

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071

Filed: 2/1/2006
49th Day: 3/22/2006
180th Day: 7/31/2006
Staff: Charles Posner - LB
Staff Report: 4/20/2006
Hearing Date: May 10, 2006
Commission Action:



W18h

STAFF REPORT: REGULAR CALENDAR

APPLICATION NUMBER: 5-06-001

APPLICANTS: Oona & Audrey McLoughlin

AGENT: Christian Kienapfel, DeMaria Design Associates, Inc.

PROJECT LOCATION: 1312 Innes Place, Venice, City of Los Angeles.

PROJECT DESCRIPTION: Demolition of a one-story, 630 square foot structure on a 2,400 square foot lot, and construction of a thirty-foot high, three-story, 4,486 square foot mixed-use structure (with one retail unit and a parking garage on the ground floor and two residential units above).

Lot Area	2,400 square feet
Building Coverage	2,300 square feet
Pavement Coverage	100 square feet
Landscape Coverage	269 square feet (in planters)
Parking Spaces	5
Zoning	C4-2
Plan Designation	Neighborhood Commercial
Ht above final grade	30 feet

LOCAL APPROVAL: City of Los Angeles Planning Department Approval, Case No. DIR2005-9196 (VSO), 12/16/2005.

SUMMARY OF STAFF RECOMMENDATION

Staff is recommending that the Commission **APPROVE** a coastal development permit for the proposed mixed-use development with special conditions. The special conditions would require the permittee to provide a ground floor retail use and parking garage as proposed, but would also require the submittal of a revised ground floor plan that includes a storefront along at least twenty feet of the thirty-foot length of the Main Street frontage where the applicant has proposed a parking garage exit (i.e., eliminate the Main Street garage exit, curb cut and driveway). If revised as recommended by staff, the project would have only one vehicular driveway and tandem parking, with vehicular access available only from Innes Place. The recommended special conditions begin on Page Three. **See Page Two for the motion to carry out the staff recommendation.** Although the applicants are not objecting to the recommended project revision, they are concerned about a potential conflict between the staff's recommendation and the City's restrictions on vehicles backing up from a commercial building's garage onto a street (Innes Place).

SUBSTANTIVE FILE DOCUMENTS:

1. City of Los Angeles certified Venice Land Use Plan, 6/14/01.
2. Coastal Development Permit Application No. 5-05-139 (1401 Main Street, Venice).
3. Coastal Development Permit Application No. 5-05-036 (1312 Innes Place, Venice).

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolutions to **APPROVE** the coastal development permit with special conditions:

MOTION: *"I move that the Commission approve with special conditions Coastal Development Permit 5-06-001 per the staff recommendation."*

The staff recommends a **YES** vote. Passage of the motion will result in **APPROVAL** of the coastal development permit application with special conditions, and adoption of the following resolution and findings, as set forth in this staff report or as modified by staff prior to the Commission's vote. The motion passes only by an affirmative vote of a majority of Commissioners present.

I. Resolution: Approval with Conditions

The Commission hereby **APPROVES** a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3 of the Coastal Act. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. Standard Conditions

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

3. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. Special Conditions

1. Revised Plans

A. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicants shall submit revised plans to the Executive Director for review and approval. The project plans shall be revised to incorporate the following revisions to the project:

- (i) **Ground Floor Retail Unit.** The basement/ground floor of the structure shall be designed to include a retail storefront along at least twenty feet of the thirty-foot length of the Main Street frontage (where the applicants have proposed a parking garage exit). The retail unit shall be at least 450 square feet in area, and set back no more than three feet from the front (Main Street) property line.
- (ii) **Parking Garage/Curb Cuts.** The proposed Main Street garage exit, curb cut and driveway shall be eliminated. Vehicular access (ingress and exit) to and from the parking garage shall be taken only from Innes Place. Two parking spaces shall be provided in the parking garage for each residential unit (four spaces). One parking space shall be provided in the parking garage for each 225 square feet of retail space (at least two spaces). The required on-site parking for each unit will be in a tandem arrangement. The existing curb cut on Main Street (in front of the project site) shall be removed and the curb restored in order to maximize public on-street parking.

B. The permittee shall undertake development in accordance with the final plans approved by the Executive Director. 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.

2. Permit Compliance – Building Use and Design

All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to the special conditions of this permit. The permitted use of the approved structure is limited to two residential units above a ground floor parking garage and retail store. As proposed by the applicants, the side of the building facing Main Street shall include the windows, a primary ground floor pedestrian entrance, and

an articulated façade (set back balconies/decks) that provides visual interest to pedestrians.

3. Parking

A minimum of six on-site parking spaces shall be provided and maintained in the garage of the approved structure. Vehicular access to the on-site parking shall be provided only from Innes Place. No vehicles shall exit the site onto Main Street.

4. Building Height

The roof of the approved structure shall not exceed thirty feet (30') in elevation above the centerline of Main Street. Roof deck railings of an open design shall not exceed 42 inches above the thirty-foot roof height limit. Chimneys, exhaust ducts, ventilation shafts and other similar devices essential for building function may extend up to 35 feet (35') in elevation above the centerline of Main Street.

5. Signage

No sign shall exceed the height of the nearest roofline. No sign shall rotate or flash.

