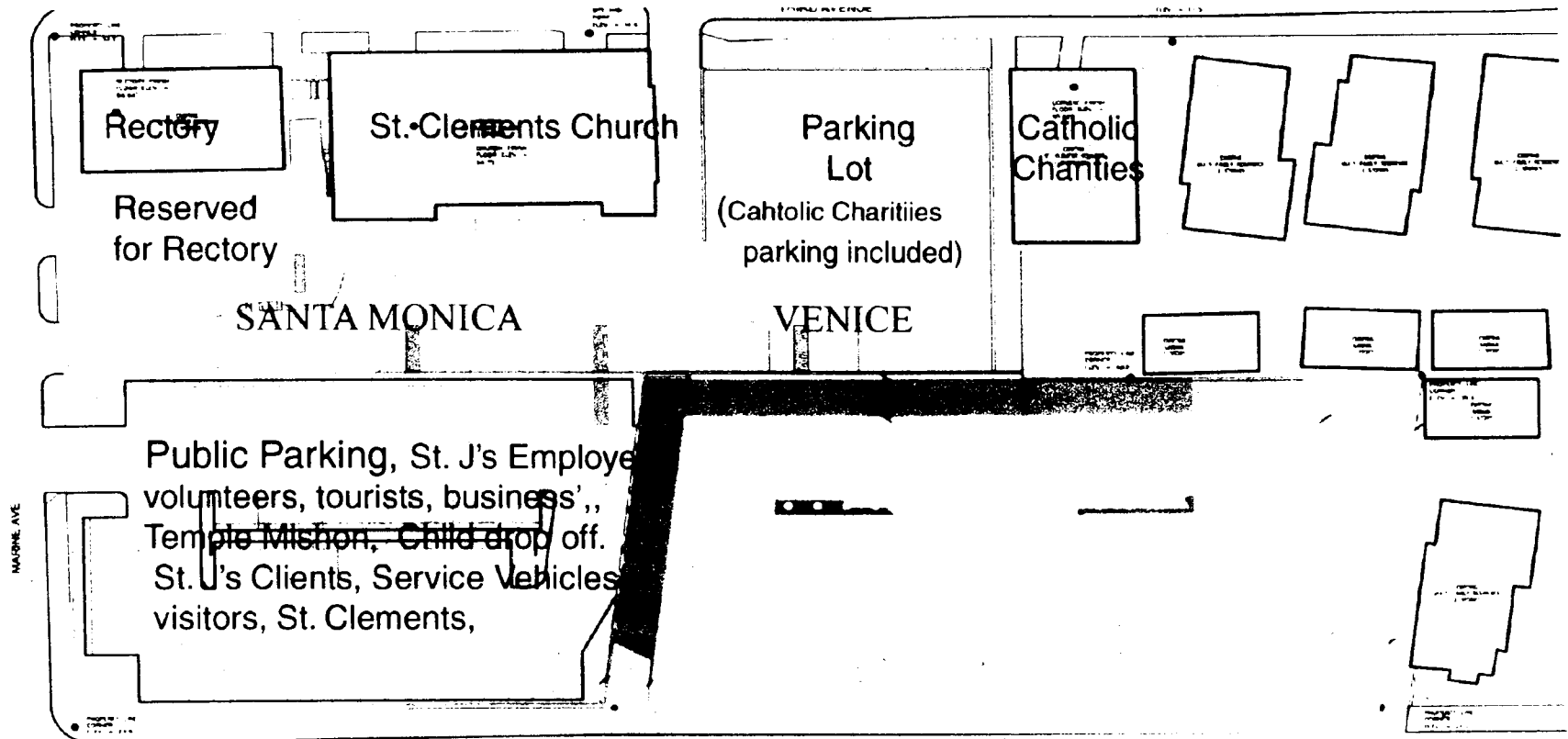
- **St. Joseph Center alone will almost fill the shared parking various times during the week/day.**
- **Most adult clients drive.** Even at 60% parking the Crain Report figures are inaccurate. 60% is much too low an estimate.
- **There are no conditions on St. Clements and Catholic Charities** for hours of operation or number of activities/persons.
- **There are no fixed numbers** on activities, programs, clients etc. for St. Joseph Center or the Church or Catholic Charities.
- This building will be used **7 days a week for 12 to 14 hours a day** in a residential area.
- **Temple Mishon** has an **arrangement** with the Archdiocese for **10 to 12 spaces weekdays** during their school sessions.
- **Catholic Charities** is guaranteed an unknown amount of **reserved parking spaces**.
- **Who else has parking arrangements with the Archdiocese???** No one is privy to this information!!!!
- **82% of shared parking will be in Santa Monica's jurisdiction.**
- **The 56 space public parking lot included in the shared parking on the NE corner of Hampton and Marine is usually full by 10 am.** This means that **there will be no available parking in this lot for St. Joseph Center after 10 a. m.** The bulk of the Center's clients **will need** these spaces **after the lot is full**.....this means cars spilling over onto the streets.
- This non-profit business survives on body counts. The center will only be able to maintain this large building with **program/client growth**. The nature of the center is on going solicitation of government agencies for grants and money.

**Conclusion:**

- Parking for this project should be based on the **capacity of this 30,000 sq. ft. community center/office/adult training center.**
- **Parking should be situated on the 5-lot Venice site. The shared parking is proposal is irresponsible.**
- **This study is only for the projected first year of operation----programs/clients will grow.**

A-5-VEN-04-315  
15 p 1  
proposal  
response

82%  
parking  
in  
Santa Monica



1. Rectory parking is sectioned off...not open to anyone but persons in Rectory.
2. Catholic Charities is a separate institution from Church. It is guaranteed a number of spaces in the lot. This number won't be disclosed to the neighborhood.
3. Public Parking lot is used by business', residents, tourists. It is usually full by 10 a.m. on weekdays. It is also used by these persons in the evenings. Since the parking lot used by St. Joseph's employees and volunteers will be gone, the new spaces will be in the public parking lot. By the time clients come for activities during the day the public lot will be full. Temple Mishon is guaranteed 10-12 spaces in the public lot during their school hours week days. There are all kinds of parking arrangements that are not disclosed in the Crain Report
4. Child drop off for 48 pre schoolers is in the public lot. The neighborhood suggested a drop off alcove on Hampton, but this was not done. Drop offs will be backing in and out of spaces while others will be trying to park for the day. Toddlers need to be escorted by parents

AS. VEN. ON 315  
Exh. b. 1 15 p 2



COASTAL COMMISSION

AS-VEIN-04 815

EXHIBIT #

18

83

15131

PAGE \_\_\_\_\_ OF

With operations today, before the expansion, parking in all three lots is many times full depending on St. Joseph attendance, public parking, church activities, Catholic Charities, Temple use, residents, tourists.

The proposed shared parking for this new 30,000 sq ft expansion of activities will cause spill over onto our streets.

St. Joseph's has not been accurate with its description of parking lot use. They have not been a good neighbor especially with their other facilities in the neighborhood.





AS 8034-04 315  
 EXHIBIT # 15 P4  
 PAGE \_\_\_\_ OF \_\_\_\_



Photo taken before many services  
 left facility for expansion preparation.  
 Note person getting in car with food for  
 pantry pickup.

\* Lot is full behind the Church

\* Person in red car is waiting for spot  
 because lot is full

COASTAL COMMISSION  
AS VENDOR IS  
EXHIBIT # 15  
PAGE 5 OF 5  
OPENED'S  
ALTERNATIVE  
COURT

**Parking Demand for Opening Year at St. Joseph Center based on St. Joseph Center Activity Matrix (12/03)**

Not including Catholic Charities of St. Clements

Friday

Page 5

	Client Services									Adult Clients	Client Parking Demand			Staff & Service Vehicle Parking Demand			Other On Site Vehicle Parking Demand		Vehicle Parking Demands St. Joseph Center				
Time	Culinary Training	Food Pantry	ESL	Fam Ctr	Afford Housing	Smi Bus	**Case Mngmt	Senior Services	Total	at 60% Client Use	at 80% Client Use	at 100% Client Use	Volunteers	Staff	Service Vehicles	Total	Childcare Parking	Handicap	Total	at 60% Client Use	at 80% Client Use	at 100% Client Use	Time
7:30-8:00									0	0	0	0		12.5		13	5	5	10	23	23	23	7:30-8:00
8:00-8:30				1	1			1	3	2	2	3		12.5		13	8	5	13	28	28	29	8:00-8:30
8:30-9:00	16			1	1			1	19	11	15	19	6	53	5	64	10	5	15	90	94	98	8:30-9:00
9:00-9:30	16	12	20	1	2			2	53	32	42	53	6	53	5	64	5	5	10	107	117	127	9:00-9:30
9:30-10:00	16	12	20	1	2	20		2	73	44	58	73	6	53	5	64	4	5	9	117	131	146	9:30-10:00
10:00-10:30	16	12	20	2	2	20		2	74	44	59	74	6	53	6	65	1	5	6	115	130	145	10:00-10:30
10:30-11:00	16	12	20	2	2	20		2	74	44	59	74	6	53	4	63	1	5	6	113	128	143	10:30-11:00
11:00-11:30	16	12		1	2	20		2	53	32	42	53	6	53	3	62	1	5	6	100	110	121	11:00-11:30
11:30-12:00	16	12		1	2			2	33	20	26	33	6	53	3	62	1	5	6	88	94	101	11:30-12:00
12:00-12:30	16			1	1				18	11	14	18	6	53	3	62	1	5	6	79	82	86	12:00-12:30
12:30-1:00	16				1				17	10	14	17	6	53	3	62	1	5	6	72	82	85	12:30-1:00
1:00-1:30	16				2		20	2	40	24	32	40	6	53	4	63	1	5	6	93	101	109	1:00-1:30
1:30-2:00	16			1	2		20	2	41	25	33	41	6	53	4	63	1	5	6	93	101	109	1:30-2:00
2:00-2:30	16			1	2		20	2	41	25	33	41	6	53	4	63	1	5	6	93	101	109	2:00-2:30
2:30-3:00	16			2	2		20	2	42	25	34	42	6	53	4	63	1	5	6	94	102	110	2:30-3:00
3:00-3:30	16			2	2		20	2	42	25	34	42	6	53	5	64	4	5	9	98	106	114	3:00-3:30
3:30-4:00	16			2	2		20	2	42	25	34	42	6	53	5	64	4	5	9	98	106	114	3:30-4:00
4:00-4:30	16			1	1		20	1	39	23	31	39	6	53	6	65	6	5	11	99	107	115	4:00-4:30
4:30-5:00	16			1	1		20	1	39	23	31	39	6	53	6	65	6	5	11	99	107	115	4:30-5:00
5:00-5:30	16			1	1			1	19	11	15	19	6	53	5	64	16	5	21	96	100	104	5:00-5:30
5:30-6:00	16							1	17	10	14	17		53	5	58	4	5	9	77	81	84	5:00-6:00
6:00-6:30	16								16	10	13	16		12.5	4	17	4	5	9	36	39	42	6:00-6:30

Twenty Case Management Offices are included in the proposed building. Therefore it can be assumed that 20 clients would be on site for case management. This was not included in the Crain Report statistics.

There are 70 persons during the morning receiving bags of groceries. Most drive and will be parking on the lot. This was not included in the Crain Report.

**Conclusion: There is insufficient parking. Parking must be created on the five lot Venice site.**

COASTAL COMMISSION  
AS-VEVBY SIS  
EXHIBIT # 15  
PAGE 6 OF  
APPENDIX  
COUNT

**Parking Demand for First Year at St. Joseph Center based on St. Joseph Center Activity Matrix (12/03)**  
Not including Catholic Charities  
or St. Clements Church  
**Monday**

Page 1

	Client Services									Adult Clients	Total Client Vehicle Demand			Staff, Volunteer, Service Vehicle Demand			Other St. Joseph Vehicle Demand			Vehicle Demand Totals St. Joseph Only				
Time	Culinary Training	ESL	Fam Ctr	Afford Housing	Smi Bus	** Case Mngmt	Computer class	Senior Service	****New Client Orient	Total	at 60% Clients Parking	at 80% Clients Parking	at 100% Clients parking	Volunteers	*Staff	Service Vehicles	Total	Childcare Parking	Handicap Parking	Total	60 Client Use	80 Client Use	100 Client Use	Time
7:30-8:00										0	0	0	0		12.5		13	5	5	10	0	0	0	7:30-8:00
8:00-8:30			1	1				1		1	1	1	1		12.5		13	8	5	13	28	26	24	8:00-8:30
8:30-9:00	16		1	1				1		19	11	15	19	6	53	5	64	10	5	15	90	94	98	8:30-9:00
9:00-9:30	16	20	1	1				2		40	24	32	40	6	53	5	64	5	5	10	98	106	114	9:00-9:30
9:30-10:00	16	20	1	1				2		40	24	32	40	6	53	5	64	4	5	9	97	105	115	9:30-10:00
10:00-10:30	16	20	2	1				2		41	25	33	41	6	53	6	65	1	5	6	96	104	112	10:00-10:30
10:30-11:00	16	20	2	1				2		41	25	33	41	6	53	4	63	1	5	6	94	103	110	10:30-11:00
11:00-11:30	16		1	1				2		20	12	16	20	6	53	3	62	1	5	6	99	103	107	11:00-11:30
11:30-12:00	16		1	1				2		20	12	16	20	6	53	3	62	1	5	6	99	103	107	11:30-12:00
12:00-12:30	16		1	1						18	11	14	18	6	53	3	62	1	5	6	97	100	104	12:00-12:30
12:30-1:00	16			1			16			33	20	26	33	6	53	3	62	1	5	6	88	94	101	12:30-1:00
1:00-1:30	16			1		20	16	2		55	33	44	55	6	53	4	63	1	5	6	102	113	124	1:00-1:30
1:30-2:00	16		1	1		20	16	2	7	63	38	50	63	6	53	4	63	1	5	6	107	119	132	1:30-2:00
2:00-2:30	16		1	1		20	16	2	7	63	38	50	63	6	53	4	63	1	5	6	107	119	132	2:00-2:30
2:30-3:00	16		2	1		20		2	7	48	29	38	48	6	53	4	63	1	5	6	98	107	117	2:30-3:00
3:00-3:30	16		2	1		20		2	7	48	29	38	48	6	53	5	64	4	5	9	102	111	121	3:00-3:30
3:30-4:00	16		2	1	13	20		2	7	61	37	49	61	6	53	5	64	4	5	9	110	122	134	3:30-4:00
4:00-4:30	16		1	1	13	20		1	7	59	35	47	59	6	53	6	65	6	5	11	111	123	135	4:00-4:30
4:30-5:00	16		1	1	13	20		1	7	59	35	47	59	6	53	6	65	6	5	11	111	123	135	4:30-5:00
5:00-5:30	16		1	1	13			1		32	19	26	32	6	53	5	64	16	5	21	104	111	117	5:00-5:30
5:30-6:00	16			1	13			1		31	19	25	31		53	5	58	4	5	9	86	92	98	5:30-6:00
6:00-6:30	16			1	13					30	18	24	30		12.5	4	17	4	5	9	44	50	56	6:00-6:30

Twenty Case management offices are proposed for the building. It can be assumed that 20 clients will be in these offices at any given time during case management hours. These numbers were not included in the Crain Report  
New Client orientation is one Monday per month. 10 to 30 clients. They may all show up at once or be distributed over an afternoon.

