Item No. 4

Department of City Planning

City Hall, 200 N. Spring Street, Room 525, Los Angeles, CA 90012

May 24, 2021

TO: West Los Angeles Area Planning Commission

FROM: Ira Brown, City Planning Associate

RECONSIDERATION OF COMMISSION ACTION; TECHNICAL MODIFICATION TO THE STAFF REPORT FOR CASE NO. APCW-2018-7013-ZC-ZV-ZAA-CDP-SPE-SPP-MEL-WDI; 1639 and 1641 Abbot Kinney Boulevard

Planning staff requests the West Los Angeles Area Planning Commission (APC) reconsider its action on May 5, 2021 to approve the project entitlements for Case No. APCW-2018-7013-ZC-ZV-ZAA-CDP-SPE-SPP-MEL-WDI, to account for a technical correction. The APC took the following actions: to adopt the Mitigated Negative Declaration (MND) and Mitigation Monitoring Program, to approve an recommend the City Council adopt a Zone Change, and to approve Zone Variances, Zoning Administrator's Adjustments, a Coastal Development Permit, Specific Plan Exception, Project Permit Compliance Review, Mello Act Compliance Review, and Waiver of Street Dedication and Improvement, and adopted the recommended Conditions of Approval and Findings.

In addition, the APC modified Condition No. 9 of the recommended Conditions of Approval to require two (2) parking spaces for the commercial use and to replace "shall" with "may" to require flexibility in the use of an in-lieu fee payment for the Beach Impact Zone (BIZ) parking requirement.

Following the May 5th APC meeting, planning staff identified an error in the commercial floor area and parking calculation provided on the project plans, resulting in a miscalculation of required parking for the proposed retail use. Corrected plans were submitted on May 6, 2021 and show that 641 square feet of retail floor area is proposed and requires three (3) parking spaces. In addition, the BIZ parking calculation was corrected to correctly round the required parking to two (2) parking spaces. The total number of required parking for the project is five (5) spaces. The Project Description in the staff recommendation reflects the correct commercial floor area.

The following technical modifications are recommended to be incorporated into the Staff Report for Case No. APCW-2018-7013-ZC-ZV-ZAA-CDP-SPE-SPP-MEL-WDI, acted upon at the May 5, 2021 Area Planning Commission public hearing. The modifications would correct the required parking for the project: to round the number of Beach Impact Zone (BIZ) parking to two (2) spaces and to use the commercial Floor Area (per the Zoning Code) to calculate the required retail parking as three (3) spaces.

Planning Staff recommends the Commission adopt the following changes to the recommended Conditions of Approval and Findings, and to adopt an updated Exhibit A dated May 6, 2021(attached).

Text changes are noted as follows: deletions in ~~**bold strikethrough**~~ and additions as **bold underline**.

Condition of Approval No. 9 should be modified as follows:

9. Parking and Access. As shown in "Exhibit A" and as approved by the Department of Building and Safety, the subject project shall provide five (5) parking spaces onsite, as follows: three (3) spaces for the commercial use and ~~three~~ **two** (~~3~~**2**) Beach Impact Zone (BIZ) Parking spaces. An in lieu fee of $18,000 ~~shall~~ **may** be paid, for one (1) BIZ parking space, into the Venice Coastal Parking Impact Trust Fund. All vehicle access shall be from Irving Tabor Court.

Finding No. 7.a. should be modified as follows:

a. The strict application of the regulations of the specific plan to the subject Property would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the specific plan.

The proposed project includes the remodel and addition to the existing three-story, mixed-use structure comprised of a 641 square-foot addition of commercial space and a 704 square-foot addition of residential floor area, as well as improvements to remove and relocate (onsite) an existing single-family dwelling. The single-family dwelling is an eligible historic resource. The project requires three parking spaces for the new commercial floor area, ~~three~~ **two** BIZ parking spaces and two spaces for the single-family dwelling. The subject site is substandard, with a width of 34 feet and fully developed with two structures, maintaining non-conforming setbacks and zero parking spaces.

Due to the physical site constraints, the applicant will remove and elevate the single-family dwelling 13 feet and 5.5 inches above its foundation to construct a carport below. The carport provides a maximum of five parking spaces: two sets in tandem (compact stalls) and one ADA compliant stall. The single-family dwelling maintains legally non-conforming parking (zero parking spaces). However, in order to provide the required parking for the new commercial floor area and preserve the integrity of the historic resource, the applicant must lift up the existing structure. In doing so, the structure loses its nonconforming parking rights.

As previously stated, the subject site is built-out with a three-story mixed-use structure at the front portion of the lot and a single-family dwelling at the rear portion of the lot, and there is no space to provide additional parking. Since the efforts to rehabilitate the Historic Resource serves a larger policy goal and the relocation of the single-family dwelling does not increase the density onsite nor is the number of bedrooms increasing, the strict application of the parking regulations of the specific plan to the subject property would result in practical difficulties and unnecessary hardships inconsistent with the general purpose and intent of the specific plan.

Finding No. 7.c. should be modified as follows:

c. The requested exception is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the geographically specific plan in the same zone and vicinity but which, because of such special circumstances and practical difficulties or unnecessary hardships is denied to the property in question.