6. Demolition and Construction Responsibilities and Debris Removal

- A. No demolition debris, construction materials, equipment, debris, or waste shall be placed or stored where it may be subject to wave, wind, or rain erosion or dispersion.
- B. Any and all demolition/construction material shall be removed from the site within ten days of completion of demolition/construction, respectively, and disposed of at an appropriate location.
- C. Erosion control/sedimentation Best Management Practices (BMPs) shall be used to control sedimentation impacts to coastal waters during construction. BMPs shall include, but are not limited to: placement of sand bags around drainage inlets to prevent runoff/sediment transport into the sea or canals or storm drains and a pre-construction meeting to review procedural and BMP guidelines.
- D. The applicants shall dispose of all demolition and construction debris resulting from the proposed project at an appropriate location. If the disposal site is located within the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place.

IV. Findings and Declarations

The Commission hereby finds and declares:

A. Project Description

The applicants propose to build a three-story, thirty-foot high, 4,486 square foot mixed-use structure on a 2,400 square foot through-lot situated between Main Street and Innes Place in North Venice (See Exhibits). The proposal includes the demolition of the existing one-story, 630 square foot structure on the site, which was formerly used as a residence and a ceramics store. The property, zoned for commercial use (C-4), is situated about three blocks inland of Venice Beach (Exhibit #2).

The proposed three-story structure includes a 225 square foot retail unit and a 1,682 square foot parking garage on the ground floor, with two 1,300 square foot (approx.) residential units on the two upper floors (Exhibit #6). The proposed residential development also includes a deck with an open railing on the roof, but no roof access enclosure above the thirty-foot high roof elevation (Exhibit #9). The proposed 225 square foot retail unit would occupy less than ten feet of the site's thirty-foot wide Main Street frontage (Exhibit #7). A parking garage exit (with roll-up door) would occupy more than ten feet of the Main Street frontage, as the proposed parking garage is designed with an entrance on Innes Place and an exit on Main Street (Exhibit #5).

The applicants designed the drive-through parking garage (after consulting with the City of Los Angeles Department of Building and Safety) in order to avoid tandem parking arrangements and vehicles having to back-up onto Innes Place in order to exit the garage. Therefore, the proposed parking garage has been designed with the entrance on Innes Place and the exit on the Main Street frontage (Exhibit #5). The applicants are concerned that a parking garage design with only one access (for both the vehicular entrance and exit) may trigger the need to obtain a variance or exception from the City's restrictions on vehicles backing up from a commercial building's garage onto a street (Innes Place).

Commission staff contacted City staff at the Department of Building and Safety in an effort to resolve the alleged conflict between the City's rules and the Commission staff's recommendation for the design of the parking garage. City staff explained that the Municipal Code, for safety reasons, prohibits vehicles from backing-up from a commercial building's garage onto a City street, in this case Innes Place. Commission staff explained that Innes Place, although forty feet in width, is more like an alley than a street because it is only two blocks in length and has very little vehicular traffic (Exhibit #3). City staff acknowledged that the City Department of Traffic could approve the parking arrangement being recommended by Commission staff if the City determines that vehicles backing out of the garage onto Innes Place would not be a safety hazard.

B. Land Use

The proposed project is situated on a commercial lot on Main Street in a historically commercial area of North Venice. The Commission has recognized in both prior permit and appeal decisions that the North Venice area, where the proposed project is located, is a unique coastal community and a popular destination point for recreational uses. The most popular

visitor destinations include Venice Beach and the boardwalk, which are just three blocks west of the project site (Exhibit #2). The commercial uses along Main Street serve the visitors to the area, as well as the local residents. The certified Venice LUP designate the project site as Neighborhood Commercial, a commercial land use that emphasizes pedestrian-oriented building design and the incorporation of streetscape amenities.

With the economic incentive for building residential development, the Commission often faces the question of whether residential-only development on commercially-designated properties is consistent with the Coastal Act. Recently, along this section of Main Street in Venice there have been two development proposals for residential-only development on commercially-designated lots [See Coastal Development Permit Applications 5-05-139 (1401 Main Street) & 5-05-036 (1312 Innes Place)]. These two residential-only projects were withdrawn from consideration after staff recommended they be denied for lack of a commercial component. Therefore, Commission approval of this application for a mixed-use project will set an precedent for future planning and development along Main Street.

Residential-only land use in areas that could support visitor-serving development can conflict with Section 30222 of the Coastal Act, which states that visitor-serving commercial recreational opportunities shall have priority over residential uses. Section 30222 of the Coastal Act states:

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

In addition, Section 30253(5) of the Coastal Act requires the protection of special neighborhoods that are popular destination points for recreational uses. Section 30253(5) of the Coastal Act states:

New development shall, where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

As previously stated, the project site fronts Main Street in North Venice. When the Commission certified the Venice Land Use Plan (LUP) in 2001, it recognized that the existing commercial areas along Main Street and other streets in Venice support the public recreational opportunities provided by the beach, canals and boardwalk. Therefore, consistent with Coastal Act Sections 30222 and 30253(5), and with the existing pattern of development, the properties lining both sides of Main Street in the project area were designated for commercial land uses by the certified Venice LUP. This designation reflects the historic uses on the properties and the need to preserve the pedestrian-oriented character of the area.