**Conclusion: Proposed parking is insufficient. Parking must be created on the five lot Venice site.**

COASTAL COMMUNITY  
AS 346 VENUE 315  
EXHIBIT # 15  
PAGE 2 OF 2

# Parking Demand for Opening Year at St. Joseph Center based on St. Joseph Center Activity Matrix (12/03)

Not including Catholic Charities or St. Clements Church

Page 2

Tuesday

	Client Services								Adult Clients	Client Vehicle Demand Totals			Staff & Service Vehicle Parking Demand				Other Vehicle Parking Demand for St. Joseph			Vehicle Parking Demands St. Joseph Center			
	Culinary Training	Food Pantry	ESL	Fam Ctr	Afford Housing	** Case Mgmt	Senior Services	Job Search	Total	at 60% Client Parking	at 80% Client Parking	at 100% Client Parking	Volunteers	*Staff	Service Vehicles	Total	Childcare Parking	Handicap Parking	Total	at 60% Client Parking	at 80% Client Parking	at 100% Client Parking	Time
7:30-8:00									0	0	0	0	0	12.5	0	13	5	5	10	23	23	23	7:30-8:00
8:00-8:30				1	1		1		3	2	2	3	0	12.5	0	13	8	5	13	28	28	29	8:00-8:30
8:30-9:00	16			1	1		1		19	11	15	19	6	53	5	64	10	5	15	90	94	98	8:30-9:00
9:00-9:30	16	12	20	1	1		2		52	31	42	52	6	53	5	64	5	5	10	105	116	126	9:00-9:30
9:30-10:00	16	12	20	1	1		2		52	31	42	52	6	53	5	64	4	5	9	104	115	125	9:30-10:00
10:00-10:30	16	12	20	2	1		2		53	32	42	53	6	53	6	65	1	5	6	102	112	124	10:00-10:30
10:30-11:00	16	12	20	2	1		2		53	32	42	53	6	53	4	63	1	5	6	101	111	122	10:30-11:00
11:00-11:30	16	12		1	1		2	13	45	27	36	45	6	53	3	62	1	5	6	95	104	113	11:00-11:30
11:30-12:00	16	12		1	1		2	13	45	27	36	45	6	53	3	62	1	5	6	95	104	113	11:30-12:00
12:00-12:30	16			1	1				18	11	14	18	6	53	3	62	1	5	6	79	82	86	12:00-12:30
12:30-1:00	16				1				17	10	14	17	6	53	3	62	1	5	6	68	72	75	12:30-1:00
1:00-1:30	16				1	20	2		39	23	31	39	6	53	4	63	1	5	6	92	100	108	1:00-1:30
1:30-2:00	16			1	1	20	2		40	24	32	40	6	53	4	63	1	5	6	93	101	109	1:30-2:00
2:00-2:30	16			1	1	20	2		40	24	32	40	6	53	4	63	1	5	6	93	101	109	2:00-2:30
2:30-3:00	16			2	1	20	2		41	25	33	41	6	53	4	63	1	5	6	84	92	99	2:30-3:00
3:00-3:30	16			2	1	20	2		41	25	33	41	6	53	5	64	4	5	9	99	107	114	3:00-3:30
3:30-4:00	16			2	1	20	2		41	25	33	41	6	53	5	64	4	5	9	99	107	114	3:30-4:00
4:00-4:30	16			1	1	20	1		39	23	31	39	6	53	6	65	6	5	11	99	107	115	4:00-4:30
4:30-5:00	16			1	1	20	1		39	23	31	39	6	53	6	65	6	5	11	99	107	115	4:30-5:00
5:00-5:30	16			1	1		1		19	11	15	19	6	53	5	64	16	5	21	96	100	104	5:00-5:30
5:30-6:00	16						1		18	11	14	18		53	5	58	4	5	9	79	82	86	5:00-6:00
6:00-6:30	16				1				17	10	14	17		12.5	4	17	4	5	9	26	30	33	6:00-6:30

Twenty Case management offices are proposed for the building. It can be assumed that 20 clients will be in these offices at any given time during case management hours. These numbers were not included in the Crain Report

There are 70 persons during the morning receiving bags of groceries. Most drive and will be parking on the lot. This was not included in the Crain Report.

Conclusion: There is insufficient parking. Parking must be Created on the five lot Venice site.

**Parking Demand for Opening Year at St. Joseph Center based on St. Joseph Center Activity Matrix (12/03)**

Page 3

Not including Catholic Charities of St. Clements Church  
**Wednesday**

	Client Services										Adult Clients	Total Client Vehicle Demand			Staff & Service Vehicle Parking Demand			Other St. Joseph Vehicle Demand		Vehicle Demand Totals St. Joseph Center					
Time	Culinary Training	Food Pantry	Fam Ctr	Afford Housing	** Case Mngmt	Computer	Senior Services	Thai Chi	Parent Infant	****Client Renewals	Total	at 60% Client Use	at 80% Client Use	at 100% Client Use	Volunteers	Staff	Service Vehicles	Total	Childcare Parking	Handicap Parking	Total	60% Client Use	80% Client Use	100% Client Use	Time
7:30-8:00											0	0	0	0		12.5		13	5	5	10	23	23	23	7:30-8:00
8:00-8:30			1	1			1				3	2	2	3		12.5		13	8	5	13	28	28	29	8:00-8:30
8:30-9:00	16		1	1			1				19	11	15	19	6	53	5	64	10	5	15	90	94	98	8:30-9:00
9:00-9:30	16	12	1	1			2				32	19	26	32	6	53	5	64	5	5	10	93	100	106	9:00-9:30
9:30-10:00	16	12	1	1			2		20		52	31	42	52	6	53	5	64	4	5	9	94	115	125	9:30-10:00
10:00-10:30	16	12	2	1			2		20		53	32	42	53	6	53	6	65	1	5	6	103	113	124	10:00-10:30
10:30-11:00	16	12	2	1			2		20		53	32	42	53	6	53	4	63	1	5	6	101	111	122	10:30-11:00
11:00-11:30	16	12	1	1			2		20		52	31	42	52	6	53	3	62	1	5	6	99	110	120	11:00-11:30
11:30-12:00	16	12	1	1			2				32	19	26	32	6	53	3	62	1	5	6	87	94	100	11:30-12:00
12:00-12:30	16		1	1		16					34	20	27	34	6	53	3	62	1	5	6	58	65	72	12:00-12:30
12:30-1:00	16			1		16					33	20	26	33	6	53	3	62	1	5	6	88	94	101	12:30-1:00
1:00-1:30	16			1	20	16	2	15			77	46	62	77	6	53	4	63	1	5	6	115	131	146	1:00-1:30
1:30-2:00	16		1	1	20	16	2	15			78	47	62	78	6	53	4	63	1	5	6	116	131	147	1:30-2:00
2:00-2:30	16		1	1	20		2				47	28	38	47	6	53	4	63	1	5	6	97	107	116	2:00-2:30
2:30-3:00	16		2	1	20		2				48	29	38	48	6	53	4	63	1	5	6	98	107	117	2:30-3:00
3:00-3:30	16		2	1	20		2				48	29	38	48	6	53	5	64	4	5	9	101	110	120	3:00-3:30
3:30-4:00	16		2	1	20		2				48	29	38	48	6	53	5	64	4	5	9	101	110	120	3:30-4:00
4:00-4:30	16		1	1	20		1				48	28	37	46	6	53	6	65	6	5	11	104	113	122	4:00-4:30
4:30-5:00	16		1	1	20		1				48	28	37	46	6	53	6	65	6	5	11	104	113	122	4:30-5:00
5:00-5:30	16		1	1			1				48	11	15	19	6	53	5	64	16	5	21	96	100	104	5:00-5:30
5:30-6:00	16			1			1				48	11	14	18		53	5	58	4	5	9	78	81	85	5:00-6:00
6:00-6:30	16			1							17	10	14	17		12.5	4	17	4	5	9	36	40	43	6:00-6:30

Twenty Case Management Offices are included in the proposed building. Therefore it can be assumed that 20 clients would be on site for case management. This was not included in the Crain Report statistics.

There are 70 persons during the morning receiving bags of groceries. Most drive and will be parking on the lot. This was not included in the Crain Report.

**Conclusion: There is insufficient parking. Parking must be created on the five lot Venice site.**

COASTAL COMMISSION  
AS VENUE # 15  
EXHIBIT # 9 OF 15  
PAGE 9 OF 15  
open to court

Parking Demand for Opening Year for St. Joseph Center based on St. Joseph Center Activity Matrix (12/03)

Page 4

Not including Catholic Charities or St. Clements Church

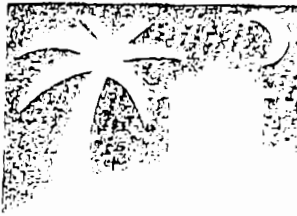
Thursday

Client Services										Adult Clients	Total Client Vehicles			Staff & Service Vehicle Parking Demand				Other On Site Vehicle Parking Demand			Total Vehicles at St. Joseph Center			
Time	Culinary Training	Food Pantry	ESL	Fam. Ctr.	Afford. Housing	Case Mngmt.	Parent Support	Senior Services	Total		at 60% Client Parking	at 80% Client Parking	at 100% Client Parking	Volunteers	Staff	Service Vehicles	Total	Childcare Parking	Handicap Parking	Total	60% Client Use	80% Client Use	100% Client Use	Time
7:30-8:00									0		0	0	0	0	12.5	0	13	5	5	10	23	23	23	7:30-8:00
8:00-8:30				1	1			1	3		2	2	3	0	12.5	0	13	8	5	13	28	28	29	8:00-8:30
8:30-9:00	16			1	1			1	19		11	15	19	6	53	5	64	10	5	15	90	94	98	8:30-9:00
9:00-9:30	16	12	20	1	1			2	52		31	42	52	6	53	5	64	5	5	10	105	116	125	9:00-9:30
9:30-10:00	16	12	20	1	1			2	53		32	42	52	6	53	5	64	4	5	9	104	115	124	9:30-10:00
10:00-10:30	16	12	20	2	1			2	53		32	42	53	6	53	6	65	1	5	6	103	113	124	10:00-10:30
10:30-11:00	16	12	20	2	1			2	52		31	42	53	6	53	4	63	1	5	6	104	112	123	10:30-11:00
11:00-11:30	16	12		1	1		20	2	52		31	42	52	6	53	3	62	1	5	6	99	110	120	11:00-11:30
11:30-12:00	16	12		1	1		20	2	52		31	42	52	6	53	3	62	1	5	6	99	110	120	11:30-12:00
12:00-12:30	16			1	1		20		38		23	30	38	6	53	3	62	1	5	6	87	94	106	12:00-12:30
12:30-1:00	16				1				17		10	14	17	6	53	3	62	1	5	6	78	82	85	12:30-1:00
1:00-1:30	16				1	20		2	39		23	31	39	6	53	4	63	1	5	6	92	100	108	1:00-1:30
1:30-2:00	16			1	1	20		2	40		24	32	40	6	53	4	63	1	5	6	93	101	109	1:30-2:00
2:00-2:30	16			1	1	20		2	40		24	32	40	6	53	4	63	1	5	6	93	101	109	2:00-2:30
2:30-3:00	16			2	1	20		2	41		25	33	41	6	53	4	63	1	5	6	94	102	110	2:30-3:00
3:00-3:30	16			2	1	20		2	41		25	33	41	6	53	5	64	4	5	9	98	106	114	3:00-3:30
3:30-4:00	16			2	1	20		2	41		25	33	41	6	53	5	64	4	5	9	98	106	114	3:30-4:00
4:00-4:30	16			1	1	20		1	39		23	31	39	6	53	6	65	6	5	11	99	107	115	4:00-4:30
4:30-5:00	16			1	1	20		1	39		23	31	39	6	53	6	65	6	5	11	99	107	115	4:30-5:00
5:00-5:30	16			1	1	20		1	39		23	31	39	6	53	5	64	16	5	21	108	116	124	5:00-5:30
5:30-6:00	16				1	20		1	38		23	30	38	0	53	5	58	4	5	9	99	96	105	5:00-6:00
6:00-6:30	16				1				17		10	14	17	0	12.5	4	17	4	5	9	36	40	43	6:00-6:30

Twenty Case Management Offices are included in the proposed building. Therefore it can be assumed that 20 clients would be on site for case management. This was not included in the Crain Report statistics.

There are 70 persons during the morning receiving bags of groceries. Most drive and will be parking on the lot. This was not included in the Crain Report.

Conclusion: There is insufficient parking. Parking must be created on the five lot Venice site.

**Venice Community Housing Corporation**

720 Rose Avenue, Venice, California 90291-2710

Tel: (310) 399-4100 Fax: (310) 399-1130

Web: [www.VCHCorp.org](http://www.VCHCorp.org)

December 8, 2004

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802

Ref: Case No. A-5-Ven-04-315

Dear Mr. Reilly,

I have been a business neighbor of St. Joseph Center since 1997, first at the Venice Family Clinic and currently at the Venice Community Housing Corporation. St. Joseph Center continues to be an important partner in the effort to help people living in poverty improve their standard of living. St. Joseph Center has always been sensitive to the needs and concerns of its neighbors, and will undoubtedly continue to be so in the future.

Their proposed design for the new building will not negatively impact the neighborhood and will not interfere with the ocean view. Given that St. Joseph Center is located on a hill, the variance requested is reasonable. In fact neighboring buildings are higher than that which is proposed by SJC and new construction at nearby 212 Marine Street will be six feet higher than the proposed SJC building. Aesthetically, I think that SJC's proposal will improve the neighborhood, especially for pedestrians.

St. Joseph Center provides vital services for working poor families and seniors in the area. Stakeholders who are just as important as their neighboring property owners and businesses. SJC is an essential partner in the continuum of services that working families, children and seniors require to improve the quality of their lives.

I urge that the commission support the variance as requested by St. Joseph Center.

Very truly yours,

Kristen Laskaris  
Development Director

COASTAL COMMISSION  
A 5 VEN 04 315

EXHIBIT # 16

PAGE \_\_\_\_\_ OF \_\_\_\_\_

*Letters of Support***RECEIVED**

South Coast Region

DEC 09 2004

CALIFORNIA  
COASTAL COMMISSION



## Venice Community Housing Corporation

720 Rose Avenue, Venice, California 90291-2710

Tel: (310) 399-4100 Fax: (310) 399-7130

Web: www.VCHCorp.org

**RECEIVED**  
South Coast Region

December 6, 2004

DEC 07 2004

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
200 Occangate, suite 1000  
Long Beach, Ca 90802-4302

CALIFORNIA  
COASTAL COMMISSION

COASTAL COMMISSION  
**A5 VEN 04 315**

EXHIBIT # 17  
PAGE 1 OF 2

RE: Commission Case No. A-5-VEN-04-315  
204 Hampton Drive, Venice

Dear Mr. Reilly:

The Venice Community Housing Corporation (VCHC) is a community based, nonprofit housing and community development corporation dedicated to the creation and preservation of housing affordable to low income people in Venice and surrounding neighborhoods. Since its formation in 1988 we have constructed, acquired, rehabilitated, and operated 161 units of affordable housing in Venice and Mar Vista. 90% of our residents have incomes less than 50% of the median. Since 1995 we have developed other programs and assets that address critical needs of our community, including a comprehensive youth development program for "at risk" and gang affiliated local youth, after school programs for children 6-12 years old, as well as the first and only infant-toddler child care center in Venice that is free to low income families. VCHC also contracts with the City to provide free home repairs to low income senior and disabled homeowners living on the west side of Los Angeles through the City's Handyworker program.

This letter is written in support of St Joseph Center's project at 204 Hampton Drive and VCHC strongly urges that the Coastal Commission approve it.

For twenty-five years, the St Joseph Center (SJC) has provided a variety of essential services and other support to low income and no income individuals and families in our community. Venice Community Housing Corporation has had the good fortune to partner with SJC on several of these community-serving initiatives. We have worked together to identify and provide case management and other services to women and their children living at our transitional housing facility on Westminster Avenue. We have also partnered to provide free childcare for infants and toddlers of low-income families at VCHC's administrative and program center on Rose Avenue.



Page 2

And, since 1994, St Joseph Center and VCHC have combined forces to provide housing and supportive services to homeless people with disabilities in thirty-one of VCHC's apartments.

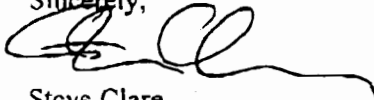
The services and support that St Joseph Center provides to VCHC and to low-income families in Venice, both housed and unhoused, are vitally important and desperately needed. The new administrative and program center that SJC is proposing will enhance their ability to serve our community and VCHC is fully in support of their proposal.

You know that the situation for poor and working families is worsening at the same time the capacity of government to respond is diminishing. At the state and federal level, the recent shortfalls and reallocation of resources to a war in Iraq rather than a war on poverty at home has meant cuts to social service programs at every level. The state budget cuts are already having a profound impact on the City's ability to sustain programs and services that are desperately needed in low income communities throughout Los Angeles. This proposal affords an opportunity to provide tangible and significant assistance to these families without spending government's scarce resources.

While you no doubt will hear objection to this project from some community members, by any reasonable calculation, the magnitude of the benefit to the public and to the residents of our community, including the homeless, far outweighs any hardship, real or imagined, that this project may cause.

For all these reasons, VCHC urges the Coastal Commission to support this project.

Sincerely,



Steve Clare  
Executive Director

COASTAL COMMISSION

A-5 VEN 04315

EXHIBIT # 17

PAGE 2 OF 2

Suzanne Thompson

President

**RECEIVED**  
South Coast Region

Grass Roots Venice Neighborhood Council  
610 California Avenue  
Venice, CA 90291

DEC 14 2004

(310) 664-1142

CALIFORNIA  
COASTAL COMMISSION

December 6, 2004

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

Commission Cast No. A-5-VEN-04-315

Mr. Reilly:

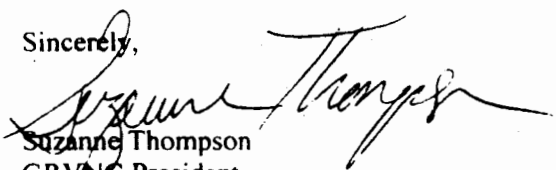
I write to you on behalf of the GRASS ROOTS VENICE NEIGHBORHOOD COUNCIL, as a 20 year resident of Venice, and long time supporter of St. Joseph Center. I encourage your approval of the St. Joseph Center improvement project.