The Project site is located in an urbanized area that was developed in the 1910s and 1920s, where structures were built to the property lines on small lots. The subject site has a frontage on Abbot Kinney Boulevard of 34 feet and an even depth of 105 feet providing of a total area of 3,570 square feet. Specifically, properties on Abbot Kinney Boulevard were developed on narrow lots, generally 30 feet in width. However, typically parcels zoned for light manufacturing use have a minimum lot size of 15,000 square feet.

The proposed project includes the remodel and addition to the existing three-story, mixed-use structure comprised of a 641 square-foot addition of commercial space and a 704 square-foot addition of residential floor area, as well as improvements to remove and relocate (onsite) an existing single-family dwelling. The single-family dwelling is an eligible historic resource. The project requires three parking spaces for the new commercial floor area, ~~**three**~~ **two** BIZ parking spaces and two spaces for the single-family dwelling. The subject site is substandard, with a width of 34 feet and fully developed with two structures, maintaining non-conforming setbacks and zero parking spaces.

Due to the physical site constraints, the applicant will remove and elevate the single-family dwelling 13 feet and 5.5 inches above its foundation to construct a carport below. The carport provides a maximum of five parking spaces: two sets in tandem (compact stalls) and one ADA compliant stall. The single-family dwelling maintains legally non-conforming parking (zero parking spaces). However, in order to provide the required parking for the new commercial floor area and preserve the integrity of the historic resource, the applicant must lift up the existing structure. In doing so, the structure loses its nonconforming parking rights.

There are approximately 167 structures located on Abbot Kinney Boulevard between Main Street and Venice Boulevard, of which only 25 structures have been identified by SurveyLA as historic structures. As most of the properties on Abbot Kinney Boulevard are able to reinvest in their properties by adding new commercial space without the site plan constraints of a SurveyLA identified historic resource. As such, the ability to demolish or adaptively reuse a structure to provide parking is a substantial property right generally possessed by other properties within the specific plan area.

The request Variance allows the applicant to achieve parity with the other lots not containing a historic structure identified by SurveyLA. As such, the requested Exception is necessary for the preservation and enjoyment of a substantial property right.

The Finding No. 8.a. should be modified as follows:

a. **The project substantially complies with the applicable regulations, findings, standards and provisions of the specific plan.**

The project consists of the remodel and addition to the existing 3,100 square-foot, three-story, mixed-use structure comprised of a 641 square-foot addition of commercial space and a 704 square-foot addition of residential floor area to the existing four (4) dwelling units, resulting in a 4,525 square-foot, mixed-use structure with 1,398 square feet of ground floor retail use, four (4) dwelling units and a new rooftop deck. The Project includes the rehabilitation and improvements to the existing 680 square-foot, single-family dwelling located at the rear portion of the lot, to raise the structure nine feet above its foundation and construct a carport with five (5) parking spaces. The structures are connected at the second floor with an open staircase and passageway.

The subject property is located within the North Venice Subarea of the Venice Specific Plan. The site is within the M1-1-O and (T)(Q)CM-1-O zones with a Limited Industrial land use designation. The surrounding area is characterized by level topography and with a developed street network. Properties to the north and east of Abbot Kinney Boulevard are zoned M1-1-O and (T)(Q)CM-1-O and developed with commercial, residential, and mixed-use structures that range from one to three stories. Properties to the south and west of Abbot Kinney Boulevard zoned C2-1-O-CA and developed with commercial, residential, and mixed-use structures that range from one to three stories. The proposed project is compatible in scale and character with the existing neighborhood, and would not be materially detrimental in scale and character to the immediate neighborhood. Except as discussed above, the proposed project meets the findings required by Section 8.C of the Venice Coastal Zone Specific Plan. The project complies with the applicable General Land Use and Development Regulations as set forth in Section 9, Land Use and Development Regulations for the North Venice Subarea as set forth in Section 10.F, and the Parking provisions as set forth in Section 13 of the Specific Plan as evidenced below:

A. Section 8.C. Findings

The project meets the required findings set forth in Section 8.C of the Venice Coastal Zone Specific Plan, as shown below:

1. *The Venice Coastal Development Project is compatible in scale and character with the existing neighborhood, and that the Venice Coastal Development Project would not be materially detrimental to adjoining lots or the immediate neighborhood.*

   The subject property consists of an interior rectangular 3,150 square foot lot and a 420 square foot lot to the east for a total area of 3,570 square feet. The subject site sits on the north side of Abbot Kinney Boulevard, between Palms Boulevard on the west and Venice Boulevard on the east. The site is zoned M1-1-O and (T)(Q)CM-1-O, designated for Limited Manufacturing land uses. The proposed Project consists of the remodel and addition to the existing three-story mixed-use structure and includes the rehabilitation and improvements to the existing one-story single-family dwelling located at the rear portion of the lot, to raise the structure above its foundation and construct a carport. The proposed Project will not change the visual character of its surroundings because the subject site and surrounding properties are developed with one to three-story commercial and residential structures. The Project is located in an urbanized area, developed with residential and commercial uses. The proposed project maintains the character of the existing structures on the project site. As approved and conditioned, the project will not be detrimental to the adjoining properties or the immediate area.

2. *The Venice Coastal Development Project is in Conformity with the Certified Venice Local Coastal Program.*

   The Venice Local Coastal Land Use Plan (“LUP”) was certified by the California Coastal Commission on June 14, 2001; however, the necessary implementation ordinances were not adopted. The City is in the initial stages of preparing the LCP; prior to its adoption the guidelines contained in the certified LUP are advisory. The subject property is designated Limited Industrial in the Venice Local Coastal Program Land Use Plan and is zoned M1-1-O and (T)(Q)CM-1-O.