Neighborhood Commercial is the specific land use designation for the project site, as set forth by the certified Venice LUP. The certified Venice LUP sets forth the following policy for the Neighborhood Commercial land use, which states that pedestrian activities shall be encouraged by the emphasis on local serving uses, design of buildings, and the incorporation of streetscape amenities. Policy I.B.5 of the certified Venice LUP states:

- **Policy I. B. 5. Neighborhood Commercial Land Use.** *The Neighborhood Commercial designation is intended to accommodate local neighborhood commercial facilities and services which provide daily convenience goods and services to persons living in nearby residential areas. Small scale neighborhood stores and community services shall be preserved and encouraged. Neighborhood retail goods and services include, but are not limited to the following: art galleries; barber shops or beauty parlors; dry cleaners; laundry services; shoe repair; tailors; florists; hardware stores; drug stores; food/grocery stores; newsstands; medical facilities; and job service centers. Drive-thru facilities and billboards shall be prohibited on properties designated as neighborhood commercial. Community services include day-care, community-meeting rooms, recreational, religious or cultural facilities and similar uses. The clustering of uses minimizes multiple vehicle trips and encourages walking to and from adjacent residential neighborhoods. Areas designated for Neighborhood Commercial Land Use are shown in Exhibits 9 through 12. Physically, Neighborhood Commercial areas are generally characterized by one and two story low-rise structures. Pedestrian activities shall be encouraged by the emphasis on local serving uses, design of buildings, and the incorporation of streetscape amenities.*

The certified Venice LUP also sets forth Policy I.B.2 which encourages mixed residential/commercial development on commercial properties like the subject site. Policy I.B.2 of the certified Venice LUP states:

- **Policy I. B. 2. Mixed-Use Development.** *Mixed-use residential-commercial development shall be encouraged in all areas designated on the Land Use Policy Map for commercial use. Residential density in commercial land use designations shall not exceed one unit per 800-1200 square feet of lot area and shall comply with the Floor Area Ratio (FAR) limits set forth in Policy I.B.7. The design of mixed-use development is intended to help mitigate the impact of the traffic generated by the development on coastal access roads and reduce parking demand by reducing the need for automobile use by residents and encouraging pedestrian activity. Such development shall comply with the density and development standards set forth in this LUP.*

The above-stated mixed-use policy indicates that the project site should be developed with a mix of residential and commercial uses, but not with residential-only. Allowing residential-only development in this historically commercial area along Main Street would forever change this special community by eliminating, or substantially altering, its primarily commercial makeup. The Commission acknowledges that the cumulative effect of approving residential-only development on historically commercial lots would be a drastic change in the character of Main Street, because the mix and location of a community's commercial, residential and other land uses helps to define its character. The Venice community has historically included a lively street atmosphere where people walk, talk, sell things and watch other people in the commercial areas. The presence of shopkeepers and customers in the commercial areas provides for a sense of community, increased human interaction, and communal security. The shops in the commercial areas depend on customers and open access. In contrast, residential areas are always more private and isolated than the commercial areas, and the residents tend to defend their privacy. In general, commercial properties buffer public areas from the more private residential areas. This is the case in Venice, which is an older established community with well-defined commercial and residential areas.

Allowing residential-only development in historically commercial areas along Main Street would result in a change in the community character that could discourage public use and enjoyment of the nearby recreational opportunities. Ignoring the certified LUP at the present time would make it increasingly difficult to adopt and enforce an LCP that includes measures to protect community character and visitor-serving uses.

New development, like the proposed project, will protect the North Venice community as a destination for public recreation only if it is designed to provide visitor-serving uses and to be pedestrian friendly. Elimination of the existing commercial uses along Main Street and development with residential-only projects would not protect the community as required by Section 30253(5) of the Coastal Act. Allowing residential-only projects on commercial properties or projects with only the minimal amount of commercial space would set a precedent that could lead to the development of many more commercial properties with residential-only development.

The existing commercial uses may not seem to be as profitable in the short term as new residential-only development would be, but one can achieve the returns associated with residential development and also satisfy the commercial designation by building mixed-use developments with commercial uses on the ground floor facing Main Street and residences above. Policy I.B.2 of the certified Venice LUP calls for this type of mixed-use development on all commercial properties.

Blocks of small shops can succeed along the Main Street commercial strip where a variety of small businesses attract customers. The mini-mall phenomenon reflects this pattern of commercial development where groups of different businesses successfully exist together in a commercial node or shopping center. The existence of several businesses together in one area usually generates the critical mass that is necessary for the businesses to survive economically. A break-up of the commercial area caused by the conversion of commercial properties to residential-only development would make it increasingly difficult for the remaining commercial uses to succeed because the residential-only uses would isolate and separate the remaining shops from one another. Therefore, the conversion of commercial properties to residential-only would adversely affect the Main Street commercial area.

The proposed project is not a residential-only project because it includes a 225 square foot retail unit on the ground floor (Exhibit #5). The proposed commercial component, however, is so small in relation to the residential component that the project is primarily a residential project. The proposed project also presents to Main Street a garage door, which is not pedestrian friendly. The certified LUP states that, "Pedestrian activities shall be encouraged by the emphasis on local serving uses, design of buildings, and the incorporation of streetscape amenities."