On January 20, 2004, GRASS ROOTS VENICE NEIGHBORHOOD COUNCIL (GRVNC), Land Use and Planning Committee (LUPC) voted to support the St. Joseph Center improvement project and endorse the supplemental zoning administrator's staff report of December 17, 2003. The motion was seconded by Dennis Hathaway, amended by Laura Burns to consider articulation on east side wall. The project was approved 8 in favor and 1 voting against. Minutes of this meeting can be found at

For many years St Joseph Center has made substantial efforts to work with the community to address concerns and solve problems. Their programs serve working poor families, children and seniors. On February 26, 2004, St. Joseph's Culinary Arts School provided meals for a GRVNC Town Hall meeting. This was a wonderful opportunity for the community to enjoy a delicious meal, learn more about the center, its programs and volunteer opportunities.

I encourage you to support this long-awaited new building and beautification of the surrounding area. Thank you for your consideration.

Sincerely,

  
Suzanne Thompson  
GRVNC President

Cc: Ms. Pam Emerson  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

Rhonda Meister, St. Joseph Center

COASTAL COMMISSION

A-5-VEN-04-315

EXHIBIT # 18

PAGE \_\_\_\_ OF \_\_\_\_

James Conn

December 7, 2004

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South Coast Region

DEC 8 - 2004

CALIFORNIA  
COASTAL COMMISSION

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

RE: Case # A-5-VEN-04-315

Dear Mr. Reilly:

As a long-time resident of the Venice-adjacent Ocean Park neighborhood and as a former Mayor of the City of Santa Monica, I am writing to urge the staff and Commission to support the request of St. Joseph's Center to build a new facility on property located in Venice but immediately adjacent to Santa Monica's southern border.

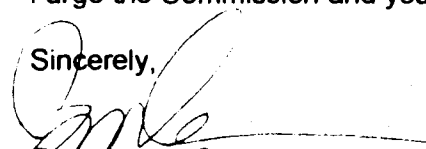
This project dramatically enhances a corner of Venice and Ocean Park that has suffered from neglect for many years. Densely packed, it is a mixed-use area of old multi-story apartments and new office buildings, old warehouses transformed into chic workspaces, all wedged between a Catholic Church and a Jewish Synagogue. It sits against a steep hill. Hampton, the street on which the Center will be located, has always been the back alley of Main Street with its expensive shops and slick restaurants.

This facility will continue to serve the many families living in the area who provide low-income labor to the new affluent homeowners and upscale businesses, but it will provide those services more effectively and from a more attractive building.

Parking is the most pressing issue associated with upgrading this facility. Currently a lot owned by the Church provides parking for the Center, St. Clement's Church and the adjacent Main Street business area. Chronically short of parking, this area has come to rely on the Church's lot to supply parking, especially at night. The agreement between the Church and St. Joseph's Center continues providing adequate parking for the new facility and the church as well as the business community. Parking availability will not be negatively impacted by this project, and beach visitors will continue to have the huge Santa Monica-owned lots available.

I urge the Commission and your staff to support St. Joseph's request.

Sincerely,

  
Rev. James Conn  
Urban Strategy

COASTAL COMMISSION

A-5 VEN 04 315

EXHIBIT # 19

PAGE \_\_\_\_\_ OF \_\_\_\_\_

DECEMBER 1, 2004

COASTAL COMMISSION **RECEIVED**  
South Coast Region  
A-5 V E N. 07 / 315  
EXHIBIT # 20 DEC 3 - 2004  
PAGE 1 OF 3  
CALIFORNIA  
COASTAL COMMISSION

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

Dear Mr. Reilly,  
I write to you as a resident,  
a long time supporter of the  
St. Joseph Center and as a  
person with an interest in this  
community.

I write to you today, to  
encourage your approval of  
the St. Joseph Center improvements  
project. The Center provides  
vital services to people who  
often fall through the cracks  
in our society. It also provides  
services to those who experiences  
financial difficulties. I have  
wholeheartedly supported the  
work of St. Joseph Center for  
many years.

And the reason why I support the St. Joseph Center is:

1. There are programs such as,
  - (a) child care pre-school programs,
  - (b) family food pantry program,
  - (c) Family service center,
  - (d) after-school and youth mentoring programs,
  - (e) senior outreach services, and
  - (f) the Center's administrative offices.

These programs have all been located in facilities designed for another purpose. Nevertheless, the Center has used the classroom facilities well during their occupancy.

2. The proposed building would provide value-engineered, suitable space for existing services and an opportunity to relocate two programs, also in currently overcrowded spaces, the Affordable Housing program and the Culinary Training program.

3. The St. Joseph Center, through its programs and services, adds strength and vitality to the community.

4. The building has lived its lifespan, and now it is time to build a building that will take this property into the future.

COASTAL COMMISSION

K5 VEN. 0435

EXHIBIT #

20

PAGE 3 OF 3

These are the 4 reasons as to why your approval of the improvements project is vital to the residents of the Venice Community.

Thank you for your consideration, I believe the new building proposed by St. Joseph Center will provide the long-awaited improvements and beautification of the surrounding community

Sincerely yours,

Ken Scott



# Saint John's Health Center

*Sisters of Charity of Leavenworth  
Health System*

December 6, 2004

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

COASTAL COMMISSION  
**A5 VEN-04 315**

21  
PAGE \_\_\_\_\_ OF \_\_\_\_\_

REF: Case No. A-5-VEN-04-315

Dear Mr. Reilly,

I am writing on behalf of Saint John's Health Center to encourage your approval of the St. Joseph Center improvement project. St. Joseph Center provides vital services to the most needy in our community who often fall through the cracks in our society.

Saint John's Health Center has been a supporter of St. Joseph's Center Bread and Roses Café and Culinary Training Program for a number of years by providing both financial support as well internship opportunities for these two worthy programs. The Culinary Training Program currently housed at the Bread and Roses Café, is a core program that St. Joseph's Center provides to train clients by providing them with life skills, knowledge and experience they need to become self sufficient. Moving the existing culinary training program, from its current site to the proposed Hampton Drive building will NOT create a soup kitchen at the Hampton Drive site. The training program will provide a kitchen and classroom in which a limited number of individuals who want to learn skills in food service can complete a state of the art curriculum in a well equipped facility and gain and maintain employment in the food service industry in order to provide a better life for themselves and their families.

Thank you for your consideration. We believe the new building proposed by St. Joseph Center will provide the long-awaited improvements and beautification of the surrounding community.

Sincerely,

David C. Blake  
Vice President, Mission & Ethics/Human Resources  
Organizational Responsibility Officer

Cc: Ms. Pam Emerson  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

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South Coast

DEC 06

COASTAL

Sheila Balkan, Ph.D.  
DrBalk@aol.com

Main Street Law Building  
2115 Main Street  
Santa Monica, CA 90405

phone (310) 399 3259  
fax (310) 392 9029

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90800-4302

Via fax - (562) 590-5084

Re: Case No. A-5-VEN-04-315

Dear Mr. Reilly,

I write to you as a professional in Santa Monica as well as a private resident of Venice, with regard to the upcoming hearing on the St. Joseph Center's improvement project. I am sure you are familiar with the outstanding services the Center provides and wholeheartedly encourage you to approve and support their efforts to make their facilities better.

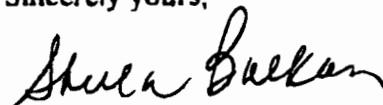
Through my work as a sociologist and criminologist, I am deeply conscious of the fact that solid, well-developed social programs, such as the St. Joseph Center, are critical to the well being of any community. The Center is unique in its holistic and integrated approach to outreach, treatment and support for those in need, and is dedicated to those members of our community who otherwise would not have access to such assistance.

As you know, some of my fellow residents have raised concerns about the implications of the building's design. While I respect this point of view, I strongly believe that the building, in keeping with the current aesthetics of the neighborhood, will create a more positive, pedestrian-friendly area and provide much needed, additional parking space.

I would like to see the beneficial and constructive work of the St. Joseph's Center supported, encouraged and approved by the Commission, as it is valued and respected by those who live and work here.

Thank you for your thoughtful consideration of this request.

Sincerely yours,



Sheila Balkan, Ph.D.

COASTAL COMMISSION

A-5-VEN-04-315

December 2, 2004

EXHIBIT # 22

PAGE 1 OF 1

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DEC 07 2004

CALIFORNIA  
COASTAL COMMISSION



THE **BLAZE** COMPANY  
PUBLIC RELATIONS  
228 MAIN STREET #4  
VENICE, CA 90291  
TEL (310) 450-6060  
FAX (310) 450-4345  
www.blazecompany.com

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DEC 3 - 2004

CALIFORNIA  
COASTAL COMMISSION

December 1, 2004

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

REF: Case No. A-5-VEN-04-315

Dear Mr. Reilly:

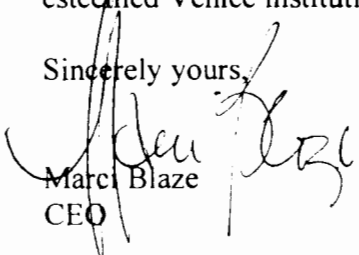
I am writing to you as a neighbor, a business owner, and a long time supporter of the St. Joseph Center in this community. The purpose of this letter is to encourage your approval of the St. Joseph Center Improvement Project.

St. Joseph Center is not merely a non-profit organization that happens to operate in Venice. It is an essential and integral part of the community in which it serves. St. Joseph Center programs assist the working poor families and seniors who live in the area – people who are as important to the local landscape as property owners and business people. In fact, I was so impressed with St. Joseph Center's long-time positive presence and extraordinary efforts on behalf of its neighborhood that I joined the Board of Directors some twelve years ago.

As a business neighbor (right across the street on Hampton, in fact), I am aware of the objections that have been raised regarding the construction of a two-story building on the current site. I also understand, as I'm sure you have also been notified, of the adjustments and modifications that have been implemented to scale back the construction as well as minimize visual massing from the Hampton Drive site. I believe the final building proposal is congruous with its surrounding properties and will provide a natural transition between Main Street and the multi-family residential neighborhood to the east.

I thank you for your time and consideration to this long-awaited improvement of this esteemed Venice institution.

Sincerely yours,

  
Marc Blaze  
CEO

cc: Ms. Pam Emerson  
California Coastal Commission

CALIFORNIA COASTAL COMMISSION

**A5.VEN.04 315**

EXHIBIT #

**23**

PAGE **1** OF **1**

STEVE  
BORNSTEIN

CONSULTING

December 4, 2004

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

DEC 05 2004

CC

REF: Case No. A-5-VEN-04-315

Dear Mr. Reilly,

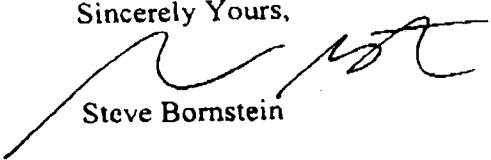
I am writing to you as a Venice Resident with a strong interest in this community and long time supporter of the St. Joseph Center.

I am writing to you to strongly encourage your approval of the St. Joseph Center improvement project. This Center provides vital services to people who often fall through the cracks in our society. I have personally supported the work of the St. Joseph Center for many years.

As a Venice neighbor I am well acquainted with the Center's program and services and the positive contribution it has created in our Venice community for over 25 years. I believe the proposed building is totally in keeping with the character of the street on which it will be built and provides a good transition between Main Street and the multi-family residential neighborhood to the East. I think that the new building design addresses the Zoning administrator's request to step back the construction and minimize visual massing from Hampton Drive site. I believe that the building will make the area more pedestrian friendly and create a very nice aesthetic for the neighborhood and adjacent businesses.

Thank you for your consideration. I know the new building proposed by the St. Joseph Center will provide long-awaited improvements and beautify the surrounding community.

Sincerely Yours,

  
Steve Bornstein

Cc: Ms Pam Emerson  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

COASTAL COMMISSION  
A-5-VEN-04-315

EXHIBIT # 24  
PAGE 1 OF 1

Julie DeRose  
944 19<sup>th</sup> street #B  
Santa Monica, California 90403

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South Coast Region

DEC 8 - 2004

December 6, 2004

COASTAL COMMISSION  
A 5 VEN. 04 315 CALIFORNIA  
EXHIBIT # 25 COASTAL COMMISSION  
PAGE 1 OF 2

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

REF: Case No. A-5-VEN-04-315

Dear Mr. Reilly,

I write to you as a resident, a long time supporter of the Saint Joseph Center and as a person with an interest in this community.

Today, I am writing to you to encourage your approval of the St. Joseph Center improvement project. The Center provides vital services to people who often fall through the cracks in our society. I have wholeheartedly supported the work of St. Joseph Center for many years.

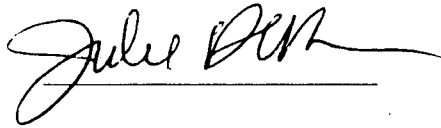
St. Joseph Center provides low-income families with services that enable them to have a better quality of life. The center also works with low income and homebound seniors. In Santa Monica and Venice we are seeing a lot of low-income families and seniors begin to lose their housing, as apartment buildings are being re-developed or refurbished. Many of these individuals have lived in their apartments for many years and were paying affordable rent. St. Joseph Center is instrumental in helping these individuals find alternative housing on the Westside. Without the services that the center provides many of these families and seniors could become homeless.

One staff member told me a story of an 83-year-old man with serious health problems who had lived in an apartment for over 30 years. He was being evicted because the new property owner wanted to refurbish the building. His rent was under \$400 monthly. This individual turned to St. Joseph Center's Senior Services for help. He was eventually placed in an apartment in Santa Monica where he will now be able to have a good quality of life for the remainder of his life. However, without the help of the Center, he would have become another homeless senior on the Westside.

I believe that St. Joseph Center provides necessary services. The staff need more adequate space to provide these services to their clients. The current building is old and often does not provide the type of space needed to provide all services. In the winter months the building is cold and some of the rooms are without heat. This creates a work environment that is not optimal for the staff or clients of the Center. The individuals that receive services at the Center are a part of the community too and deserve to have an agency in their community that can assist them when they are in need. People who of above average income always have service in the community in which they live that can assist them. I believe that low-income individuals should be entitled to services just the same.

Thank you for your consideration. I believe the new building proposed by St. Joseph Center will provide the long-awaited improvements and beautification of the surrounding community.

Sincerely yours,



Cc: Ms. Pam Emerson  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

PLEASE, IF POSSIBLE, DO NOT JUST "CUT AND PASTE" THIS SAMPLE LETTER.  
YOUR CREATIVITY AND INDIVIDUALITY WILL SURELY HELP OUR CAUSE!

COASTAL COMMISSION  
AS VEN. 04.315  
EXHIBIT # 26  
PAGE 2 OF 2

**RUTH GALANTER**

P.O. Box 66494  
Los Angeles, CA 90055

December 2, 2004

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South Coast Region

DEC 3 - 2004

CALIFORNIA  
COASTAL COMMISSION

Supervisor Mike Reilly, Chairman  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

COASTAL COMMISSION  
**A-5 VEN-04315**  
EXHIBIT # 27  
PAGE 1 OF 2

RE: A-5-VEN-034-315

Dear Chairman Reilly and Commissioners:

As a longtime Venice resident and former member of the Los Angeles City Council, I urge your *support* for the Saint Joseph Center project. The Center has for decades provided a variety of services to low-income residents and to homeless people in the Venice area. The need for these services has only increased as the price of housing has escalated and the supply of housing has been close to stagnant.

During my 16 years as the City Council representative for the Venice area, I personally worked with the Saint Joseph Center and its neighbors to resolve conflicts. Some efforts were more successful than others.

The current project results in part from the Center's desire to offer its services in a location farther removed from private residences so as to reduce neighborhood conflicts. I am confident that the Center has done everything it can to design a project that will upgrade the streetscape and will allow services to continue for those in need.

This project will fit in just fine with the surrounding neighborhoods of Venice (in Los Angeles) and Ocean Park (in Santa Monica), where years of development have produced many 30-foot high residential buildings and a number of commercial buildings and mixed-use developments along Main Street. Indeed, through its shared-parking agreements, this development will actually improve the parking situation at its immediate surroundings.

--more--

While the Commission's legislative mandate no longer includes a concern for equitable allocation of the privilege of coastal residence, I know that Commissioners recognize that the coastal zone does in fact belong to all the people of California (see preamble to Proposition 20 of November 1972) and that you understand the need for reasonable development and some degree of social justice.

This project deserves a Coastal Development permit on its merits. The fact that it will also fill a desperate social need is a bonus, and a very valuable one.

I urge your enthusiastic support for the project.

Sincerely yours,



Ruth Galanter  
Councilwoman (ret.)

CC: Pam Emerson, South Coast Office  
Rhonda Meister, St. Joseph Center

COASTAL COMMISSION  
A-5-VEN-04-315  
EXHIBIT # 27  
PAGE 2 OF 2

JUDY ABDO  
504 Pier Ave  
Santa Monica, CA 90405

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South Coast Region

DEC 15 2004

CALIFORNIA  
COASTAL COMMISSION

December 9, 2004

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

REF: Case No. A-5-VEN-04-315

Dear Mr. Reilly,

I write to you as a neighbor of St. Joseph Center, an Administrator for the Santa Monica Malibu Unified School District, and a former Mayor of Santa Monica. I urge you to support St. Joseph Center's request to replace the present building with a new structure that will enhance both their services to the community and the aesthetics of the neighborhood.