Policy I.C.1 outlines the Industrial Land Use Development Standards. The Land Use Plan designates approximately 53 acres of land for Limited Industry land uses. It is the policy of the City to preserve this valuable land resource from the intrusion of other uses, and to ensure its development with high quality industrial uses. Commercial use of industrially designated land shall be restricted. Artist studios with residences may be permitted in the Limited Industry land use category. Adequate off-street parking shall be required for all new or expanded industrial land uses consistent with Policies II.A.3 and II.A.4. The design, scale and height of structures in areas designated for industrial land uses shall be compatible with adjacent uses and the neighboring community. The proposed project includes the remodel and addition to the existing 3,100 square-foot, three-story, mixed-use structure comprised of a 641 square-foot addition of commercial space and a 704 square-foot addition of residential floor area to the existing four (4) dwelling units, and the rehabilitation and improvements to the existing 680 square-foot, single-family dwelling located at the rear portion of the lot. The proposed zone change to CM is consistent with the Light Industrial land use designation, and the proposed project maintains the existing uses onsite.

Policy II.A.3 outlines the Parking Requirements for the project. Single-Family Dwelling. Single-family dwellings on lots less than 35 feet in width are required to provide two spaces. The subject site is 34 feet in width and adjacent to an alley. The removal of the single-family dwelling above its existing foundation results in the loss of nonconforming parking rights. The project is required to provide two parking spaces for the single-family dwelling. The mixed-use structure is non-conforming for parking, providing zero parking spaces. The improvements to this structure results the demolition of 40 percent of the exterior walls; as such, this improvement does not trigger the requirement to provide the additional parking. As discussed in Finding No. 7, the project qualifies for a Specific Plan Exception, zero parking spaces are required for the single-family dwelling.

General Retail Store. One space for each 225 square feet of floor area. The project proposes 641 square-feet of new retail floor area. Three new parking spaces are required and provided in the new carport.

Policy II.A.4 outlines the Parking Requirements for the Beach Impact Zone. Commercial and Industrial Projects. Commercial and industrial projects in the Beach Impact Zone shall provide one additional parking space for each 640 square feet of floor area of the ground floor. Up to 50% of the total number of these additional parking spaces required in this section may be paid for in lieu of providing the spaces. As shown in Exhibit A, the total Ground Floor area is 1,398 square feet which would require ~~**three**~~ **two** Beach Impact Zone Parking spaces. The applicant will provide two parking spaces and ~~**will**~~ **may** pay $18,000 into the Venice Coastal Parking Impact Trust Fund in lieu of ~~**the third**~~ **one** physical parking space.

3. *The applicant has guaranteed to keep the rent levels of any Replacement Affordable Units at an affordable level for the life of the proposed project and to register the Replacement Affordable Unit with the Los Angeles Housing Department.*

The project consists of the remodel and addition to the existing four-unit structure and the rehabilitation and improvements to the existing one-story single-family dwelling located at the rear portion of the lot, to raise the structure above its foundation and construct a carport. The Housing and Community Investment Department of Los Angeles (HCIDLA) determined in a letter dated September 20, 2019, that no affordable

units exist. As such, no Replacement Affordable Units are proposed or required for this project.

4. *The Venice Coastal Development Project is consistent with the special requirements for low- and moderate-income housing units in the Venice Coastal Zone as mandated by California Government Code Section 65590 (Mello Act).*

   No Replacement Affordable Units are proposed or required for this project. The project consists of improvement to a four-unit structure and the rehabilitation and improvements to the existing one-story single-family dwelling (demolition and new construction). Pursuant to Part 2.4.2 of the Interim Administrative Procedures, developments which consist of nine or fewer Residential Units are Small New Housing Developments and are categorically exempt from the Inclusionary Residential Unit requirement. Therefore, the proposed development of one new Residential Unit is found to be categorically exempt from the Inclusionary Residential Unit requirement for New Housing Developments and complies with the Mello Act, as set forth in California Government Code Sections 65590 and 65590.1.

   In addition to the requisite findings set forth in Section 8.C of the Specific Plan, the project also complies with all applicable provisions of the Specific Plan, as set forth below:

B. Section 9. General Land Use and Development Regulations

1. *Lot Consolidation.* The project site consists of one existing M-1 zoned lot and part of a second CM-1 zoned lot on Abbot Kinney Boulevard, in the North Venice Subarea. The project does not propose the consolidation of any lots. Therefore, the proposed project is in conformance with Section 9.A of the Specific Plan.

2. *Height.* The height of the structure is measured from the centerline of Abbot Kinney Boulevard and is conditioned to conform to the standards of measurement as outlined in Section 9.B of the Specific Plan.

3. *Roof Structures.* The project does not propose any Roof Access Structures. Chimneys, exhaust ducts, ventilation shafts and other similar devices essential for building function do not exceed the height limit by more than five feet. Therefore, the proposed project is in conformance with Section 9.C of the Specific Plan.