Therefore, the Commission finds that, in order to protect the North Venice community, specifically Main Street, as a special community as required by Section 30253(5) of the Coastal Act, and to effectuate the preference for commercial uses, the ground floor of the proposed project shall be revised to include a storefront along at least twenty feet of the thirty-foot length of the Main Street frontage where the applicant has placed the proposed parking garage exit. If revised as recommended by staff, the project would have only one vehicular driveway and tandem parking, with vehicular access available only from Innes Place. The recommended revision would eliminate the Main Street garage exit, curb cut and driveway,

and the project would present a more pedestrian friendly façade to the public and provide an additional curbside parking space on Main Street. Only as conditioned does the proposed project conform with Sections 30222 and 30253(5) of the Coastal Act, as well as the policies of the certified Venice LUP.

C. Public Access - Parking

The proposed project is located in Venice, three blocks inland of the popular Venice Beach and boardwalk (Exhibit #2). One of the most important coastal planning issues for this part of Venice is the issue of parking and the lack thereof. New developments must provide an adequate parking supply in order to protect the existing public parking facilities that support public access to the many recreational opportunities available at this highly popular coastal area. These public parking facilities are primarily the on-street parking spaces and the public beach parking lots.

Public parking available near the project site along both sides of Main Street and along the surrounding streets (Exhibit #3). Even so, the Venice Beach area has a severe parking shortage. The parking shortage exists partly because many of the residences were built several decades ago when there was less demand for parking (there were fewer residents and cars, and the area was served by the Pacific Railway red cars) and on-site parking was not required by code. Also, the Venice walk streets and alleys provide little or no public parking, and the public beach parking lots are expensive to use on a regular basis, and they are closed at night. The restaurants, cafes and shops in the area often have little or no on-site parking to serve their employees and customers. Consequently, there is a severe shortage of available parking spaces in the area when the demand for parking peaks. Visitors and users of the various commercial, residential and recreational uses in the area must compete for the limited number of available parking spaces in the area. This situation has negatively impacted the availability of public access to the coast during peak-use periods.

The Commission has consistently found that a direct relationship exists between the provision of adequate parking and availability of public access to the coast. The Commission has consistently required that new development provide adequate parking facilities to meet the demands of the new development. Section 30252 of the Coastal Act requires that new development provide (among other things) adequate parking facilities.

Section 30252 of the Coastal Act states:

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 nonautomobile 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.

In order to conform to the requirements of the Coastal Act, given the limitations of public transit in this area, the proposed project is required to provide adequate parking facilities. The amount of parking that is “adequate” is usually determined by calculating the parking demand of a specific project using a parking standard. The parking standard is typically part of a certified local coastal program or zoning ordinance. The Commission, on June 14, 2001 certified the Venice Land Use Plan (LUP), which contains specific policies to carryout the requirements of the Coastal Act. The certified Venice LUP requires that new development, including additions to existing structures, shall provide the necessary additional parking spaces as required by the LUP Parking Requirement Table.

Policy II.A.3 of the certified LUP states:

Policy II. A. 3. Parking Requirements. *The parking requirements outlined in the following table shall apply to all new development, any addition and/or change of use. The public beach parking lots and the Venice Boulevard median parking lots shall not be used to satisfy the parking requirements of this policy. Extensive remodeling of an existing use or change of use which does not conform to the parking requirements listed in the table shall be required to provide missing numbers of parking spaces or provide an in-lieu fee payment into the Venice Coastal Parking Impact Trust Fund for the existing deficiency. The Venice Coastal Parking Impact Trust Fund will be utilized for improvement and development of public parking facilities that improve public access to the Venice Coastal Zone.*

The certified LUP parking table, contained within LUP Policy II.A.3, sets forth the parking requirements for residential and retail uses as follows:¹

Multiple Dwelling:	2 spaces per unit. ²
General Retail	1 space for each 225 square feet of floor area.

Using the current parking standards set forth by the certified Venice LUP, the project (as conditioned to provide a 450 square foot retail unit) is required to provide six on-site parking spaces, as follows:

Two Residences:	4 spaces
Commercial Retail:	<u>2 spaces (450 sq. ft./225=2)</u>
Total Required	6 spaces

The proposed ground floor garage can provide the required six on-site parking spaces in tandem arrangement (three sets of two). The coastal development permit is conditioned to require the provision of the required on-site parking. Also, the permit is conditioned to eliminate the curb cut on Main Street (in front of the project site) in order to increase public on-street parking opportunities. The use of the curb cut is inconsistent with Policy II.A.9.d the certified Venice LUP, which requires that “old curb cuts shall be restored to curbside public parking when feasible.”

¹ The parking standards set forth in the certified Venice LUP are identical to the parking standard contained in the Commission’s Regional Interpretive Guidelines for Los Angeles County, adopted 1980.

² Guest parking is required for lots 35 feet or more in width.

Policy II.A.9.d of the certified Venice LUP states:

- d. Curb cuts.** *In order to protect on-street parking opportunities, curb cuts shall not be permitted where vehicular access can be provided from an alley. When vehicular access cannot be safely provided from an alley, curb cuts shall be limited to the minimum amount necessary to provide safe vehicular access to a site. Old curb cuts shall be restored to curbside public parking when feasible.*

Only as conditioned to provide the required amount of on-site parking and to restore the public parking on Main Street is the proposed project consistent with the public access policies of the Coastal Act.