I have supported the work of St. Joseph Center for many years and find it compelling to further my support at this critical time as they submit their application to the California Coastal Commission.

The building project has successfully passed many hurdles during the entitlement process, most recently with a unanimous vote of approval from the Architectural Review Board of Santa Monica. In my opinion this vote addresses a long overdue need to improve the looks of the corner of Hampton Drive and Marine Avenue. With the promise of a new building and an upgraded parking lot surrounded by native California shrubbery the many neighbors who look on the property will find the view a gratifying improvement. They will also find that their parking needs will not be impacted negatively as the Center, along with St. Clement's Church, will continue to offer public parking spaces as they have in the past.

St. Joseph Center has served the needs of community members for over 25 years. Their quality continuum of care for elderly persons, working poor families, homeless people and veterans is well known in the Venice neighborhood and all over the Westside. They can be trusted to follow the conditions for approval as stated from the City Planning Commission. I cannot say enough about my past working relationship with St. Joseph Center's staff and their Executive Director of 18 years, Rhonda Meister. Respect for the needs of the community and a strong desire for improving the quality of life for all involved have always been hallmarks of their organization.

I urge you as Chair of the Commission to support the request of St. Joseph Center and encourage your commissioners to do the same.

Respectfully submitted,

  
Judy Abdo  
Director, Child Development Services  
Santa Monica-Malibu Unified School District

Cc: Ms. Pam Emerson  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

COASTAL COMMISSION

A5

VEN-04315

EXHIBIT # 28

PAGE 1 OF 1

DEC 06 04 10:33A  
Thomas Cusick  
2218 Glencoe Ave  
Venice, Ca 90291

COASTAL  
COMMISSION

December 6, 2004

DEC 06 2004

Mr. Mike Seilly  
California Coastal Commission  
200 OceanGate, Suite 1000  
Long Beach, Ca 90802-4302

COASTAL

REF: case No. A5-Ven-04-315

Dear Mr. Seilly,

I am writing to you on behalf of Saint Joseph Center. I am, and have been a resident of Venice for over fifty-five years. I am not only extremely familiar with all areas of Venice, but also with Saint Joseph Center. I worked there for over three years and maintain contact with, and support for them. I only left for personal medical reasons. The Center is located in what was once a very old and small school building. While I was there my work area consisted of a two foot x three foot table tucked between two partitions, as this was the only space available. Today conditions are even worse, with so many more people who need help, the majority of whom are Venice area residents and more staff required to assist them. The center provides help and assistance, through a wide variety of programs, to many different kinds of people including, but not limited to, working poor families, children, senior citizens and some homeless. It is becoming next to impossible to serve these people in the cramped and dilapidated building which currently houses the center. Without the centers assistance many, if not most, of these people would be out on the street, adding to the growing problem of homelessness. These people are for the most part Venice area residents, not out of towners. They are human beings, not numbers, who deserve what ever help that can be provided for them.

I have had previous experience in the field of construction. I have seen all of the plans for the new building. It is an excellent design and will complement the immediately surrounding structures, and will in fact be a much needed improvement aesthetically for the area. Some people have objections to the height of a two-story building, and "massing". This is not the case. There will be no "massing" as the new building will be in the same location as the old one. As to the height of a two-story building on this sight: when it is finished it will in fact not be as high as other buildings on The same street, on the same block..

There will always be people who, for their own personal, petty, and selfish reasons, will object to almost anything. Most people do not like change of any kind. I urge you to consider this when making your decision.

Saint Joseph Center is a much needed and deserving organization, who are not trying to expand the scope of their operations, but merely to better provide their services.

Thank you for your consideration.

Sincerely yours,



Thomas Cusick

Cc: Ms. Pam Emerson

COASTAL COMMISSION  
A5-VEN-04-315  
EXHIBIT # 29  
PAGE 1 OF 1



ST. CLEMENT CATHOLIC CHURCH  
3102 Third Street Santa Monica, CA 90405  
(310) 396-2679 (310) 396-4239-4239 Fax

**RECEIVED**  
South Coast Region

DEC 7 - 2004

CALIFORNIA  
COASTAL COMMISSION

December 6, 2004

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

REF: Case No. A-5-VEN-04-315

Dear Mr. Reilly,

I write to you as a staff member of St. Clement Catholic Church, as a long time supporter of the Saint Joseph Center and as a person with an interest in this community. Today, I am writing to you to encourage your approval of the St. Joseph Center improvement project. The Center provides vital services to people who often fall through the cracks in our society. I have wholeheartedly supported the work of St. Joseph Center for many years.

The proposed replacement building will increase space and facilities so St. Joseph Center can better serve the community, as well as providing valuable space for parish programs and services. St. Joseph Center and St. Clement's parish have worked together and shared space since the mid-1980's. We are pleased that St. Joseph's Center has chosen to assist the parish by proposing to provide space for parish programs and offices in the new building to be built on the Hampton site.

We understand that concerns have been raised about the adequacy of parking for the new building and its joint use of space with the parish. We are satisfied that the parking studies that have been done document the shared use of parking on the property, as well as the availability of public parking. The studies have determined that parking is more than adequate for all uses on the property. The proposal for the new building reconfigures the existing parking layout to improve efficiency. The new site will maintain 141 total spaces and will continue to provide for the lease-out of spaces for public parking. We support parking conditions that promote flexible use of the space. A flexible plan will address all of the community needs more effectively than a plan that establishes absolute parking limits for the different users.

Thank you for your consideration. I believe the new building proposed by St. Joseph Center will provide the long-awaited improvements and beautification of the surrounding community, while continuing to meet the needs of St. Joseph Center and St. Clement Parish.

Sincerely yours,

*Sister Joyce Harpards*

CC: Ms. Pam Emerson  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

CALIFORNIA COASTAL COMMISSION  
A-5- VEN-04-315  
EXHIBIT # 30  
PAGE \_\_\_\_\_ OF \_\_\_\_\_

**RECEIVED**  
South Coast Region

Dec. 6, 2004

DEC 09 2004

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
Commission Case No. A-5-VEN-04-315  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

CALIFORNIA  
COASTAL COMMISSION  
**RECEIVED**  
South Coast Region

DEC 09 2004

CALIFORNIA  
COASTAL COMMISSION

Dear Mr. Reilly:

I am writing to urge you to approve the St. Joseph Center improvement project. As a 30-year resident of Venice, I am very familiar with the outstanding work the center does to provide vital services to people in need in this community. These services are particularly vital here, where there are significant numbers of homeless and working poor who desperately need help to survive and improve their lives.

I was a member of the local neighborhood council that considered the project in detail and approved it earlier this year. Before voting, I spent several hours at the site and the surrounding neighborhood, and spoke at some length to both supporters and those who opposed to the project. My conclusion, which was shared by the majority of the council, was that the project was in keeping with the nature of the predominately commercial area, and would not have an adverse impact on residences, almost all of which are a considerable distance from the site.

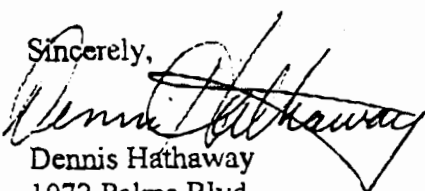
It was obvious from my visit that the current building is woefully inadequate for the needs of the organization. This building is also in a dilapidated condition, and the new building would be a marked upgrade to the neighborhood.

As for the issue of lot consolidation, the existing building is already constructed over the same five lots as proposed for the new building, so it hardly would seem logical or fair to require that the new building be split into sections. The requirement limiting the consolidation of lots to three was obviously intended to prevent the building of massive structures out-of-scale with their surroundings, and this is definitely not the case here. Hampton Drive is a commercial street, and there are existing buildings within a block to the north and west that are taller and more massive than the proposed project.

Also, the St. Joseph site only directly abuts a single residential lot to the south, and the proposed project actually provides an increased setback there, along with a sound wall to minimize any impact on residents of an apartment house on that lot.

Since the presence of homeless persons is a "hot button" issue in the Venice Community, and St. Joseph Center provides services to this population, there are those who blame the organization for degrading the quality of the community. But anyone who has seen firsthand the successes that St. Joseph has had in getting housing and employment for formerly homeless persons know that the community is a much better place because of their efforts.

Sincerely,

  
Dennis Hathaway  
1072 Palms Blvd.  
Venice, CA 90291

A-5-VEN-04-315

EXHIBIT 4

**RECEIVED**

South Coast Region

DEC 09 2004

CALIFORNIA  
COASTAL COMMISSION

cnhf

C o n r a d N . H i l t o n F o u n d a t i o n

Mr. Mike Reilly  
California Coastal Commission

December 7, 2004

**RECEIVED**  
South Coast Region

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
Commission Case No. A-5-VEN-04-315  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

DEC 8 - 2004

CALIFORNIA  
COASTAL COMMISSION

Re: Case No. A-5-VEN-04-315

Steven M. Hilton  
Adrian B. Key, MD  
Robert R. Landon  
James R. Latham  
Barbara L. Latham  
Conrad N. Hilton  
Eric M. Hilton  
Stephen M. Hilton  
William B. Hilton  
Edward H. Hubbs

Dear Mr. Reilly:

My late grandfather, hotelier Conrad Hilton, left the bulk of his wealth to the Conrad N. Hilton Foundation with a mandate to alleviate human suffering throughout the world. Sharing my grandfather's genuine sense of concern for the less fortunate, I have wholeheartedly supported St. Joseph Center, here in my own backyard, for years. I currently co-chair its capital campaign, have both served on its board of directors and have served meals at its restaurant.

**I write you today to encourage your approval of the Center's improvement project** because of the critical need to update and upgrade the workspace that houses the extensive array of quality programs. As a major funder of the proposed new building, the Conrad N. Hilton Foundation staff and Board of Directors took a very close look at the success of the Center's programs and the efficiency of its services and concluded that they warranted significant investment. We believe the Center provides a vital service by helping clients meet their self-sufficiency goals. In addition, the Center makes substantial efforts to work with the community to address concerns and solve problems, including cleaning streets around its sites and providing neighborhood security. I understand that Center staff will continue to do so.

The Center's broad, dynamic approach does much to assist homeless and low-income people in west Los Angeles. I believe the new building will enhance social services, beautify the neighborhood and provide an economic stimulus. Thank you for your consideration of the St. Joseph Center improvement project.

Sincerely,

A5- VEN-04 315

EXHIBIT #

1

32

*Steven M. Hilton*  
f

SMH:mgb  
c: Pam Emerson

December 5, 2004

Mr. Mike Reilly  
California Coastal Commission, South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

**RECEIVED**  
South Coast Region

DEC 8 - 2004

RE: Case No. A-5-VEN-04-315

CALIFORNIA  
COASTAL COMMISSION

Dear Mr. Reilly,

I am a concerned resident of Venice and a neighbor and solid supporter of St. Joseph Center and its plans for a new building in its current location. I appreciate that your time is valuable and I will keep my remarks supporting this project brief.

I am aware of the objections being raised by those in opposition to this project. I am also aware that St. Joseph Center has answered these objections point for point via a series of hearings and through talks mediated by Councilwoman Cindy Miscikowski. For example, to address the so-called "massing" concerns they turned the entire building around 180°. The issue of parking in particular has been blown entirely out of proportion. A professional parking study, which is available on the St. Joseph Center website for all to download, clearly indicates that the amount of parking planned for the site is more than adequate to accommodate both the needs of St. Joseph Center and the Parish as well as the continuation of the church's paid lot, which provides extra parking capacity for the area. From my own casual observations it seems all of the parking lots on the site are usually at least half-empty anyway. The proposed building will be larger than what is there now, but my understanding is that the new building will accommodate their current activities in a modern, professional setting. This is as opposed to the cramped, improvised nature of the old parish school they use now.

One thing that very much concerns me is that some of my neighbors have been fomenting opposition to this project based not on facts but on hyperbole and misinformation. Scare-mongering flyers have arrived on my doorstep to drum up turnout at each of the various hearings on the project. I have little reason to think they will change tactics now for the January hearing.

St. Joseph Center's efforts to construct a new facility that will serve the needs of the community in the long term are both noble and pragmatic. Even most of those opposed to this project accede that St. Joseph Center does good work and provides necessary services to the area. That this need exists is irrefutable. That the need will continue to exist is supported by history: Venice remains today the hodge-podge of poverty and affluence that it has been for decades, and nothing indicates that any sort of overnight change is in the offing.

My hope is that you will look at the facts in this situation and not give undue credence to the alarmist rhetoric of a few dissatisfied neighbors who have already had ample opportunity both to make their voices heard and to provide input on the actual design of the project. This proposal has thus far received almost unanimous support at every level of government, from the neighborhood council on up to the Los Angeles City Council, and I think that says a lot about the interests of the community at large.

Sincerely,



Paul M. Rubenstein  
225 4<sup>th</sup> Ave. #101  
Venice, CA 90291

COASTAL COMMISSION  
A 5 VEN. 04. 315  
EXHIBIT # 33  
PAGE 1 OF 1

CC: Ms. Pam Emerson  
California Coastal Commission, South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

**RECEIVED**  
South Coast Region

DEC 6 - 2004

CALIFORNIA  
COASTAL COMMISSION  
The Lawrence Welk Show



December 2, 2004

Mr. Mike Reilly  
California Coastal Commission/South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

REF: St. Joseph Center

Case No. A-5-VEN-04-315

Dear Mr. Reilly,

Having been born, and employed in Santa Monica since 1961, I have a true love for my hometown. This is the reason for my correspondence to you.

Over twenty-five years ago a service agency (Saint Joseph Center) was founded to serve a nucleus of our community that society seems to forget! I have been a supporter for over twenty years of this agency and believe in their good works and positive results.

With the growing demands on St. Joseph Center, it is only a genuine must that additional facilities are needed to support programs that have a proven track record. Therefore, I urge your support of St. Joseph's improvement project.

Thank you for your consideration. The new facility can only be a win, win situation for our surrounding community.

Cordially,

A handwritten signature in cursive script that reads "Margaret Heron".

Margaret Heron/Syndication Manager

cc: Ms. Pam Emerson  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

COASTAL COMMISSION  
A 5 VEN-05-315  
EXHIBIT # 34  
PAGE 1 OF 1

2700 Pennsylvania Ave  
Santa Monica CA 90404-4000  
Phone (310) 829-WELK (9355)  
FAX (310) 315-3006

**Edgar W. Hirst Robin P. Hirst**

8 Sea Colony Drive, Santa Monica, CA 90405 Phone: (310) 392-1926 Fax: (310) 396-2267

E-mail: [ehirst@earthlink.net](mailto:ehirst@earthlink.net) [robinhirst@earthlink.net](mailto:robinhirst@earthlink.net)

December 3, 2004

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
Commission Case No. A-5-VEN-04-315  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

Via Fax: 562-590-5084  
No. of Pages: 2

COASTAL COMMISSION

A5-VEN-04-315

EXHIBIT # 35

PAGE 1 OF 2

Dear Mr. Reilly,

My wife and I are long time supporters of St. Joseph Center and we applaud the work that they do to improve our community. St. Joseph Center provides 11 programs to "create hope and to provide opportunities that help families and individuals achieve greater self-reliance and well-being." St. Joseph Center helps working poor families and homeless men, women and children of all ages to rebuild their lives and become self-sufficient. The work they do benefits all members of our surrounding community including property owners and businesses.

We support the new building proposed by St. Joseph Center. We believe that the new building will provide long-awaited improvements to better provide for the needs of the community they serve. Also, the new building will help beautify the neighborhood.

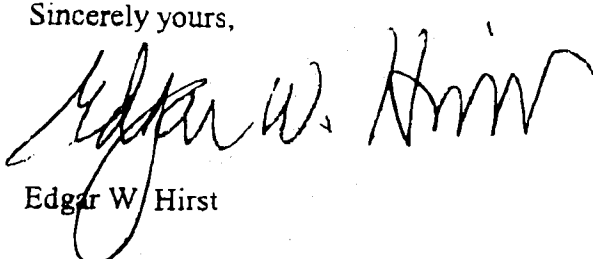
The proposed building, we feel, is in keeping with the character of Hampton Drive and provides a good transition between Main Street and the multi-family residential neighborhood to the east. Additionally the shared parking will provide some relief for the "under-parked" neighborhood and will be more than adequate for the clients and staff of St. Joseph Center, many of whom take public transit or walk. New landscaping on Hampton Drive will make the area more pedestrian friendly and be aesthetically pleasing.

The current building at 204 Hampton Drive now straddles five lots and has been in place since the 1960's. The new building will continue to straddle the same five lots. The proposed plan has attempted in the following ways to accommodate the neighbors by shortening the width of the building on the south side so it is actually further away from the residential buildings than the current building; varying the height of the building to

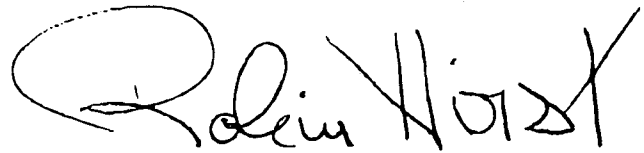
reduce massing on Hampton Drive; providing a sound wall for neighbors, and by making a significant investment to replace an old and outdated building.