C. Sections 10.F. Land Use and Development Regulations for the North Venice Subarea

1. *Density.* Commercial Zones. No residential Venice Coastal Development Project on a commercially zoned lot shall exceed the density permitted in the R3 Zone. The proposed project will maintain the existing 4-unit mixed use building and single-family dwelling. Therefore, the density of the property complies with Section 10.F.2 of the Specific Plan.

2. *Height*. *Venice Coastal Development Projects with a Flat Roof shall not exceed a maximum height of 30 feet; or 35 feet for Venice Coastal Development Projects with Varied Rooflines, provided that any portion of the roof that exceeds 30 feet is set back from the required front yard at least one foot in depth for every foot in height above 25 feet.* As shown in Exhibit A, the project proposes a flat roofline for the mixed-use structure at the front of the lot with a maximum height of 30 feet measured from the

centerline of Abbot Kinney Boulevard. The rear single-family dwelling proposes a varied roofline with a maximum height of 30 feet measured from the centerline of Abbot Kinney Boulevard. As such, the project complies with Section 10.F.3 of the Specific Plan.

3. *Access.* Driveways and vehicular access to Venice Coastal Development Projects shall be provided from alleys, unless the Department of Transportation determines that it is not Feasible. Vehicular access is provided from the rear alley, Irving Tabor Court. As such, the project complies with Section 10.F.5 of the Specific Plan.

D. *Section 13.B. Parking Exception*

Exception. Any additions or alternation to the existing single-family or multiple-family dwelling are not subject to the Parking Requirements Table in Section 13.D, unless the addition or alterations will result in a new dwelling unit or where more than 50 percent of the existing exterior walls are removed or replaced. As shown in Exhibit A, the project will affect (remove, alter, or enclose) 40 percent, less than 50 percent of the existing exterior walls of the second and third floor dwelling units. Therefore, the applicant is not required to provide any new parking spaces for the four existing residential units.

E. Section 13.D. Parking Requirement Table

Single-Family Dwelling. *Single-family dwellings on lots less than 35 feet in width are required to provide two spaces.* The subject site is 34 feet in width and adjacent to an alley. The removal of the single-family dwelling above its existing foundation would result in the loss of nonconforming parking rights. The project is required to provide two parking spaces for the single-family dwelling. As discussed in Finding No. 7, the project qualifies for a Specific Plan Exception, zero parking spaces are required for the single-family dwelling.

General Retail Store. One space for each 225 square feet of floor area. The project proposes 641 square-feet of new retail floor area. Three new parking spaces are required and provided in the new carport.

F. *Section 13.E. Beach Impact Zone Parking Requirements*

Commercial and Industrial Projects. One parking space for each 640 square feet of floor area of the Ground Floor for commercial and industrial Venice Coastal Development Projects. In lieu of physically providing the spaces, a fee of $18,000.00 per space may be paid for up to 50 percent of the total number of parking spaces required in this subdivision. Provided, however, that no payment shall be allowed in lieu of any parking space required by LAMC Section 12.21 A4. All fees shall be paid into the Venice Coastal Parking Impact Trust Fund. As shown in Exhibit A, the total Ground Floor area is 1,398 square feet which would require three Beach Impact Zone Parking spaces. The applicant will provide two parking spaces and will pay $18,000 into the Venice Coastal Parking Impact Trust Fund in lieu of the third physical parking space.

Commercial and Industrial Projects. One parking space for each 640 square feet of floor area of the Ground Floor for commercial and industrial Venice Coastal Development Projects. In lieu of physically providing the spaces, a fee of $18,000.00 per space may be paid for up to 50 percent of the total number of parking spaces required in this subdivision. Provided, however, that no payment shall be allowed in lieu of any parking space required

by LAMC Section 12.21 A4. All fees shall be paid into the Venice Coastal Parking Impact Trust Fund. As shown in Exhibit A, the total Ground Floor area is 1,398 square feet which would require ~~**three**~~ **two** Beach Impact Zone Parking spaces. The applicant will provide two parking spaces and ~~**will**~~ **may** pay $18,000 into the Venice Coastal Parking Impact Trust Fund in lieu of ~~**the third**~~ **one** physical parking space.

DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

West Los Angeles Area Planning Commission

Date: May 5, 2021
Time: After 4:30 p.m.*
Place: In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [https://zoom.us/].

The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.org/about/commissions-boards-hearings and/or by contacting **apcwestla@lacity.org**

Public Hearing: April 7, 2021
Appeal Status: Appealable to City Council
Expiration Date: Subject to Mayor's Public Order, Tolling of Deadlines
Multiple Approval: Yes

Case No.: APCW-2018-7013-ZC-ZV-ZAA-CDP-SPE-SPP-MEL-WDI
CEQA No.: ENV-2018-7014-MND
Council No.: 11 – Bonin
Plan Area: Venice
Specific Plan: Venice Coastal Zone – North Venice Subarea
Certified NC: Venice
GPLU: Limited Manufacturing
Zone: M1-1-O, (T)(Q)CM-1-O

Applicant: AK Venice Partners
8 Horizon Avenue
Venice, CA 90291-3602

Representative: Edgard Raul Millan,
David Hertz Architects & The Studio of Environmental Architecture

PROJECT LOCATION: **1639 & 1641 South Abbot Kinney Boulevard**

PROPOSED PROJECT: The remodel and addition to the existing 3,100 square-foot, three-story, mixed-use structure comprised of a 641 square-foot addition of commercial space and a 704 square-foot addition of residential floor area to the existing four (4) dwelling units, resulting in a 4,445 square-foot, mixed-use structure with 1,398 square feet of ground floor retail use and four (4) dwelling units. The project also includes the rehabilitation and improvements to the existing 680 square-foot, single-family dwelling located at the rear portion of the lot, to raise the structure 13 feet and 5.5 inches above its foundation and construct a carport with five (5) parking spaces. The structures are connected at the second floor with an open staircase and passageway.