D. Marine Resources and Water Quality

The proposed development has a potential for a discharge of polluted runoff from the project site into the storm drain system and eventually into coastal waters. The development, as conditioned, minimizes the effect of demolition and construction activities on the marine environment through the appropriate management of equipment and construction materials and for the use of best management practices to minimize the project's adverse impact on coastal waters. Therefore, the Commission finds that the proposed development, as conditioned, conforms with Sections 30230 and 30231 of the Coastal Act regarding the protection of water quality to promote the biological productivity of coastal waters and to protect human health

E. Local Coastal Program

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

- (a) Prior to certification of the Local Coastal Program, a coastal development permit shall be issued if the issuing agency, or the commission on appeal, finds that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200). A denial of a coastal development permit on grounds it would prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200) shall be accompanied by a specific finding which sets forth the basis for such conclusion.

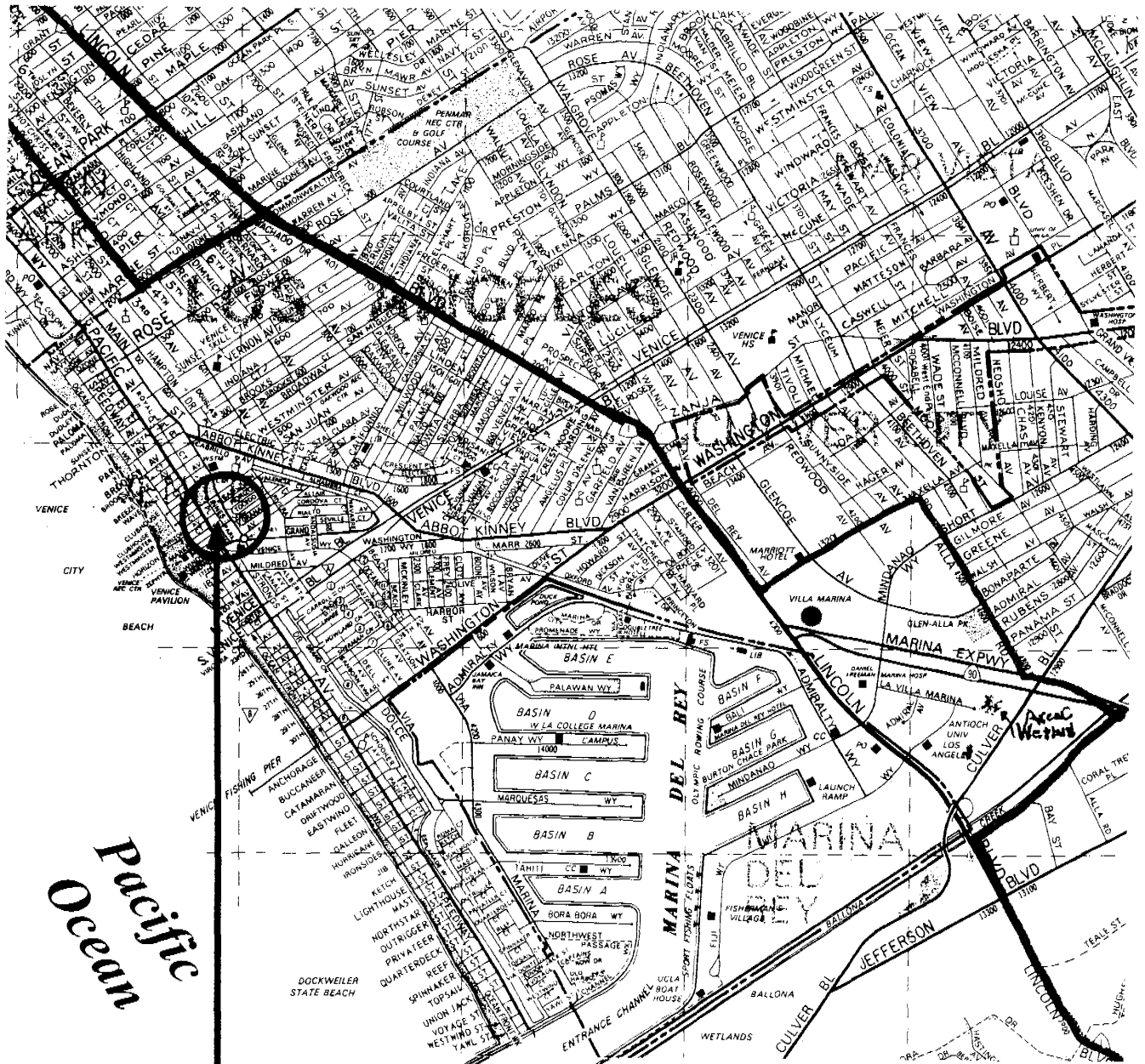
The City of Los Angeles does not have a certified Local Coastal Program for the Venice area. The City of Los Angeles Land Use Plan (LUP) for Venice was effectively certified on June 14, 2001. As conditioned, the proposed project conforms with the certified Venice LUP, as well as the policies of Chapter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

F. California Environmental Quality Act (CEQA)

Section 13096 Title 14 of the California Code of Regulations requires Commission approval of a coastal development permit application to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

The proposed project, as conditioned, has been found consistent with the Chapter 3 policies of the Coastal Act. All adverse impacts have been minimized by the recommended conditions of approval and there are no feasible alternatives or additional feasible mitigation measures available which would substantially lessen any significant adverse impact that the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned, can be found consistent with the requirements of the Coastal Act to conform to CEQA.