We strongly recommend the California Coastal Commission approve the new building proposed by St. Joseph Center.

Sincerely yours,



Edgar W. Hirst



Robin P. Hirst

P.S. My wife worked at St. Joseph Center for 11 years and can attest that the new building will help SJC serve clients more efficiently and effectively and will definitely improve the appeal of the neighborhood.

Copy to:

Ms. Pam Emerson  
California Coastal Commission  
South Coast District  
Commission Case No. A-5-VEN-04-315  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

COASTAL COMMISSION  
A-5-VEN-04-315  
EXHIBIT # 35  
PAGE 2 OF 2

OCT 29 2004

Octubre 27 2004  
#A-5 VEN -04-315


Estimada Sra. Emerson

Mi nombre es Lourdes Cortes Diaz  
Por medio del presente me dirijo a  
usted respetuosamente para apoyar al Centro  
de San Jose para el nuevo proyecto de  
Construcción

Ya que el edificio actual que tenemos  
no contamos con diferentes oficinas para  
nuestra privacidad como es el caso de  
el grupo de Mamás y Bebés ya que  
en este grupo nos ayuda a orientar a la  
Educación de nuestros hijos tanto como  
los bebés, los hijos grandes y nuestros  
problemas personales que tenemos.

Gracias por su apoyo y cooperación

A t e n t a m e n t e

  
Lourdes Cortes Diaz

OCCASAL COMMISSION

A 5 VEN-04315

EXHIBIT # 36

PAGE 1 OF 2



RECEIVED  
South Coast Register

Translation courtesy of Sr. Judy Diaz Molosky, Community Relations, St. Joseph Center

OCT 29 2004  
COASTAL COMMISSION

October 27, 2004  
# A-5 VEN-04-315

Dear Ms. Emerson,

My name is Lourdes Cortes Diaz. Hereby I am addressing you respectfully in your support of St. Joseph Center and its new construction project.

The existing building that we have does not have different offices that give us needed privacy as in the case of the Mother's and Babies group. This group helps orientate us on how to educate our children, our babies as well as our adolescent children, and helps us address the personal problems that we have.

Thank you for your support and cooperation.

Sincerely,

Lourdes Cortes Diaz

COASTAL COMMISSION  
A 5 VEN. 04. 315  
EXHIBIT # 36  
PAGE 2 OF 2

ASVEN 04.315

PAGE # 37

PAGE 1 OF 2

October 27, 2004

Dear Sam Emerson

Re Case # A-5 VEN-04-315

My name Irene Hairwood, I am the Director of the Prevention of Insecure Disorganized Attachment (PIDA) Project at St. Joseph Center. I write to you to emphasize the need of a new building.

We need new offices and meeting room. I lead two nursing & me groups for pregnant & new mothers and their babies. Our facilities are inadequate for the babies and children to start exploring their world.

The old St. Clement school does not serve the purposes for the PIDA program, for child care or the food program.

I ask for your support of St Joseph Center's plans for the new building.

Sincerely,  
Irene Hairwood

Irene Hairwood MSW, PhD, PsyD  
Assistant Clinical Professor at UCh  
ihairwood@ucla.edu  
12/5/04

#A - 5 VEN - 04 - 315

October 27, 2004

Dear Pam Emerson, my name is Lucy Zambrano and I use the services at St Joseph Center. I write to you in support of the Building Project. We need new offices and meeting rooms. The old St. Clement School is not sufficient for child care or our Food Program, so please help our family to have a better service because we need it. In behalf of my family, and I urge you to help us we ask you to support St Joseph Center's plans for a new building.

Thank you for your time

Sincerely yours

Lucia Zambrano  
LUCIA ZAMBRANO

RECEIVED  
SOUTH COASTAL COMMISSION

OCT 29 2004

COASTAL COMMISSION  
A 5. VEN. 04 315  
EXHIBIT # 38  
1 OF 1

COASTAL COMMISSION

December 1, 2004

Mr. Mike Riley  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, Ca 90802-4302

**RECEIVED**  
South Coast Region

DEC 3 - 2004

CALIFORNIA  
COASTAL COMMISSION

REF: Case No A-5-VEN-04-315

Dear Mr Riley,

I write you as a 42 year resident of Venice and as a long time supporter of the Saint Joseph Center and as a person with great interest in our community.

Today, I am writing to you to encourage your support of the St. Joseph Center improvement project. The Center provides very important services to people who often fall through the cracks in our society. I have wholeheartedly supported the work of St. Joseph Center for many years and will continue to do so.

As you may know the St. Joseph Center was begun years ago on a shoestring but with one clear purpose and resolve in mind - to assist the homeless and poor, young and old. From its limited and modest beginnings, the Center has never ceased or wavered from that initial function.

It has been able to expand the services it provides to a holistic lever. One vital service is day care for toddlers, giving them an invaluable head start in their education and at the same time, giving their families the opportunity to look for work, or to go to work, knowing their children are well cared for. If the facilities are permitted to expand, more children will be able to be accommodated. Certainly, children who are lovingly cared for in a learning situation have a much better chance to become productive, responsible adults. The education of parents as regards their children's development is a vital part of this holistic approach, the value of which cannot be overlooked. The parents also have the chance to attend training classes for themselves while their children are in day care, thus greatly increasing their chances of entering the work force.

Seniors too benefit through a verity of services provided by the Center. The working poor families and seniors who live in the area are as much a part of our community as property owners and business people and deserve to have their needs met.

Apparently as some of the complaints have asserted, moving the culinary training program from its current site to the proposed Hampton Drive building will NOT create a soup kitchen at that site. The training program will provide a kitchen and CLASSROOM in which a limited number of people who want to learn food skills in food service can complete a state -of-the-art curriculum in a well-equipped facility. The Center will fully comply with condition #22 that prohibits "homeless showers for clients or feeding programs such as a soup kitchen in the building."

If their vital work for the overall benefit of our community is to be enlarged so they can reach out to others, it is critical for the St. Joseph Center that they receive the approval for their expansion from the California Coastal Commission.

COASTAL COMMISSION

A5-VEN 04-315

39

PAGE 1 OF 2

Thank you for your consideration. I believe the new building proposed by St. Joseph Center will provide a long-awaited improvement and beautification of the surrounding community.

Sincerely yours,

*Barbara Kennedy*

Cc: Ms Pam Emerson  
California Coaster Commission  
South coast District  
200 Oceangate, suite 1000  
Long Beach, Ca 90802-4302

COASTAL COMMISSION  
A.S. VEN. 04.315  
EXHIBIT # 40  
PAGE 2 OF 2

3 December 2004

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

**RECEIVED**  
South Coast Region

DEC 7 - 2004

CALIFORNIA  
COASTAL COMMISSION

REF: Case No. A-5-VEN-04-315

Dear Mr. Reilly,

As a resident and homeowner (245/247 Rennie Ave.) I have been a long time supporter of the Saint Joseph Center.

As someone with a great interest in the Venice community I am writing this letter to encourage your approval of the St. Joseph Center improvement project. This Center provides vital services that are becoming more and more difficult to find and I am proud to be part of a community that still remembers those that others have forgotten, or worse yet, wish did not exist.

First of all the new project will revitalize a deserted and dilapidated part of Hampton Drive. This alone will create an environment more aesthetically pleasing to businesses, residents and pedestrians alike.

As much as parking plays a vital role in any development these days it is my understanding that a good proportion of the people who use the services provided by St. Josephs do not come by way of automobile. And, as I was with the employees from the Pioneer bakery who parked on my street, I would certainly be tolerant towards workers and customers of a business, non-profit or not, who are bringing business and assistance to the community.

By updating their facilities St Josephs will be solving practical problems as well as creating more resources for a much needed societal problem.

I believe it will give more people hope and the possibility of a brighter future. It will bring our community together as one that looks beyond our own backyards.

Thank you for your time to read my letter. I truly believe in the St. Josephs Project.

Sincerely Yours,

  
Carisa Kaplan  
247 Rennie Ave. Venice. 90291

Cc: Ms. Pam Emerson  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

COASTAL COMMISSION

A5VEN.04315

EXHIBIT # 41

PAGE \_\_\_\_\_ OF \_\_\_\_\_

Joanne Kendrick  
659 Flower Avenue  
Venice, CA 90291

December 6, 2004

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
Commission Case No. A-5-VEN-04-315  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

**RECEIVED**  
South Coast Region  
DEC 7 - 2004

Dear Mr. Reilly,

CALIFORNIA  
COASTAL COMMISSION

I'm writing this to you in support of the St. Joseph Center improvement project. I live just a few blocks from the project and am a resident of this neighborhood since 1978. I encourage you to approve this project as the programs and services provided by St. Joseph Center are vital to our community, especially now that state and federal programs for the poor and homeless have been dramatically slashed.

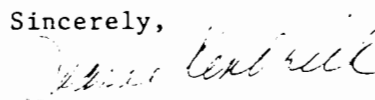
I am satisfied that the new building design has addressed the Zoning Administrator's request to step back the construction and to minimize visual massing from the Hampton Drive site. The landscaping and the courtyard are very aesthetically pleasing to the eye and certainly in keeping with the character of the street on which it is being built. Also the shared parking will be much appreciated by the neighborhood, as parking problems are becoming a serious issue in our area.

St. Joseph Center not only serves the poor and the homeless but also provides a range of care for youth, working poor families and seniors who live in this area and deserve to have their needs addressed. Also, St. Joseph Center has always been a good neighbor and has always worked with us to address our concerns and to solve any problems that are a concern to this neighborhood.

They have currently outgrown their existing space and now need to build a building for the future. As a neighborhood resident, I think this project is essential for the poor in Venice and for the immediately adjacent communities. St. Joseph Center provides valuable services to the community and adds strength and vitality to our community.

Thank you for your consideration, I believe the new building proposed will provide long awaited improvements and beautification of the surrounding community.

Sincerely,

  
Joanne Kendrick

COASTAL COMMISSION  
A-5-VEN-04-315  
EXHIBIT # 42  
PAGE 1 OF 1

cc: Ms. Pam Emerson  
California Coastal Commission, South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

December 1, 2004

**RECEIVED**  
South Coast Region

DEC 3 - 2004

CALIFORNIA  
COASTAL COMMISSION

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

Dear Mr. Reilly:

REF: Case No A-5 VEN-04-315

I am writing you in regard to the improvement project proposed by St. Joseph Center. I am an eighteen year resident of Venice and a supporter of the good work of the Center.

I support your approval of the Center's improvement project. The Center has been a longtime safety net for those in greatest need in the Venice community and Venice has a significantly higher need for St. Joseph Center compared to many other nearby beach communities.

This improvement project for St. Joseph's Center is very necessary. I've been in their offices; they are crowded, cramped and were never designed to support a social services environment. And it shows! The constraints of their current building directly impairs their ability to provide quality social services. With such an old building, renovations don't seem like a viable solution; with a structure of that age, by the time you finish with renovations, you end of with a compromised design at the same (or greater) cost as a redesign.

The proposed project seems to have an acceptable building height, the design is aesthetically pleasing and is consistent with the neighborhood. I also understand the project will add to the parking for the neighborhood. I often shop on Main St., less than one block away and the parking will be very helpful. Particularly given the new condo project that is going up on Main St. nearby, which will make the area's parking even more difficult.

The Center helps make Venice a stronger community. This project will be an asset to the Venice community. Thank you for your time.

Sincerely,

Tod Lipka  
851 Venezia Ave.  
Venice, CA 90291  
310-901-9142

✓ Cc: Ms. Pam Emerson

COASTAL COMMISSION

A5 VEN 04 315

EXHIBIT # 43

PAGE \_\_\_\_\_ OF \_\_\_\_\_



December 2, 2004

DEC 03 2004

COASTAL COMMISSION

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

REF: Case No. A-5-VEN-04-315

Dear Mr. Reilly,

I am writing to you today to encourage your approval of the Saint Joseph Center improvement project. I have lived in the neighborhood of Oakwood for over twenty years. I have personally seen many people helped by the center. Property values may be rising in Venice, but there are still those who need help.

The Saint Joseph Center provides vital services to many people who are struggling to make it in our community. I wholeheartedly support the new building.

Sincerely yours,



Robert Lucey  
621 Sunset Ave.  
Venice, CA 90291

Cc: Ms. Pam Emerson  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

COASTAL COMMISSION

A 5 VEN. 04. 315

EXHIBIT # 44

PAGE 1 OF 1

# Francine Lucey

Sales Representative, Yearbook Products

**HERFF JONES**

*An employee owned company*

December 2, 2004

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

DEC 03 2004

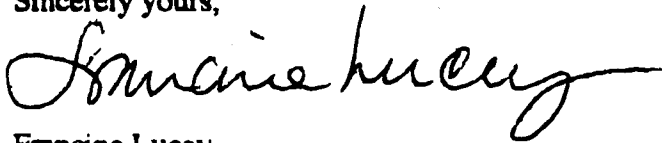
CA  
COASTAL COMMISSION

REF: Case No. A-5-VEN-04-315

Dear Mr. Reilly,

I am both a long-time resident (27 years) of Venice and an independent business owner working from home. I am writing to you today to encourage your approval of the Saint Joseph Center improvement project. I have lived in the neighborhood of Oakwood for over twenty years. I have witnessed the changes that the Saint Joseph Center has made in the community. I wholeheartedly support the Saint Joseph Center improvement project.

Sincerely yours,



Francine Lucey  
621 Sunset Ave.  
Venice, CA 90291

Cc: Ms. Pam Emerson  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

COASTAL COMMISSION  
A5-VEN-04-315  
EXHIBIT # 45  
PAGE \_\_\_\_\_ OF \_\_\_\_\_

October 27, 2004

Case # A-5 ven-04-315

Estimado Sr. Enrique

La razón por la cual le escribo esta  
pequeña y sencilla carta es para  
comunicarle que el edificio donde  
estamos asistiendo al Centro de San  
Jose necesita nueva remodelación  
no está adecuado para los servicios  
necesita mucha ayuda para los usuarios  
necesita mucha remodelación  
necesitamos que usted nos apoye en  
este proyecto. Esperamos contar con  
usted agradeciéndole desde ya.

Sinceramente  
"Deseo Dios le Bendiga Siempre"

Lita Melina Jaquez

643 Westminster Ave apt #4

Univ CA 90291

tel (310) 305-3396

COASTAL COMMUNITY

A5 VEN. 04315

46

1 2

*Translation courtesy of Sr. Judy Diaz Molosky, Community Relations, St. Joseph Center*

October 27, 2004  
Case # A-5 VEN-04-315

Dear Ms. Emerson ,

The reason that I write this brief and sincere letter is to communicate that the present building where we go to St. Joseph Center needs to be newly renovated. It is not adequate for the services. We need much more space in the rooms. Realistically it needs to be newly remodeled.

We find that we need your support in this project and hope that we can count on you.  
Thanking you from where we are.

"May our God richly bless you."

Sincerely,

Zita Melania Vasquez  
648 Westminster Ave., Apt. #4  
Venice, CA 90291

INTERNAL COMMUNICATION  
A5-VEN-04-415  
47  
EXHIBIT # \_\_\_\_\_  
2 OF 2

Octubre 37 2004  
# A-5 VEN-041-315

Estimada Fam Emerson.

yo vengo al Centro de San José, y quisiera dar todo mi apoyo al proyecto de la nueva construcción, ya que el edificio actual no cuenta con el espacio suficiente para tener privacidad en nuestras clases Baby & me, y también no está adecuado para el cuidado de los niños que tanto necesitamos, y para otros servicios.

Desearía que Usted también nos de su apoyo en este proyecto, y le agradezco de antemano

Sinceramente,

COORDINADORA Brenda Lopez.  
A 5 VEN 041 315

EXHIBIT # 48

1002

Translation courtesy of Sr. Judy Diaz Molosky, Community Relations, St. Joseph Center

October 27, 2004  
# A-5 VEN-04-315

Dear Pam Emerson,

I come to St. Joseph Center, and I want to give all of my support for the new construction project. The present building does not have sufficient space to have privacy in our Baby and Me classes nor is it adequate for childcare which we need so much and for other services.

I hope that you too will give us your support in this project and I thank you in advance.

Sincerely,

Brenda Lopez

CONFIDENTIAL  
A 5 VEN 04-315  
EXHIBIT # 48  
PAGE 2 OF 2

San Jose 4 December 2004

Querido Sr Kelly:

Yo le escribo porque soy residente desde 1980, y soy una persona que se interesa en nuestra comunidad y el centro de San Jose, es algo muy bueno para nuestra comunidad. Hoy le escribo para pedirle su apoyo en aprobar el nuevo proyecto del centro de San Jose.

El centro provee muchos servicios humanitarios de personas de bajo recursos.

Tengo entendido que han habido algunos problemas acerca del nuevo edificio por ser muy grande, pero después de ver los planes y decir, estoy segura que este no es el caso.