REQUESTED ACTION:

1. Pursuant to CEQA Guidelines Section 15074(b), consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2018-7014-MND ("Mitigated Negative Declaration"), all comments received, the imposition of mitigation measures and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration.

2. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.32, a Zone Change from M1-1-O to (T)(Q)CM-1-O.

3. Pursuant to LAMC Section 12.27, a Zone Variance to:
   a. remove the requirement for an on-site loading space, as otherwise required by LAMC Section 12.21-C.6, and
   b. allow 100% of required parking stalls as compact spaces, in lieu of the requirement that a maximum of 40% of required parking stalls may be compact spaces, as otherwise required by LAMC Section 12.21-A.5(c).

4. Pursuant to LAMC Section 12.28, a Zoning Administrator's Adjustment to allow:
   a. zero-foot residential rear yard setback, in lieu of 15 feet, as otherwise required for the CM zone,
   b. zero-foot residential side yard setback, in lieu of the 4 feet 6 inches, as otherwise required for the CM zone,
   c. three-foot space between the mixed-use building and the rear single-family dwelling structure, in lieu of the 10 feet, as otherwise required by LAMC Section 12.21-C.2, and
   d. passageway of zero feet, in lieu of the 10 feet otherwise required by LAMC Section 12.21-C.2.

5. Pursuant to LAMC Section 12.20.2, a Coastal Development Permit for the proposed Project, located in the Single-Permit Jurisdiction of the Coastal Zone.

6. Pursuant to LAMC Section 11.5.7-F, a Specific Plan Exception to allow a total of five (5) parking spaces in lieu of the seven (7) spaces, as otherwise required by Section 13 of the Venice Coastal Zone Specific Plan.

7. Pursuant to LAMC Section 11.5.7-C, a Project Permit Compliance Review for a Project within the North Venice Subarea of the Venice Coastal Zone Specific Plan.

8. Pursuant to Government Code Sections 65590 and 65590.1 and the City of Los Angeles Interim Mello Act Compliance Administrative Procedures, a Mello Act Compliance Review for the demolition and construction of one Residential Unit in the Coastal Zone (single-family dwelling to be raised above the existing foundation).

9. Pursuant to LAMC Section 12.37-I, a Waiver of Street Dedication and Improvements to relieve the requirement to dedicate and improve a 3-foot, 6-inch wide strip of land along Abbot Kinney Boulevard to allow for the construction of a 13-foot wide sidewalk.

RECOMMENDED ACTIONS:

1. **FIND,** pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2018-7014-MND ("Mitigated Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; FIND the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; FIND the mitigation measures have been made enforceable conditions on the project; and ADOPT the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration.

2. **Approve and Recommend** that the City Council adopt a Zone Change pursuant to LAMC Section 12.32-F, from M1-1-O to (T)(Q)CM-1-O.

3. **Approve** a Zone Variance pursuant to Los Angeles Municipal Code (LAMC) Section 12.27 to:

   a. remove the requirement for an onsite loading space, and

b. allow 100% of required parking stalls as compact spaces, in lieu of the requirement that a maximum of 40% of required parking stalls may be compact spaces.

4. **Approve** a Zoning Administrator's Adjustment pursuant to LAMC Section 12.28 to allow:

   a. zero-foot residential rear yard setback, in lieu of 15 feet,
   b. zero-foot residential side yard setback, in lieu of the 4 feet 6 inches,
   c. three-foot space between the mixed-use building and the rear single-family dwelling structure, in lieu of the 10 feet, and
   d. passageway of zero feet, in lieu of the 10 feet.

5. **Approve** a Coastal Development Permit pursuant to LAMC Section 12.20.2, for the proposed Project within the Single Permit Jurisdiction of the California Coastal Zone.

6. **Approve** a Specific Plan Exception Pursuant to LAMC Section 11.5.7-F to allow a total of five (5) parking spaces in lieu of the seven (7) spaces.

7. **Approve** a Project Permit Compliance Review pursuant to LAMC Section 11.5.7-C for a Project within the North Venice Subarea of the Venice Coastal Zone Specific Plan.

8. **Approve** a Mello Act Compliance Review pursuant to Government Code Sections 65590 and 65590.1 and the City of Los Angeles Interim Mello Act Compliance Administrative Procedures for the demolition and construction (single-family dwelling to be raised above the existing foundation) of one Residential Unit in the Coastal Zone.

9. **Approve** a Waiver of Street Dedication and Improvements pursuant to LAMC Section 12.37-I to waive the required three-foot six-inch street dedication Abbot Kinney Boulevard.

10. **Adopt** the attached Conditions of Approval.

11. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Juliet Oh for
Faisal Roble, Principal City Planner

Juliet Oh
Juliet Oh, Senior City Planner

Elizabeth Gallardo
Elizabeth Gallardo, City Planner

Ira Brown
Ira Brown, City Planning Associate
(213) 978-1453

ADVICE TO PUBLIC: The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272,*

City Hall, 200 North Spring Street, Los Angeles, CA 90012 (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the Commission's Office a week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to the agency at or prior to the public hearing. As a covered entity under Title II of the American Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request no later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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Exhibits:

A – Maps
- A.1 – Radius Map
- A.2 – Vicinity Map
- A.3 – ZIMAS Map
- A.4 – Venice Coastal Zone LUP Map
- A.5 – Land Use Designation Map (Venice Community Plan)

B – Project Plans

C – Environmental Clearance ENV-2018-7014-MND
- C.1 – Mitigated Negative Declaration (MND)
- C.2 – Mitigation Monitoring Plan (MMP)

D – Zone Change Ordinance

E – HCIDLA Mello Act Determination Letter

F – Community Letters

PROJECT ANALYSIS

PROJECT SUMMARY

The subject site consists of an interior rectangular 3,150 square foot lot and a 420 square feet lot (arbitrary lot no. 2) for a total area of 3,570 square feet. The subject site is located on the north side of Abbot Kinney Boulevard between Palms Boulevard to the west and Venice Boulevard to the east.

The subject site is designated Limited Manufacturing with and zoned M-1-1-O and (T)(Q)CM-1-O. The site is within the Venice Coastal Zone Specific Plan (North Venice Subarea), the Los Angeles Coastal Transportation Corridor Specific Plan, a Transit Priority Area, Single Permit Jurisdiction of the California Coastal Zone, and Calvo Exclusion Area. The site is also located in a Liquefaction area, Tsunami Inundation Zone, and within 5.26 kilometers of the Santa Monica Fault.

The subject site is improved with a three-story, 3,100 square foot mixed-use structure to the front of the property and a one-story single-family dwelling at the rear. The mixed-use structure was constructed in 1935 and consists of commercial use on the ground floor and four residential units on the second and third floors. The 680 square feet single-family dwelling at the rear was constructed in 1918 and is identified as a potential historic resource by SurveyLA (2015). A Historical Resources Assessment, prepared by SWCA Environmental Consultants, dated December 11, 2019 determined that the rear structure is individually eligible for listing in the National and California Registers of Historic Places and for designation as a Los Angeles Historic-Cultural Monument.

The Project involves a remodel and addition to the existing 3,100 square-foot, three-story, mixed-use structure comprised of a 641 square-foot addition of new commercial space and a 704 square-foot addition of residential floor area to the existing four (4) dwelling units, resulting in a 4,445 square-foot, mixed-use structure with 1,398 square feet of ground floor retail use, four (4) dwelling units and a new rooftop deck. The project also includes the rehabilitation and improvements to the existing 680 square-foot, single-family dwelling located at the rear portion of the lot, to raise the structure 13 feet and 5.5 inches above its foundation and construct a carport with five (5) parking spaces. The structures are connected at the second floor with an open staircase and passageway.

BACKGROUND

Existing Uses

The subject site consists of an interior rectangular 3,150 square foot lot and a 420 square feet lot (arbitrary lot no. 2) for a total area of 3,570 square feet. The subject site is located on the north side of Abbot Kinney Boulevard, between Palms Boulevard to the west and Venice Boulevard to the east. The parcel has a frontage on Abbot Kinney Boulevard of 34 feet and an even depth of 105 feet.

The subject site is designated Limited Manufacturing and zoned M1-1-O and (T)(Q)CM-1-O. The subject site is improved with a three-story, 3,100 square-foot mixed-use structure, located at the front portion of the site and a one-story, single-family dwelling at the rear portion of the lot. The mixed-use structure was constructed in 1935 and consists of commercial uses on the ground floor and four (4) residential units on the second and third floor. The three-story structure visually reads as two stories from Abbot Kinney Boulevard.

The 680 square feet single-family dwelling at the rear was constructed in 1918 and is an eligible historical resource. According to SurveyLA (2015) the rear building on the Project site is a "rare remaining example of a streetcar ticket building in Venice. This was a ticket building for the Venice Short Line, a Pacific Electric streetcar line that ran along Electric Avenue". The structure is currently vacant.

Surrounding Zones and Uses

The Project site is located in an urbanized area, developed with residential, commercial and industrial uses. Abbot Kinney Boulevard is developed with a mix of residential and commercial uses and is identified as a Pedestrian Enhanced District in the Mobility Plan 2035.

Properties to the west are zoned M1-1-O and consist of one to two-story structures with retail, office, and residential uses. Properties to the north, across Irving Tabor Court, are zoned M1-1-O and consist of one to two-story structures with industrial and retail uses. The adjacent property to the east is zoned (T)(Q)CM-1-O and consists of a three-story mixed use structure with retail on the first floor and dwelling units on the second and third floors. Properties across Abbot Kinney Boulevard to the south are zoned C2-1-O-CA and consist of mainly one to two-story mixed use and retail structures. In short, the adjacent M1-1 and CM-1 zoned properties on Abbot Kinney Boulevard are developed with a mix of residential and commercial uses, where the M1-1 zoned properties north of Abbot Kinney Boulevard are developed with light industrial uses.