VENICE, CA



Pacific Ocean



Site: 1312 Innes Place

COASTAL COMMISSION
5-06-001

EXHIBIT # 1
PAGE 1 OF 1

Maximum Building Height

- E** 22'-30'
- F** 30' with a flat roof
35' with varied or stepped back roofline
28' along walk streets

Notes:

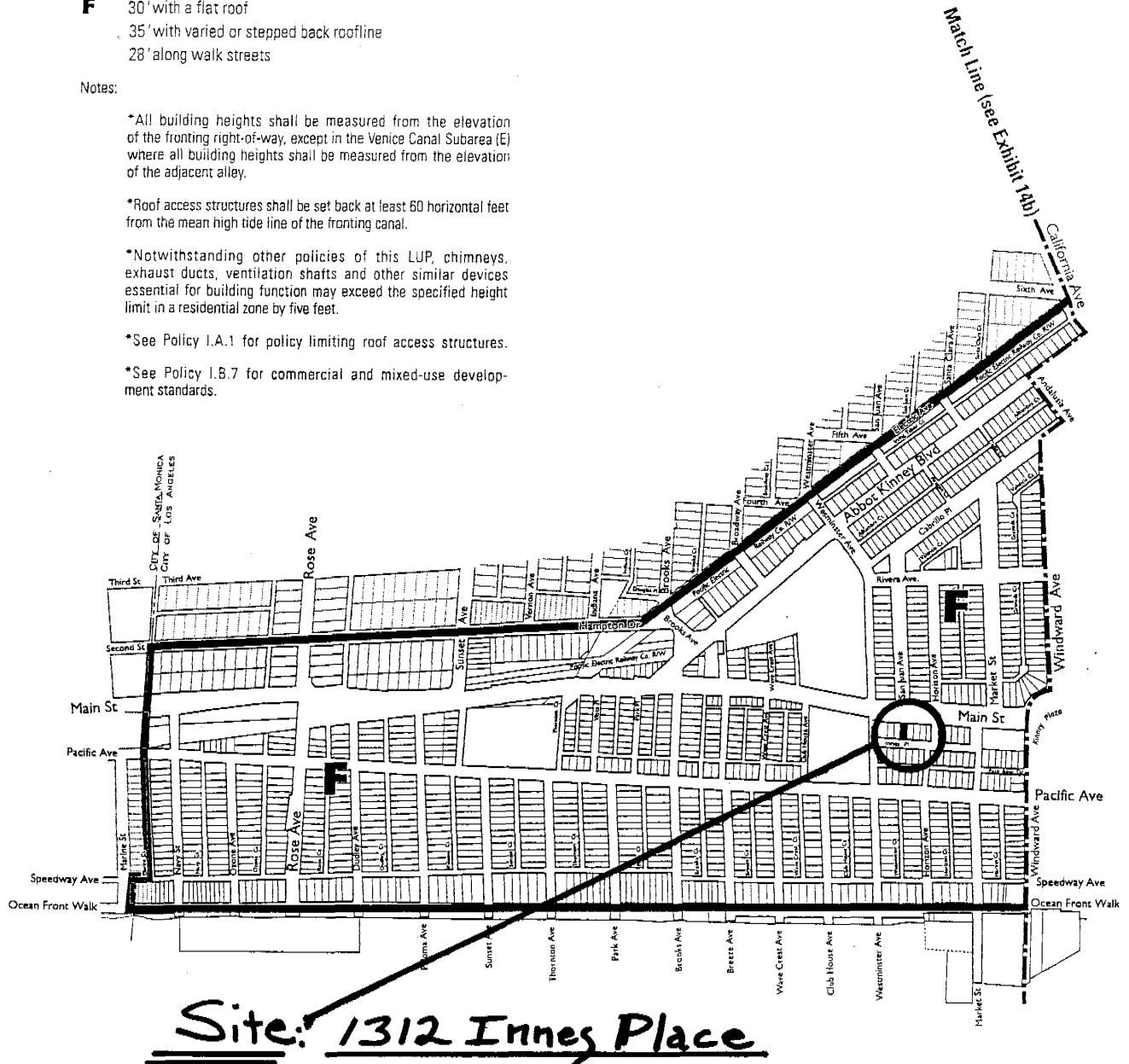
*All building heights shall be measured from the elevation of the fronting right-of-way, except in the Venice Canal Subarea (E) where all building heights shall be measured from the elevation of the adjacent alley.

*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.



LUP
Exhibit 14a
Height
Subarea: North Venice • Venice Canals

5-06-001

EXHIBIT # 2
PAGE 1 OF 1

County of Los Angeles: Rick Auerbach, Assessor

4238 11
SCALE 1" = 60'

1990

Site: 1312 Innes Pl.