Además el jardín que va a tener enfrente del nuevo edificio va a crear una vista muy grande agradable, cuando la gente camina por la calle.

Gracias por su Cooperación

Atte

Luis Luci

COASTAL COMMISSION

A5 VEN. 64.315

49

RECEIVED

South Coast Region

FROM

Letter in support

DEC 13 2004

CALIFORNIA  
COASTAL COMMISSION

CASE # A - 5 Ven-04-315

RECEIVED  
COASTAL COMMISSION

OCT 29 2004

Destimada SFA Emerson:

Mi nombre es Leticia Mendez yo vivo al rededor del  
centro de San Jose. Quisiera dar todo mi apoyo  
al Proyecto de la nueva construccion.

El edificio actual no esta adecuada para ablar en privado  
con mi trabajadora.

Deseo que usted tambien des de su apoyo en este Proyecto.  
Sincera Mente "Leticia Mendez"

616 Vernon Ave #3 Venice CAL.

COASTAL COMMISSION

A 5 VEN. 04 315

EXHIBIT # 50

PAGE 1 OF 2



RECEIVED  
FEDERAL COMMUNICATIONS COMMISSION

OCT 29 2004

*Translation courtesy of Sr. Judy Diaz Molosky, Community Relations, St. Joseph Center*

October 27, 2004

Case # A-5 VEN-04-315

Dear Ms. Emerson,

My name is Leticia Mendez. I live in the vicinity of St. Joseph Center. I want to give all of my support for the new construction project.

The present building is not adequate to talk in private with my case worker.

I wish that you too give us your support in this project.

Sincerely,

Leticia Mendez  
616 Vernon Ave. #13  
Venice, CA

FEDERAL COMMUNICATIONS COMMISSION  
A-5 VEN-04-315  
EXHIBIT # 50  
PAGE 2 OF 2

December 6, 2004

PO Box 2012  
Venice CA 90294

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
200 OceanGate - Suite 1000  
Long Beach CA 90802-4302

Commission Case No. A-5-VEN-04-315

Dear Mr. Reilly,

I have lived in Venice for 24 years and have personally seen the wonderful services that St. Joseph Center provides to those in need. The Center was started in recognition of the plight of the homeless and unemployed. The situation has not improved ... it has only become worse.

I urge you to approve the St. Joseph Center improvement project. The space is needed so that they may better serve their constituents. From children to seniors ... there are so many people who are taken care of and, yet, so many more who need assistance. In addition, more space is needed for extra staff and volunteers to help with the heavy workload.

Last year I read an article in the 9/17/2003 issue of the Los Angeles Times that made quite an impression on me. "Charity Must Be In The Water" was about how giving is a way of life in Santa Barbara. This city of 90,000 (approximately 2 ½ times the population of Venice) is home to about 600 non-profit organizations. There are four major homeless shelters. And this is in a community with some of the highest real estate values in the state! The article states, "Name the problem, there's a group trying to fix it."

St. Joseph Center is trying to fix problems that will not go away. Unemployment is up. The hot real estate market is forcing long time tenants out of their homes. The majority of the population is now the "graying generation." What are these people going to do? We have St. Joseph Center in our area but they need help from you in order to help others.

I appreciate that there are complaints from the neighborhood residents. However, do they think only their cars are being broken into? They should read the "LAPD Crime Watch" in The Argonaut! Do they think only urination and defecation happen in their alleys? I have seen countless people, including one young woman, urinating in my alley ... and most of these people are not homeless. And yes, much to my disbelief, I have seen one man defecating ... and it was not near the St. Joseph Center. All neighborhoods have their own set of problems. The Rose Ave. residents have been trying to beat the project from day one. They think they're living in an ivory tower, but it's an illusion.

Please approve the request for the physical improvements to the site and surrounding area so that the Center may improve its service to the community. Thank you.

Sincerely,

BETSY GOLDMAN  
Betsy Goldman

Cc: Ms. Pam Emerson

COASTAL COMMISSION

A 5 VEN 04315  
52

PAGE 1 OF 1

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, Ca. 90802-4302

**RECEIVED**  
South Coast Region

DEC 7 - 2004

CALIFORNIA  
COASTAL COMMISSION

Ref: Case No A-5-Ven-04-315

Dec. 5, 2004

Dear Mr. Reilly,


I write to you as a resident of Marina del Rey/Venice, a volunteer and long time supporter of St. Joseph Center.

I hope to encourage your support and approval of the St. Joseph Center improvement project. Vital services are provided by the Center to people who would otherwise find no support.

As a volunteer and donor to the Center for more than 25 years, I see the great need for expansion. Over these years the homeless, working poor and jobless population has increased hugely. If SJC doesn't meet the needs of this population, who will fill this gap?

Increasing skills and learning opportunities, providing children with security through education in a welcoming environment is of crucial importance for the good of all of us lucky enough to live in this beautiful community.

Sincerely,

  
Mary McGuirk

CC: Ms. Pam Emerson  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, Ca. 90802-4302

COASTAL COMMISSION

A 5 VEN 04 315

EXHIBIT # 53

PAGE \_\_\_\_\_ OF \_\_\_\_\_

Joel John Roberts  
821 Bay Street  
Santa Monica, CA 90405

**RECEIVED**  
South Coast Region

DEC 3 - 2004

CALIFORNIA  
COASTAL COMMISSION

December 1, 2004

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
Commission Case No. A-5-VEN-04-315  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

Dear Mr. Reilly,

I am a long-time homeowner in Santa Monica, and live near the St. Joseph Center project in Venice. I am writing this letter in support of this very important, and much needed project for our community.

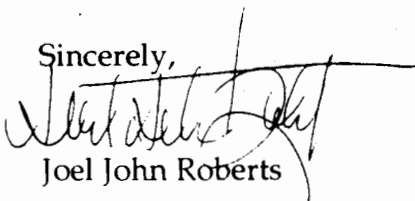
My children attend near-by schools, and my family frequents the shops and restaurants in the area. I feel that this community project is a welcome endeavor that will help thousands of local community members. This is why I financially support the agency, encourage my neighbors to do the same, and am writing this letter.

I have also seen the renderings and floor plans of the proposed project. As a past student of architecture, myself, I am quite pleased that the design fits so well in the neighborhood. In fact, it will make the neighborhood look even better.

I don't believe the height of the project will have an adverse affect on ocean views, and the design and landscaping will only make Hampton Drive look better than it currently is.

It seems to me that a project that fits within the character of the neighborhood, looks terrific, and serves thousands of our local residents, should overwhelmingly be approved. As a local stakeholder within this community, I strongly recommend such an approval.

Sincerely,

  
Joel John Roberts

COASTAL COMMISSION  
A 5. VEN. 04 315  
EXHIBIT # 57  
PAGE 1 OF 1

San Diego District  
200 Ocean gate, Ste 1000  
Long Beach, CA 90802-4302

DEC 6 - 2004

CALIFORNIA  
COASTAL COMMISSION

Case # A-5 VEN 04315

Dear Mr. Kelly,

I write you as a resident, as a long time supporter of the St. Joseph Center and as a person with an interest in my community.

I encourage you to approve the St. Joseph Center improvement project. I wholeheartedly support the work of the SJC and have been so for many years. I think this project is essential to the continued work of SJC in assisting the working poor. The proposed redesigned building will help address these needs.

In addition, the project is in keeping with the character of the street on which it will be built.

Thank you for your consideration  
Sincerely yours  
Mayone Swale

COASTAL COMMISSION

A-5 VEN. 04.315

EXHIBIT # 55

PAGE \_\_\_\_\_ OF \_\_\_\_\_



REGISTRY  
South Coast Region

DEC 6 - 2004

**FIRST FEDERAL BANK.**  
OF CALIFORNIA FSB

CALIFORNIA  
COASTAL COMMISSION

MAIN STREET OFFICE: 2827 MAIN STREET • SANTA MONICA, CA 90405 • (310) 399-9261

December 2, 2004

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, Ca. 90802-4302

Ref: Case No. A-5-VEN-04-315

Dear Mr. Reilly,

I write to you as a business owner, as a long time supporter of the Saint Joseph Center and as a person with an interest in this community.

Today, I am writing to you to encourage your approval of the St. Joseph Center improvement project. The Center provides vital services to people who often fall through the cracks in our society. I have wholeheartedly supported the work of St. Joseph Center for many years.

As a business neighbor, I am well acquainted with the Center's programs and services, and the positive presence it has created in the Venice community for more than 25 years. For many years Saint Joseph Center has made substantial efforts to work with the community to address concerns and solve problems, including regularly cleaning streets around their sites and providing neighborhood security. I am certain the Center staff will continue to do so.

I am convinced the building height is acceptable as proposed. The building will not have an adverse impact on ocean views for neighbors to the east, and will be lower than the Catholic Charities building and apartment buildings to the north of the site.

COASTAL COMMISSION

A-5-VEN-04-315

EXHIBIT # 56

PAGE 1 OF 2



**FIRST FEDERAL BANK.**  
OF CALIFORNIA FSB

MAIN STREET OFFICE: 2827 MAIN STREET • SANTA MONICA, CA 90405 • (310) 399-9261

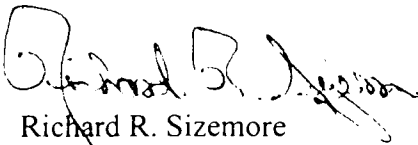
II.

The existing building's highest point is 36.2 feet high. The proposed building will vary in heights between 25-feet to 41-feet at its highest point. The Venice Specific Plan only allows for a height of 25 feet. However the Hampton Drive building is located on the only hill in the Venice area. Venice has a particularly flat topography. So the two story building, which St. Joseph Center proposes to build, is in keeping with the intent of the Venice Specific Plan. Therefore, I would urge the Commission to approve this variance as requested.

Lastly, I want to comment on the long years during which I have been aware of Saint Joseph Center's important work, and that Saint Joseph Center has made Herculean efforts to work with the neighborhood to address safety and quality of life concerns and solve problems.

Thank you for your consideration, I believe the new building proposed by St. Joseph Center will provide the long-awaited improvements and beautification of the surrounding community.

Sincerely yours,



Richard R. Sizemore  
Vice President

COASTAL COMMISSION  
**AS VEN. 04.315**  
EXHIBIT # 57  
PAGE 2 OF 2

Cc: Ms. Pam Emerson  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, Ca. 90802-4302

December 5, 2004

Mike Reilly  
California Coastal Commission  
South Coast Commission  
Commission Case # A-5-VEN-04-315  
200 Orangetate, Suite 1000  
Los Angeles, CA 90802-4302

**RECEIVED**  
South Coast Region

DEC 08 2004

CALIFORNIA  
COASTAL COMMISSION

Mr. Reilly;

I understand that you are reviewing the plans for the St. Joseph Center to renovate their building on Hampton Ave. in Venice. I urge you to support this expansion plan as a long time resident of the neighborhood. We are two blocks away and have lived in our home for twenty years. The work that the Center does is nothing short of brilliant. We have been consistently impressed with both the scope and effectiveness of their programs and feel very certain that they are an asset that should be supported in our community.

The efforts in recent years that the Center has made to keep the neighborhood uncluttered by both the population they serve and the trash that would otherwise collect in the area has been significant. While I am not involved in any way in the Center's activities, I am very appreciative of their presence and believe in them completely.

The proposal for the two story building seem fine to me. I have no doubt that it will add to the character of the neighborhood.

While many of my neighbors on Rennie Ave. may not be voicing their opinions, I know from conversations with them that this project is fully supported.

Thank you,



Jody Forrester  
John Schneider  
229 Rennie Ave.  
Venice, CA 90291  
310/396-4145

COASTAL COMMISSION

A5. VEN 04 315

EXHIBIT # 58

PAGE \_\_\_\_\_ OF \_\_\_\_\_



December 1, 2004

Mr. Mike Reilly  
California Coastal Commission, South Coast District  
Commission Case No. A-5-VEN-04-315  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

Dear Mr. Reilly:

I am writing in support of St. Joseph Center's project at 204 Hampton Drive, and to strongly recommend its approval. This proposed project is to be located on the same site as St. Clement Catholic Church.

I am a parishioner of St. Clement, and was a member of its finance council for 12 years. St. Joseph Center and St. Clements Church have worked closely together for many years. They have kept us fully informed of their proposed construction plans, striving to accommodate our needs in a mutually accepted plan. We are very pleased that they have chosen to assist the parish by proposing to provide space for our parish programs and offices, along with their own, in the new building to be built on the Hampton site.

We understand that concerns have been raised about the adequacy of parking for the new building and its joint use of space with the parish. We are very satisfied that the parking studies that have been done document the shared use of parking on the property, as well as the availability of public parking. The studies have determined that parking is adequate for all uses on the property.

The proposal for the new building reconfigures the existing parking layout to improve efficiency. The new site will maintain 134 total spaces and will continue to provide for the lease-out of spaces for public parking. We support parking conditions that promote flexible use of the space, with first priority given to on-site users, and second priority to public parking. A flexible plan will address all of the community needs more effectively than a plan that establishes absolute parking limits for the different users.

St. Joseph Center has been a positive presence in the Venice community for more than 25 years, assisting seniors, working adults and their children. St. Joseph Center's programs enable clients to become self-supporting by providing access to the basic necessities of life, childcare, as well as job training. Many of the people receiving assistance from St. Joseph Center are also parishioners of St. Clement Church. We cannot ignore the fact that, now more than ever, the need for programs, such as those offered by St. Joseph Center, is enormous. The proposed building will allow them to more efficiently and effectively administer those programs.

I strongly urge the commission to give a favorable determination on this project. Thank you for your consideration.

Respectfully,



Regina A. Bolan  
832 Pacific Street  
Santa Monica, CA 90405  
310-452-0672

cc: Mrs. Rhonda Meister, St. Joseph Center

COASTAL COMMISSION  
A 5 VEN 04 315  
PAGE 59 OF 59

December 6, 2004

Kristin Eckfeldt  
636 Vernon Avenue  
Venice, Ca 90291-2737  
310/779-7926

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
200 Ocean Gate, Suite 1000  
Long Beach, CA 90802-4302  
Fax: 562/590-5084

COASTAL COMMISSION  
**A5 VEN 04 315**  
EXHIBIT # 60  
PAGE 1 OF 2

Re: Case No. A-5-VEN-04-315

Dear Mr. Reilly,

I am writing to you in support of St. Joseph Center. It is my hope that you will approve its facilities' improvement project.

I have lived in Venice (specifically the Oakwood District) for over 15 years, and have been an ardent supporter of St. Joseph Center's life-saving services to those less fortunate.

I was deeply saddened to learn that the Los Angeles City Council's unanimous decision to approve the new facilities building has been appealed by a disgruntled few – not because St. Joseph's must once again take up "the good fight," but because there are those of us that choose not to reach out to the needy, who are also our neighbors and friends.

I heard many of the arguments against the project and the emphasis was on added congestion, ie. parking, and the negative impact it would have on the Real Estate market. It has been my observation, on my block alone, that the street parking challenge increases proportionately with new residential development – a lot where there was once a single family home, now houses multiple residences (we are an R-3 zone). As for the Real Estate market, one cannot purchase a "tear-down," for less than \$500,000 dollars.

St. Joseph Center serves the working poor and seniors in the area. St. Joseph Center provides childcare, thereby making it possible for parents to attend school or training programs to increase their self-sufficiency. St. Joseph Center offers a curriculum for children to prepare them for the transition for being successful in school, which can translate to success in life. St. Joseph Center's Bread and Roses Café feeds the hungry in an atmosphere of dignity, and has always been cognizant and respectful of the nearby residences (unless you are a volunteer, which my mother is, you are unaware of its existence from the street) - it is not nor will it ever be a "soup kitchen."

St. Joseph Center will continue to provide these vital services to those who have "fallen through the cracks." However, with your approval of the project, its classes and activities for youth, families and seniors will be greatly enhanced in an updated building that is welcoming, bright and stimulating – and a new building, rather than a run-down old school, will beautify our surrounding community.

Thank you for your consideration of this much needed improvement project – the poor, just as the property owners and businesses, deserve to have their needs addressed.

Sincerely,



Kristin Eckfeldt

Cc: Ms. Pam Emerson  
California Coastal Commission  
South Coast District  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302

COASTAL COMMISSION  
AS. VEN. 04 315  
60  
EXHIBIT # \_\_\_\_\_  
PAGE 2 OF 2

Mary Ann Dolcemascolo  
2909 2<sup>nd</sup> Street, #6  
Santa Monica, California 90405

December 3, 2004

Mr. Mike Reilly  
California Coastal Commission  
South East District  
200 Ocean Gate, Suite 1000  
Long Beach, California 90802-4392

COASTAL COMMISSION  
A-5-VEN-04-315  
EXHIBIT # 61  
PAGE 1 OF 1

REF: Case No. A-5-VEN-04-315

Dear Mr. Reilly:

I'm writing as a resident of the Ocean Park section of Santa Monica, a long time supporter of Saint Joseph Center and someone with an interest in this community.

I am writing to encourage your approval of the St. Joseph Center Improvement project. Their services are vital to people often ignored. I volunteer my time to them as a documentary photographer and have seen, first hand, the great benefit to the people involved in their programs, which translates to benefits to the community at large.