Streets and Circulation

Abbot Kinney Boulevard, adjoining the subject site to the south is designated an Avenue III, requiring a dedicated width of 72 feet right of way consisting of a 46 feet roadway width and 13 feet sidewalk/parkway width. The actual right-of-way width is approximately 70 feet in width with a roadway width of approximately 50 feet and a sidewalk/parkway width of 10 feet. Abbot Kinney Boulevard is improved with an asphalt roadway, gutter, curb, and sidewalk. The Mobility Plan 2035 identifies Abbot Kinney Boulevard as part of the Neighborhood Enhanced Network and a Pedestrian Enhanced District.

Irving Tabor Court, adjoining the property to the north is designated as a Local Street (Standard) requiring a right-of-way of 60 feet and a roadway width of 36 feet. Irving Tabor Court has an actual right-of-way width of 20 feet and functions as an alley.

Relevant Cases

Subject Site:

CPC-2002-2302-ZC-GPA-SPE-CDP-SPP – On August 15, 2002, the applicant withdrew an application to construct 26 garden apartments.

Surrounding Sites:

APCW-2017-3329-ZC-CDP – On September 16, 2020, the West Los Angeles Area Planning Commission approved a Zone Change from R1-1 to C2-1 and a Coastal Development Permit for the conversion of two (2) existing dwelling units to two (2) Joint Living and Work Quarters (Artist-in-Residence dwelling units) and minor interior improvements located at 920 South Abbot Kinney Boulevard, within the Single-Permit Jurisdiction of the Coastal Zone.

APCW-2014-4703-SPE-SPP-PAB-PAD-CDP – On March 21, 2016, the West Los Angeles Area Planning Commission approved a Specific Plan Exception, Conditional Use

Permit, Project Permit Compliance, and Coastal Development Permit to legalize the existing 754 square-foot outdoor patio and takeout window and to allow zero parking spaces in lieu of the required 28 spaces, at 10 East Washington Boulevard, within the Dual-Permit Jurisdiction of the Coastal Zone.

APCW 2008-0317-SPE-CUB-ZV-CDP- SPE – On September 17, 2008, the West Los Angeles Area Planning Commission approved a Specific Plan Exception, Conditional Use Permit, Variance, Project Permit Compliance, and a Coastal Development Permit for a rooftop outdoor dining patio at the existing 5-story hotel without providing the additional code required parking at 1697 South Pacific Avenue, within the Single-Permit Jurisdiction of the Coastal Zone.

APCW-2004-6219-CDP-SPE-SPP-ZV-ZAA – On May 4, 2005, the West Los Angeles Area Planning Commission approved a Coastal Development Permit, Variance and Adjustment for a mixed-use project, of approximately 3,969 square feet, 562 square feet of ground floor retail and 3,107 square foot Artist-in-Residence, located at 1342 Abbot Kinney Boulevard.

APCW-2003-1123-ZV-SPE-ZAA-CDP-SPP – On June 18, 2003 the West Los Angeles Area Planning Commission approved a Zone Variance, Specific Plan Exception, Zoning Administrator's Adjustment, Project Permit Compliance, Coastal Development Permit and Mello Act Compliance for the construction of a 3-story building with ground floor retail with a residential unit above at 70 East Windward Avenue, within the Single-Permit Jurisdiction of the Coastal Zone.

REQUESTED ACTIONS

Zone Change

Pursuant to LAMC Section 12.32-F, the applicant requests a Zone Change to change the zoning of the westerly lot of subject site from a M1-1-O zone to a CM-1-O. The westerly lot of the project site has a land use designation of Limited Manufacturing in the Venice Community Plan and a zoning designation of M1. The M1 Zone does not permit any dwelling units, and the subject site is non-conforming for the existing residential uses. As such, the applicant is requesting a Zone Change to the land use of Commercial Manufacturing (CM), which allows residential units to facilitate the expansion of the existing residential uses. Commercial Manufacturing (CM) is one of the Corresponding Zones listed under the Limited Manufacturing land use designation and, therefore, is consistent with the underlying general plan land use designation. (See Exhibit A.5)

Zone Variance

Pursuant to LAMC Section 12.27, the applicant requests a Zone Variance to remove the requirement for an on-site loading space, as otherwise required by LAMC Section 12.21-C.6 and to allow 100% of required parking stalls as compact spaces, in lieu of the requirement that a maximum of 40% of required parking stalls may be compact spaces, as otherwise required by LAMC Section 12.21-A.5(c).

Zoning Administrator's Adjustment

Pursuant to LAMC Section 12.28, the applicant requests a Zoning Administrator's Adjustment to allow: 1) a zero-foot residential rear yard setback, in lieu of 15 feet, as otherwise required for the CM zone; 2) zero-foot residential side yard setback, in lieu of the 4 feet 6 inches, as otherwise required for the CM zone; 3) three-foot space between the mixed-use building and the rear single-family dwelling structure, in lieu of the 10 feet, as otherwise required by LAMC Section 12.21-C.2;

and 4) passageway of zero feet, in lieu of the 10 feet otherwise required by LAMC Section 12.21-C.2.

Coastal Development Permit

Pursuant to LAMC Section 12.20.2, the applicant is requesting a Coastal Development Permit for a Development in the single-permit jurisdiction of the California Coastal Zone. LAMC Section 12.20.2 provides the following definition:

> "Development" means, on land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of the use of land, including, but not limited to, subdivisions pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land, including parcel maps and private street divisions, except where any land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practice Act of 1973 (commencing with Section 4511 of the California Public Resources Code). As used in this definition, "structure" includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.