CODE
67

FOR PREV. ASSMT SEE:
79 - 6

COASTAL COMMISSION
5-06-001

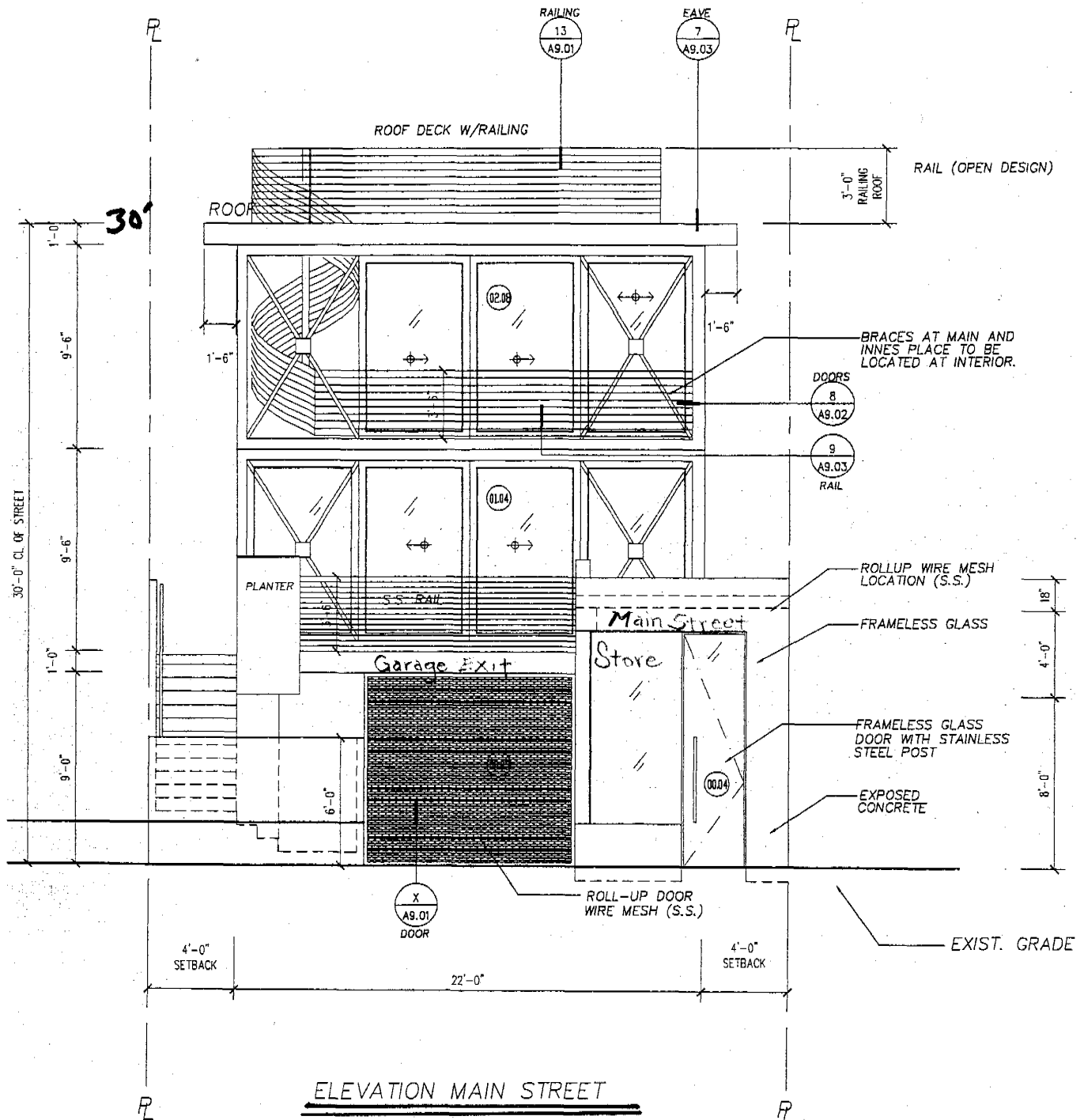
EXHIBIT # 3

PAGE 1 OF 1

COASTAL COMMISSION
5-06-001

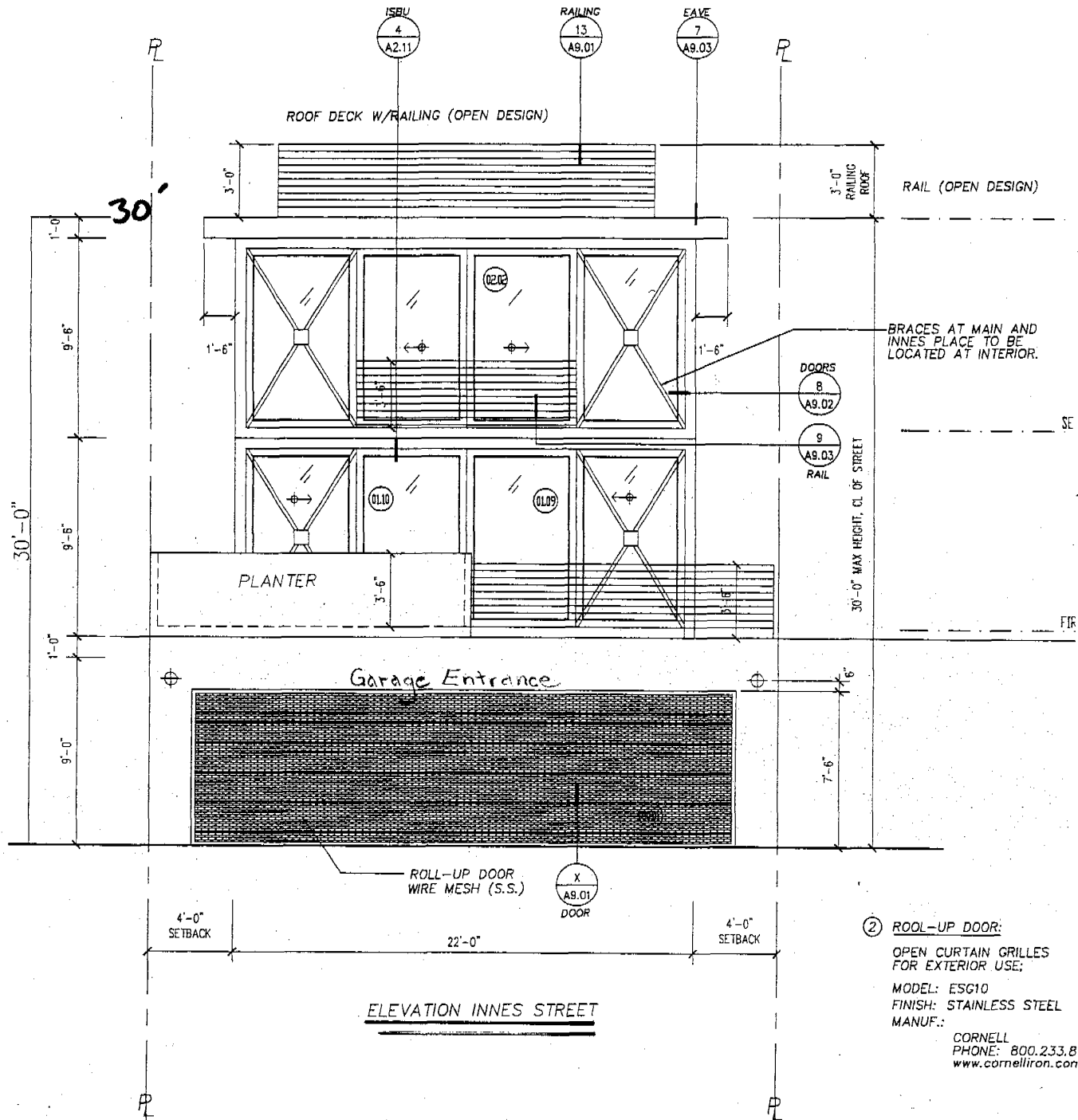
EXHIBIT # 5
PAGE 1 OF 1