I've been to other hearings about this project and seen the plans. I live one block north of St. Joseph's (have for 24 years). I know the area well. I have absolutely no objections to the buildings' design. I think the design will certainly enhance the area and improve that part of Hampton. I don't see a problem with parking, in fact, the plan will provide some relief for this overparked neighborhood.

Thank you for your consideration. I believe the new building proposed by St. Joseph Center will provide long needed improvements on Hampton.

Sincerely,

  
Mary Ann Dolcemascolo

December 1, 2004

Mr. Mike Reilly  
California Coastal Commission  
South Coast District  
200 OceanGate, Suite 1000  
Long Beach, Ca 90802-4302

Ref : Case No A-5-VEN-04-315

Dear Mr. Reilly,

I am writing to you as a neighbor and parishioner of St Clements parish. I live on 3rd street down the block from the proposed Saint Joseph Center.

I am writing to encourage your approval of the St Joseph Center Improvement project. The center provides many vital services and I support the project 100%. I have attended meeting to review the plans and I think it should improve the community that I live in. The proposed building is totally in line with the character of the street and fits into the main street lifestyle. It would be nice to know our community is doing more for people who need it. I think the services are an important part of why we live in this area, and is one of the reasons I moved to this neighborhood and not the Montana area of Santa Monica. This neighborhood values giving and supporting people who need some assistance to get back on their feet.

Thank you for considering what would benefit our neighborhood. I hope your commission will approval the proposed St Joseph Center.

Sincerely,



Betty Brk  
3002 3rd St #202  
Santa Monica Ca 90405

RECEIVED  
DEC 01 2004

DEC 01 2004

cc: Ms Pam Emerson  
California Coastal Commission  
South Coast District  
200 OceanGate, Suite 1000  
Long Beach, Ca 90802-4302

CONFIDENTIAL

COASTAL COMMISSION

A 5-VEN-04-315

EXHIBIT # 62

PAGE 1 OF 1

J. MICHAEL CAREY  
City Clerk

FRANK T. MARTINEZ  
Executive Officer

When making inquiries  
relative to this matter  
refer to File No.

# CITY OF LOS ANGELES

CALIFORNIA



JAMES K. HAHN  
MAYOR

Office of the  
**CITY CLERK**  
Council and Public Services  
Room 306, City Hall  
Los Angeles, CA 90012  
Council File Information - (213) 978-1043  
General Information - (213) 978-1133  
Fax: (213) 978-1040

HELEN GINSBURG  
Chief, Council and Public Services Division

CF 04-0676  
APCW 2003-3304 SPE CU CDP ZAD SPP-2A  
CD 11

July 2, 2004

Executive Director of the  
California Coastal Commission  
South Coastal Area Office  
200 Oceangate, Ste. 1000  
Long Beach, CA 90802

**RECEIVED**  
South Coast Region

JUL 07 2004

CALIFORNIA  
COASTAL COMMISSION

## COASTAL DEVELOPMENT PERMIT FOR PROPERTY AT 204 HAMPTON DRIVE (ST. JOSEPH CENTER)

At its meeting held June 22, 2004, the Los Angeles City Council considered and adopted the report from the West Los Angeles Area Planning Commission (WLAAPC) in approving the Conditional Use Permit as modified by the Planning and Land Use Management Committee on June 2, 2004, from the determination of the WLAAPC in approving a Specific Plan Project Compliance review, Specific Plan Exception, Conditional use Permit, and a Coastal Development Permit for the proposed demolition of an existing 11,000 square foot community service center (St. Joseph Center), and the construction, use and maintenance of a new two-story church (as an expansion to an existing church, St. Elements), to include a non-profit center and child care facility within a new 30,000 square foot building located at 204 Hampton Drive.

Please be advised that the City Council is the last appellate body for all actions pertaining the above-referenced project with the exception of the Coastal Development Permit which is appealable to your Commission. Attached are the Council's approval letter, Planning and Land Use Management Committee report, Conditions of Approval and Findings for the project at 204 Hampton Drive.

Should you require further assistance, please contact Ms. Barbara Greaves of my staff at (213) 978-1068.

Sincerely,

*Kellen Gishburg for*

J. Michael Carey  
City Clerk

JMC:KC:BG

#040676ltrA

COASTAL COMMISSION

A

EXHIBIT # \_\_\_\_\_  
PAGE \_\_\_\_\_ OF \_\_\_\_\_

## FINAL LOCAL ACTION NOTICE

RECEIVED

REFERENCE #

APPEAL PERIOD

7/7/04

APCW 2003-3304

8/4/04

COASTAL COMMISSION  
AS-VEN-04-315

EXHIBIT # 63  
PAGE 1 OF 35

CONDITIONS OF APPROVAL as Modified

ADMINISTRATIVE

1. Approval verification and submittals. Copies of any approvals, guarantees or verification of consultations, reviews or approvals, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.
2. Definition. Any agency, public official, or legislation referenced in these conditions shall include agencies, public officials, legislation or their successors, designees or amendments to any legislation. Unless otherwise apparent from the context, the term "permittee" shall include the applicant and any other person, corporation, or other entity making use of this approval.
3. Enforcement. Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Zoning Administrator and any other designated agency, or the agency's successor, and in accordance with any stated laws or regulations, or any amendments thereto.
4. Plan. The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action. Minor deviations may be allowed in order to comply with provisions of the Municipal Code and the intent of the subject permit authorization, and if the applicant is unable to obtain approvals from the City of Santa Monica for any improvements to the parking lot areas located within the City of Santa Monica.
5. All other use, height, and area regulations of the Municipal Code and all regulations of other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
6. A copy of the first page of this grant and all conditions and/or any subsequent appeal of this grant and its resultant conditions and/or letters of clarification shall be printed on the building plans submitted to the Zoning Administrator and the Department of Building and Safety for purposes of having a building permit issued.
7. Prior to the issuance of any permits relative to this matter, an acknowledgment and agreement to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and be binding on any subsequent owners; heirs or assigns. The agreement with the conditions of approval attached must be submitted to the Zoning Administrator for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date must be provided to the Zoning Administrator for attachment to the file.

The agreement shall be recorded over the entire church property, including the portion within the City of Santa Monica, in order to secure the shared parking conditions and conditional use for the church use expansion.

8. In order to provide for reexamination in six months (for parking review only) and one year of the matter in light of any changed conditions in the neighborhood or operation of the project and in order to evaluate the effectiveness of and compliance with the conditions of approval regarding the operations and physical improvements of the facility, the applicant/operator or owner shall file for an Approval of Plans. Said application must be filed with the Zoning Administrator no later than six months and one year after the issuance of a certificate of occupancy but not sooner than five months and nine months, respectively, from that time. The application shall be accompanied by the payment of appropriate fees, as governed by Section 19.01-1 of the Los Angeles Municipal Code, and must be accepted as complete by the Planning Department public counter. The completed application shall be accompanied by tenant/owner notice labels for 500-foot radius and include the individuals on the interested parties list related to the subject authorization for the purpose of a public hearing.

The applicant/owner shall provide appropriate documentation to substantiate ongoing compliance with each of the conditions contained herein, including a shared parking study in accordance to Section 12.24-X, 20, of the Los Angeles Municipal Code, at the time of filing the Approval of Plans review application. Conditions may be added or modified as appropriate.

## ENTITLEMENTS AND CONDITIONS

### Specific Plan Exceptions

9. The building shall be designed as follows:
- The building facade along Hampton Drive shall be designed with visual breaks or Architectural Features, including balconies or terraces, with a change of material or a break in the plane every 20 feet in horizontal length and every 15 feet in vertical length.
  - The first story of the building shall be limited to a height of 25 feet. The northerly portion of the second story shall be stepped back at least 10 feet behind the front yard set back of the first story and shall be limited to a maximum height of 41 feet. All building heights shall be measured in accordance to Section 9, B of the specific plan. This second story portion of building may be located 5 feet closer to the rear property line, resulting in a 10-foot rear setback, in order to compensate for the additional front setback.
  - The colors utilized for the building materials shall be generally per the drawings submitted to the Area Planning Commission and consistent with the nature of the adjacent residential area. Where brick is used, the color shall be generally red or neutral. Prior to the issuance of any permits a rendering showing the colors of the building shall be submitted to the Council Office for review and the Zoning Administrator for approval.

### Child Care and Non-Profit Church Center

10. Any reduction in the total church and project site shall require an application for a plan approval pursuant to the provisions of 12.24.M of the Los Angeles Municipal Code.



11. The building shall be limited to the following hours of operation for the subject uses:

Social Services Programs:	8:30 a.m. 6 to p.m., Monday - Friday
Child Care:	7:30 a.m. to 6 p.m., Monday - Friday
Events/Meetings (Not to exceed 75 persons after 6 p.m. - on yearly average not more than five times per month)	no later than 9 p.m., Monday - Friday 9:00 a.m. to 5:00 p.m., Saturday - on yearly average not more than 3 times per month 1:00 p.m. to 5:00 p.m., Sunday - on yearly average not more than two times per month
Religious Use: Education/ Counseling/Meetings: (Not to exceed 75 persons after 6 p.m. - on yearly average not more than five times per month)	8 a.m. to 9 p.m., Monday - Sunday
Deliveries:	8 a.m. to 6 p.m., Monday - Friday

The required plan approval shall review these limits. Any modification of those hours or days shall require a plan approval application and revision of the shared parking analysis. These limitations on hours of operation shall not apply to staff, on an occasional basis, and janitorial activities.

12. Limitations on Use/Occupancy.

- a. Child care enrollment shall be limited to 48 children.
- b. The center shall not host athletic or other competitions, swap meets, bake sales, private rentals or any use of the site by any organizations other than the center.
- c. An emergency access for the child care center may be located on the southwest corner of the property. The exterior gate to that area shall be equipped with panic hardware and shall be restricted to emergency access only. This gate shall not be utilized for the drop-off or pick-up of children.

13. During periods after the operating hours of the uses, the parking lots shall be secured by a locked gate, attendant, or automatic gate, which will provide access to permit holders only. The perimeter of the parking lots shall be enclosed by wrought iron style fencing approximately 6 feet in height, or that height as approved by the City of Santa Monica. The existing chain link fencing shall be removed. Landscaping shall be provided around and within the parking lots generally as shown on Exhibit A, dated February 18, 2004.

14. Complaint Response/Community Relations.

- a. Compliant monitoring. A 24-hour "hot line" phone number shall be provided for the receipt of complaints from the community regarding the subject facility and shall be:

- 1) Posted at the entry and posted on the bulletin board (required by Condition 24) and be readable from the sidewalk.
    - 2) Provided to the immediate neighbors, schools, and local neighborhood association, if any.
  - b. Log. The property owner/operator shall keep a log of complaints received, the date and time received and the disposition of the response. The log shall be submitted to the Council Office for review once every three months or upon request from the Council Office and for consideration by the Zoning Administrator at the one year plan approval.
  - c. The property owner/operator shall designate a community liaison. The liaison shall meet with representatives of the neighborhood and/or neighborhood association, at their request, to resolve neighborhood complaints regarding the subject property.
15. Debris Removal/General Appearance. The site shall at all times be kept clear of weeds, rubbish, and all types of litter and combustible materials. Trash receptacles shall be located throughout the site.
- The applicant shall clean up the public right-of-ways within one block of the subject center once per day when the center is open to clients. Such clean up shall be limited to Hampton Drive from Marine Street to Rose Avenue, Third Avenue from Marine Street to Rose Avenue, Marine Street from Hampton Drive to Third Avenue, and Rose Avenue and alley from Hampton Drive to Third Avenue, and be generally limited to items such as feces, vomit, bottles, cans, paper and needles.
16. A decorative masonry wall at least 8 feet in height above the play area level shall be constructed along the southerly lot line of the play areas adjacent to the residential units to the south. Tall shrubs or small trees shall be provided on the east side of the children's play area to provide screening for the easterly adjacent apartments. Noise attenuating materials shall be utilized in the children's play area to minimize any noise impact to the southerly and easterly residences.
17. At least one, uniformed, state licensed security guards shall patrol the subject property and immediately surrounding area and shall be provided on a 24-hour basis. The security guard shall advise all loiterers that loitering is not permitted and shall take all reasonable actions to request that such loiterers leave the subject property and any sidewalk areas adjacent to the subject property, including the Hampton Drive frontage. As appropriate, the security guards shall contact the Los Angeles Police Department and shall cooperate fully with law enforcement personnel.
18. Parking/Circulation.
- a. Prior to the issuance of any building permits parking and driveway plans shall be submitted to the Department of Transportation and the City of Santa Monica for

approval. Minor deviations may be permitted to comply with the City of Santa Monica requirements.

- b. The applicant shall indicate an on-site drop-off and pickup area within the parking lot with appropriate signage and encourage its use.
  - c. A minimum of ten parking spaces shall be designated within the adjoining parking areas for drop-off and short-term parking for clients of and visitors to the facility.
  - d. Vehicles exiting the lower parking area shall be limited to left turns only. A sign shall be posted at the exit side of the Marine Street driveway directing exiting vehicles to turn left. The Third Avenue ramp shall be used for ingress only.
  - e. All staff and client parking shall be onsite and not on adjacent residential streets.
19. Public Services (Fire Department). Submit plot plans for Fire Department review and approval prior to the issuance of any permits (Hydrant and Access Unit).
20. Signs. Prior to the issuance of a building permit, a master sign plan shall be submitted indicating the general type, size, and location of any identification sign, parking signs, directional signs, or other type of sign. The signs shall be in easy to read lettering, shall be sensitive to the residential nature of the area and not exceed a total of 25 square feet for all signs visible from the street. Except for directional and emergency signs, no illuminated signs shall be permitted. The sign plan shall be to the satisfaction of the Zoning Administrator.
21. The family center, food pantry, culinary training program, affordable housing program and senior center outreach program shall be programs only associated with a church on the subject property. The class size for the Culinary Training Program shall not exceed 16 trainees. All food prepared in the culinary training institute will be for consumption by the students and staff on the premises.
22. No showers or lockers shall be permitted at this building. The building shall not include any feeding programs such as a soup kitchen type of activity. No lodging or housing shall be permitted.

Clients may continue to use 204 Hampton Drive as a mailing address, however, all mail shall be distributed to clients at an off-site location. Clients of the facility may not pick up mail addressed to them at the subject property.

23. The applicant will continue to advise all clients that loitering around the center is unacceptable and may result in termination of service. The applicant will require clients to respect the quiet, privacy and property of residents in the area. Written warnings shall be issued for any violations of any of these conditions. After two warnings to a client, service to that client shall be terminated for at least six months.

24. In order to notify the community of future events, the applicant shall provide an activities bulletin board on the subject property frontage listing those events. The board shall not exceed a dimension of 3 feet by 5 feet and shall be readable from the sidewalk on Hampton Avenue and shall be designed to the satisfaction of the Zoning Administrator. Prior to submission to the Zoning Administrator the design shall be submitted to the Council Office for review. Additionally, a calendar of such future events shall be posted on the St. Joseph Center website. The area of this sign shall not be subject to the limitation upon sign area required by Condition No. 20.
25. Project Setbacks. The building setback from the southern property line will be no less than 21 feet, provided that a shade canopy may be located within 15 ½ feet of the southerly property line. The setbacks from the northern, western, and eastern property lines will be no less than 15 feet each except as permitted by Condition No. 9, b, relative to the eastern set back for a portion of the second story.
26. The front yard setback along Hampton Drive shall be landscaped, irrigated, maintained and sloped up to the building at an approximately 2:1 slope (as shown on the attached plans at Exhibit A) to soften the appearance of the building and to discourage transient loitering in the landscaped area. Such planting shall include a wall hugging vine to minimize the scale of the retaining wall and to discourage graffiti.
27. There shall be no construction on Saturdays and Sundays and all construction parking shall be on-site or leased off-street parking. There shall be no audible exterior demolition or construction activities on all Jewish Holy Days until 1:00 p.m. and all day on Yom Kippur. Jewish Holy Days shall be limited to the following 13 days:
- Rosh Hashana (2 days)  
Yom Kippur (1 day)  
Shavout (2 days)  
Sukkot ( 2 days at beginning; 2 days at end)  
Passover (2 days at beginning; 2 days at end)
- Further, no construction activities may be undertaken from 4:00 p.m. on the eve of Rosh Hashana, nor from 4:00 p.m. on the eve of Yom Kippur until the first business day following Yom Kippur.
28. The Applicant shall fund the construction of a fence for the Mishkon Tephilo Congregation located across Hampton Drive at 201 Hampton Drive. The fence shall provide reasonable visual privacy for the childcare play yard along the Hampton Drive frontage at the Mishkon Tephilo Congregation property.
29. The Applicant shall restrict access to the roof of the Project to authorized staff personnel. An architectural lattice or similar screening material shall be erected at the southerly edge of the roof deck to visually buffer the deck from the apartment building to the south. Landscaping materials shall be incorporated into the lattice.