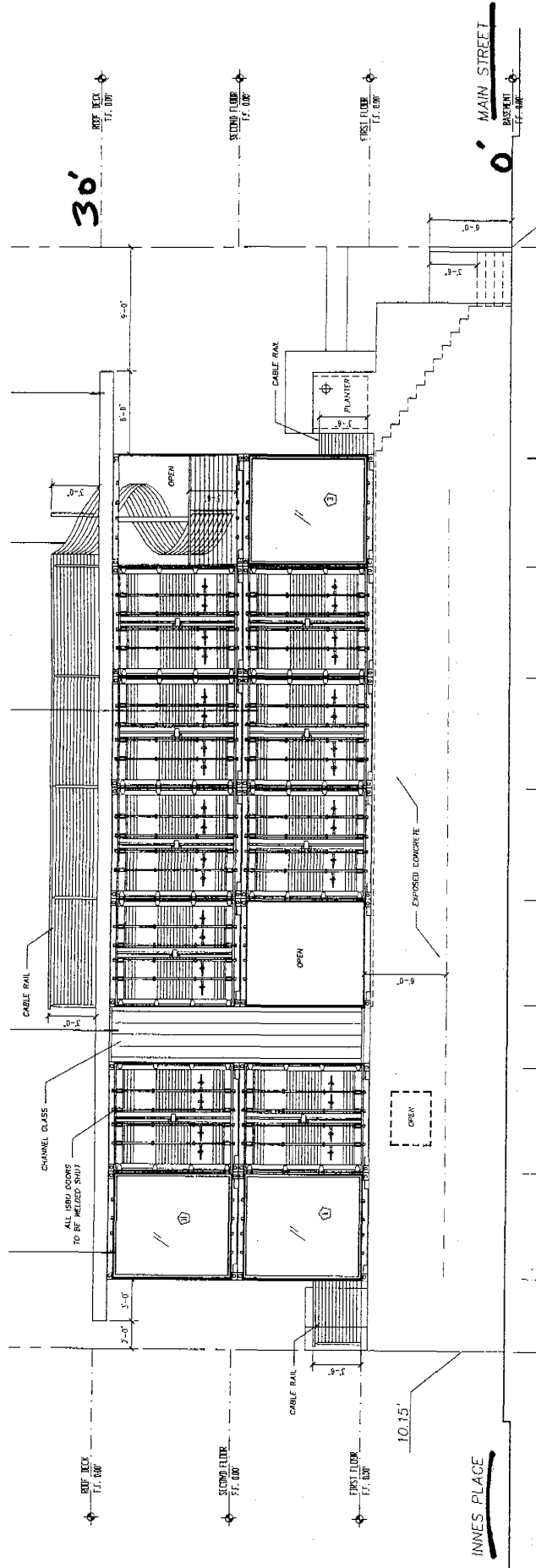
COASTAL COMMISSION
5-06-001

EXHIBIT # 7
PAGE 1 OF 1



COASTAL COMMISSION
5-06-001

EXHIBIT # 8
PAGE 1 OF 1



Side Elevation

COASTAL COMMISSION
5-06-001

EXHIBIT # 9

PAGE 1 OF 1