30. During demolition and construction, the Applicant shall erect barriers on the subject property to shield construction activities.
31. The Applicant and its contractors shall coordinate with the Mishkon Tephilo Congregation to minimize construction noise to the extent feasible.

#### Coastal Development Permit

32. Any changes to the project as permitted by Condition No. 4, and any portions of the project not detailed herein shall comply with the applicable provisions of the Venice Local Coastal Program Land Use Plan.

#### Shared Parking

33. The applicant and parties operating the shared parking facility shall submit written evidence in a form satisfactory to the Office of Zoning Administration which describes the specific nature of the uses, hours of operation, parking requirements, and the allocation of parking spaces, and which demonstrates that the required parking for each use, including leased parking, will be available taking into account their hours of operation. This information shall be provided for the uses on the entire church site.
34. Reserved or otherwise restricted spaces shall not be shared. No spaces shall be reserved for any particular user, including lease parking spaces. The entire 146 parking spaces must be made available to all of the uses, except that leased parking (as set out below) may be confined to the lower parking lot.
35. Leased parking spaces shall be limited to the lower parking lot located along Hampton Drive. Prior to the issuance of a Certificate of Occupancy, a parking operations plan shall be submitted to the Zoning Administrator for review and approval. The parking operations plan shall ensure that the needs of all on-site users are adequately met before making spaces available for public use. The Zoning Administrator may require the recommendation of Department of Transportation prior to approval. A shared parking survey and analysis shall be provided with any plan approval application and shall be reviewed by the Department of Transportation prior to submission.
36. Prior to the issuance of any permits, additional documents, covenants, deed restrictions, or other agreements shall be executed and recorded as may be deemed necessary by the Zoning Administrator, in order to assure the continued maintenance and operation of the shared spaces, under the terms and conditions set forth in the original shared parking arrangement. Any changes to the participating uses or hours (includes portions within the City of Santa Monica) shall require a plan approval application and a public hearing.

#### Specific Plan Project Permit

37. Except as otherwise provided herein all requirements of the specific plan shall apply to any deviations permitted by Condition No. 4 and for any project details not disclosed herein. Prior

to the issuance of any permit, the applicant shall secure the review of plans and recommendation for sign-off from the Planning Department Venice Specific Plan staff to the Zoning Administrator.

- a. Prior to the issuance of a building permit the applicant shall submit a landscape and automatic irrigation plan prepared by a licensed landscape architect and in compliance with Section 11, B, 6, of the Specific Plan.
- b. Trash enclosure for regular and recyclable trash shall be provided.
- c. Any roof structures shall comply with Section 9, C, of the Specific Plan.

**38. ENVIRONMENTAL CONDITIONS**

The following environmental mitigation measures shall apply only to the building site (Lots 27-31, Rosemont Terrace Tract)

**a. Aesthetics (Landscaping):**

All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the Planning Department.

**b. Aesthetics (Surface Parking):**

A minimum of one 24-inch box tree (minimum trunk diameter of 2 inches and a height of 8 feet at the time of planting) shall be planted for every four parking spaces (34 trees for 134 parking spaces). The trees shall be dispersed within the parking area so as to shade the surface parking area and shall be protected by a minimum 6-inch high curb, and landscape. Automatic irrigation plan shall be approved by the City Planning Department.

**c. Aesthetics (Light):**

Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.

**d. Tree Removal**

- 1) Prior to the issuance of a grading permit, a plot plan prepared by a reputable tree expert as defined by Ordinance 153, 478, indicating the location, size, type, and condition of all existing trees on the site shall be submitted for approval by the Department of City Planning and the Street Tree Division of the Bureau of Street Maintenance. All trees in the public right-of-way shall provided per the current Street Tree Division standards.

- 2) The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of desirable trees on the site, and to the satisfaction of the Street Tree Division of the Bureau of Street Maintenance and the Advisory Agency.

Note: Removal of all trees in the public right-of-way shall require approval of the Board of Public Works. Contact: Street Tree Division at 213-485-5675.

e. Seismic:

The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

f. Erosion/Grading/Short-Term construction Impacts:

1) Air Quality:

- a) All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- b) The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
- c) All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- d) All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- e) All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- f) General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

2) Noise:

- a) The project shall comply with the City of Los Angeles Noise Ordinance Nos. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent

uses unless technically infeasible.

- b) Construction shall be restricted to the hours of 7 a.m. to 6 p.m. Monday through Friday, and 8 a.m. to 6 p.m. on Saturday.
- c) Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- d) The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- e) The project sponsor must comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.

3) General Construction:

- a) All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials/wastes must be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- b) Clean up leaks, drips and spills immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- c) Do not hose down pavement at material spills. Use dry cleanup methods whenever possible.
- d) Cover and maintain dumpsters. Place uncovered dumpsters under a roof or cover with tarps or plastic sheeting.
- e) Use gravel approaches where truck traffic is frequent to reduce soil compaction and limit the tracking of sediment into streets.
- f) Conduct all vehicle/equipment maintenance, repair, and washing away from storm drains. All major repairs are to be conducted off-site. Use drip pans or drop clothes to catch drips and spills.

g. Explosion/Release (Asbestos Containing Materials)

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



as well as all other state and federal rules and regulations.

- h. **Parking Lots with 25 or more spaces or 5,000 square feet of lot area. (Residential, Commercial, Industrial, Public Facility)**
- 1) **Project applicants are required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.**
  - 2) **Post-development peak storm water runoff discharge rates shall not exceed the estimated pre-development rates and shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.**
  - 3) **Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.**
  - 4) **Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.**
  - 5) **Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.**
  - 6) **Promote natural vegetation by using parking lot islands and other landscaped areas.**
  - 7) **Preserve riparian areas and wetlands.**
  - 8) **Cut and fill slopes in designated hillside areas shall be planted and irrigated to prevent erosion, reduce runoff velocities and to provide long term stabilization of soil. Plant materials include: grass, shrubs, vines, ground covers, and trees.**
  - 9) **Incorporate appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing rock outlet protection. Rock outlet protection is physical device composed of rock grouted, riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe-outlet. Inspect, repair and maintain the outlet protection after each significant rain.**
  - 10) **All storm drain inlets and catch basins within the project area must be stenciled**

with prohibitive language (such as "NO DUMPING - DRAINS TO OCEAN") and/or graphical icons to discourage illegal dumping.

- 11) Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- 12) Legibility of stencils and signs must be maintained.
- 13) Materials with the potential to contaminate stormwater must be: (a) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (b) protected by secondary containment structures such as berms, dikes, or curbs.
- 14) The storage area must be paved and sufficiently impervious to contain leaks and spills.
- 15) The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- 16) Trash container areas must have drainage from adjoining roofs and pavement diverted around the area(s).
- 17) Trash container areas must be screened or walled to prevent off-site transport of trash.
- 18) Reduce impervious land coverage of parking lot areas.
- 19) Infiltrate runoff before it reaches the storm drain system.
- 20) Runoff must be treated prior to release into the storm drain. Three types of media filtration are available, (1) dynamic flow separator, (2) a filtration or (3) infiltration. Dynamic flow separators use hydrodynamic force and sorbents to remove debris, and oil and grease, and are located underground. Filtration involves catch basins with filter inserts. Filter inserts must be inspected every six months and after major storms, and cleaned at least twice a year. Infiltration methods are typically constructed on-site and are determined by various factors such as soil types and groundwater table.
- 21) Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- 22) The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Zoning Administrator binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater

Mitigation plan and/or per manufacturer's instructions.

- 23) Prescriptive methods detailing BMPs specific to this project category area available. Applicants are encouraged to incorporate the prescriptive methods into the design plans. These Prescriptive Methods can be obtained at the Public Counter or downloaded from the city's website at: [www.lastormwater.org](http://www.lastormwater.org). (See Exhibit D).

**i. Safety Hazards:**

Submit a parking and driveway plan, that incorporates design features that shall reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

**j. Utilities (Power):**

If conditions dictate, the Department of Water and Power may postpone new power connections for this project until power supply is adequate.

**k. Utilities (Solid Waste):**

- 1) The applicant shall institute a recycling program to the satisfaction of the Zoning Administrator to reduce the volume of solid waste going to landfills in compliance with the City's goal of a 50% reduction in the amount of waste going to landfills by the year 2000.
- 2) Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

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EXHIBIT # 63  
PAGE 35 OF 35

ST. JOSEPH CENTER  
204 HAMPTON DRIVE

Comparison of Existing and Proposed Facilities

	<u>EXISTING</u>	<u>PROPOSED</u>
Building Area	11,000 sf floor area	30,000 sf floor area
Building Height	Average within 15' along Hampton Drive: 21' 3" Maximum Height: 25' 6"	Average within 15' along Hampton Drive: 21' 1" Maximum Height: 41 feet
Hampton Drive Setback	12 ½ feet	15 feet
Parking Provided	134	141
Parking Required for St. Joseph Center	St. Joseph Center: 22 (1/500 sf)	St. Joseph Center: 60 (1/500 sf)
Parking Required for Other Uses	Church/ Catholic Charities: 68	Church/ Catholic Charities: 68
Programs	Family Center and Food Pantry Early Learning Center Senior Services	Family Center and Food Pantry Early Learning Center Senior Services Affordable Housing Program Culinary Training Program
St. Clement Church Area	Approximately 2,500 square feet floor area	Approximately 2,800 square feet floor area
Staff	Family Center and Food Pantry 10 Early Learning Center 6.2 Senior Services 2 Culinary Training Program 0 Affordable Housing Program 0 Administration 20.5 38.7	Family Center and Food Pantry 10 Early Learning Center 12.5 Senior Services 2 Culinary Training Program 2 Affordable Housing Program 3 Administration 23.5 53
Children in Early Learning Center	19	48
Clients	Approximately 53-168/day	Approximately 95-219/day

COASTAL COMMISSION

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EXHIBIT # 64

PAGE 1 OF 1

applicant's summary

Applicant's  
Design Summary

CORRAL COMMISSION

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EXHIBIT # 65

PAGE 1 OF 2

St. Joseph Center: Proposed Design Features to Address Massing

	Proposed Design Feature	Description	Existing Building
1.	<b>Building Redesigned to Orient Courtyard to the West and Differentiate Building Segments to the Community</b>	The proposed building is articulated with a north and south wing separated by a landscaped courtyard that fronts Hampton Drive. The landscaped courtyard opens the proposed building up to the street frontage and visually separates the proposed building into 2 distinct wings to further minimize the sense of mass of the building.	The majority of the existing building fronts Hampton Drive 13 feet 6 inches from the property line and stands approximately 25 feet above the street. It is not stepped back or articulated by a change in plane along the street frontage in any way.
2.	<b>Increase Setbacks from Property Line</b>	The proposed building has been set back 2 additional feet from the property line (15 feet 6 inches) and approximately 25 feet from the street when compared to the existing building.	The existing building is set back 13 feet 6 inches from the property line.
3.	<b>2<sup>nd</sup> Level of North Wing Stepped Back an Additional 10 Feet</b>	The second level of the North Wing has been stepped back an additional 10 feet from the first level to add visual dimension to the façade fronting Hampton Drive and to reduce the sense of massing of the building. The second level of the north wing is set back 25 feet from the property line and approximately 35 feet from the street.	The majority of the existing building fronts Hampton Drive 13 feet 6 inches from the property line and stands approximately 25 feet above the street. It is not stepped back or articulated by a change in plane along the street frontage in any way.
4.	<b>2<sup>nd</sup> Level of South Wing Stepped Back Approx. 38 Feet</b>	The second level of the south wing has been stepped back approximately 38 feet from the first level to add visual dimension to the façade fronting Hampton Drive and to reduce the sense of massing of the building. The second level of the south wing is set back 53 feet 6 inches from the property line and approximately 63 feet from the street.	The majority of the existing building fronts Hampton Drive 13 feet 6 inches from the property line and stands approximately 25 feet above the street. It is not stepped back or articulated by a change in plane along the street frontage in any way.

	<b>Proposed Design Feature</b>	<b>Description</b>	<b>Existing Building</b>
5.	<b>Sloped Landscaped Berm along Hampton Drive</b>	The basement level of the proposed building which daylights onto the Hampton frontage, features a retaining wall that will be screened from the street by a landscaped berm. Only approximately three feet of the retaining wall will be visible. The remaining three feet of wall will be covered with plant materials to further minimize the visible portion of the wall.	The current retaining wall (10 feet) and St. Joseph Center building (15 feet) stand approximately 25 feet above the street and are not buffered by a landscaped berm or articulated by a change in plane along the street frontage in any way.
6.	<b>Building Façade Articulated with Contrasting Materials, Textures and Colors.</b>	The façade of the building has been broken horizontally into zones of contrasting materials, colors and textures, such as plaster (two to three colors), brick, vision glass and concrete block.	The majority of the existing building fronts Hampton Drive and stands approximately 25 feet above the street. The building materials consist mostly of red brick and painted concrete and are generally not articulated by a change in plane along the street frontage in any way.
7.	<b>Landscaping</b>	The entire property will be landscaped with non-invasive drought tolerant plants that will provide additional dimension to the façade fronting Hampton Drive.	No appreciable landscaping.

COASTAL COMMISSION

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EXHIBIT # 65

PAGE 2 OF 2

Dec 16 Revised Parking

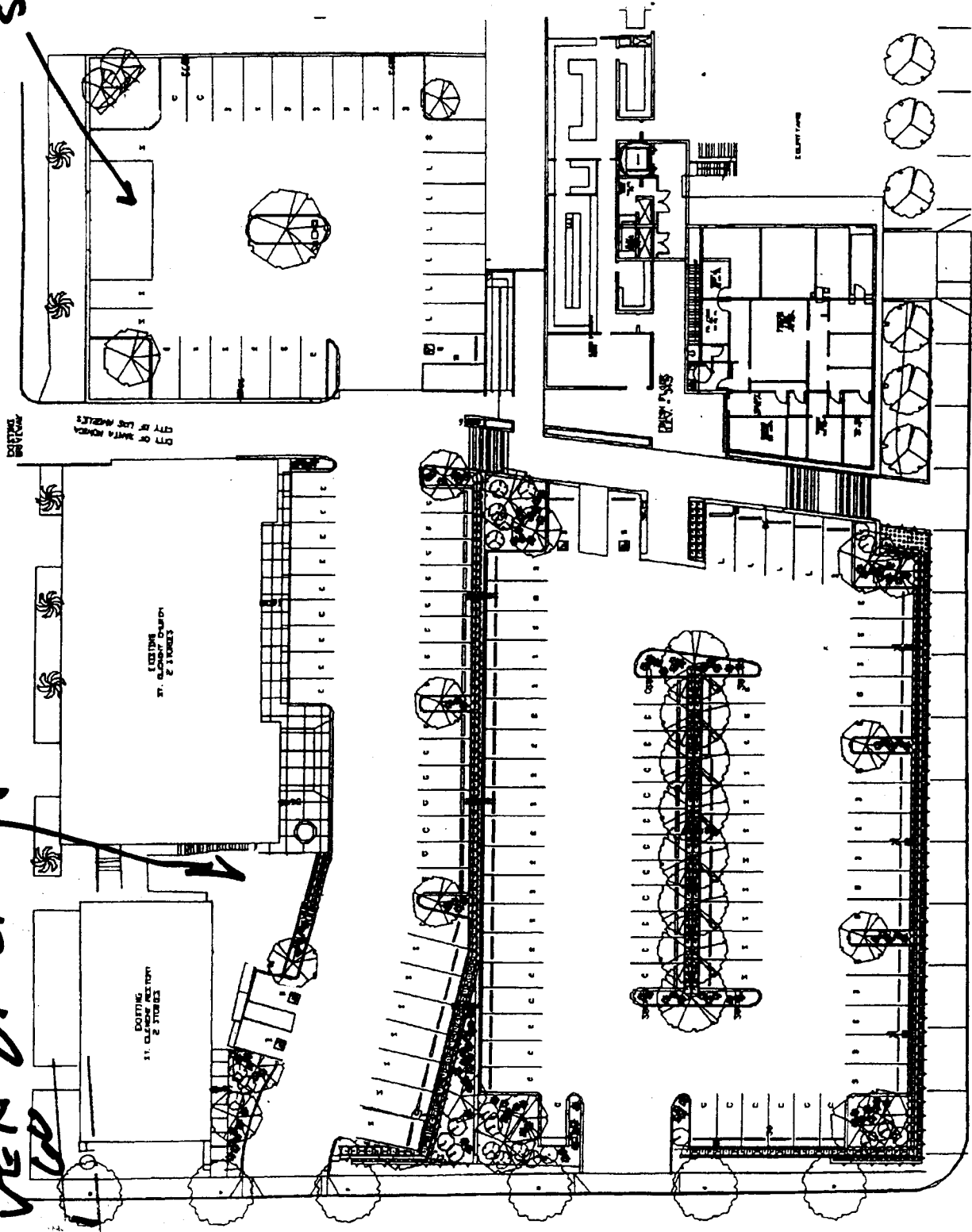
COASTAL COMMISSION

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EXHIBIT # 10

PAGE 1

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site1  
Scale 1" = 40'