Specific Plan Exception

Pursuant to LAMC Section 11.5.7-F, the applicant requests a Specific Plan Exception to allow a total of five (5) parking spaces in lieu of the seven (7) spaces, as otherwise required by Section 13 of the Venice Coastal Zone Specific Plan.

Section 13.D of the Specific Plan states that single-family dwellings on lots less than 35 feet in width if adjacent to an alley shall provide two parking spaces and General Retail Stores shall provide one space for each 225 square feet of floor area. The new foundation and the onsite, vertical relocation of the single-family dwelling triggers the parking requirement for two spaces and the 450 square-foot addition of new retail floor area requires two (2) parking spaces.

Section 13.E of the Specific Plans states that projects located within the Beach Impact Zone (BIZ) shall provide one parking space for each 640 square feet of floor area on the Ground Floor. The subject site is located in the Beach Impact Zone and the project is required to provide three (3) parking spaces for the total ground floor commercial area of 1,398 square feet.

Project Permit Compliance Review

Pursuant to LAMC Section 11.5.7, the applicant requests a Project Permit Compliance Review for a project within the North Venice Subarea of the Venice Coastal Zone Specific Plan. The Specific Plan was adopted as Ordinance 172,897, effective December 22, 1999 and later amended under Ordinance 175,693, effective January 19, 2004. The Specific Plan provides regulations for the use, density, lot area, floor area ratio, height of buildings or structures, setbacks, yards, buffers, parking, drainage, fences, landscaping, design standards, lighting, trash enclosures and signage that supersede the regulations outlined in the LAMC.

The project consists of the remodel and addition to the existing 3,100 square-foot, three-story, mixed-use structure comprised of a 641 square-foot addition of new commercial space and a 704 square-foot addition of residential floor area to the existing four (4) dwelling units and the relocation of the existing 680 square-foot, single-family dwelling by raising the structure 13 feet and 5.5 inches above its foundation and construct a carport with five (5) parking spaces. The proposed project results in an increase in the required parking greater than 10 percent, and as such requires a Project Permit Compliance review.

Mello Act Compliance Review

Pursuant to Sections 65590 and 65590.1 of the California Government Code and the City of Los Angeles Interim Mello Act Compliance Administrative Procedures (IAP), the applicant requests a Mello Act Compliance Review for the demolition and construction (single-family dwelling to be raised above the existing foundation) of one Residential Unit in the Coastal Zone. Pursuant to Part 5 of the IAP, New Housing Developments consisting of 9 or less Residential Units are not required to provide Inclusionary Residential Units.

Waiver of Dedications and or Improvements

Pursuant to LAMC Section 12.37-I, a Waiver of Street Dedication and Improvements to remove the requirement to dedicate and improve a 3-foot, 6-inch-wide strip of land along the property frontage to allow for the construction of a 13-foot wide sidewalk.

PUBLIC HEARING AND COMMUNICATIONS

In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, a public hearing was held virtually by a Hearing Officer (Ira Brown) on Wednesday, December 16, 2020 at 9:30 a.m. After the public hearing, the applicant modified the project plans and application to request a Zone Variance, necessitating a new public hearing. A new hearing will be held by the West Los Angeles Area Planning Commission for the project. (See Exhibit F: Public Hearing and Communications).

CONCLUSION

Staff recommends the Area Planning Commission find, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, Case Number ENV-2018-7014-MND ("Mitigated Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment and adopt the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration.

Based on a review of the information submitted to the record, applicable regulations, and the surrounding uses and zones, staff also recommends that the West Los Angeles Area Planning Commission approve the Zone Variances, Zoning Administrator's Adjustments, Coastal Development Permit, Specific Plan Exception, Project Permit Compliance Review, Mello Act Compliance Review and Waiver of Street Dedication and Improvements; and recommend that the City Council adopt an ordinance changing the zoning for the westerly lot of the subject site from M1-1-O to (T)(Q)CM-1-O.

CONDITIONS FOR EFFECTUATING (T)
TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32-G of the Municipal Code, the (T) Tentative Classification shall be removed by the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

Dedications/Improvements and Responsibilities/Guarantees.
Dedications and Improvements herein contained in these conditions which are in excess of street improvements contained in either the Mobility Element 2035 or any future Community Plan amendment or revision may be reduced to meet those plans with the concurrence of the Department of Transportation and the Bureau of Engineering:

1. **Dedication Required:**

    a. Abbot Kinney Boulevard (Avenue III) – None

    b. Irving Tabor Court (Local Street) – None.

2. **Improvements Required:**

    a. Abbot Kinney Boulevard – Repair all broken, off-grade or bad order concrete curb and gutter. Remove all encroachment in the public right-of-way. Close unused driveway with concrete sidewalk, full-height concrete curb and gutter.

    b. Irving Tabor Court – None.

    Note: Broken curb and/or gutter includes segments within existing score lines that are depressed or upraised by more than ¼ inch from the surrounding concrete work or are separated from the main body of the concrete piece by a crack through the entire vertical segment and greater than 1/8 inch at the surface of the section.

    Non-ADA compliant sidewalk shall include any sidewalk that has a cross slope that exceeds 2% and/or is depressed or upraised by more than ¼ inch from the surrounding concrete work or has full concrete depth cracks that have separations greater than 1/8 inch at the surface. The sidewalk also includes that portion of the pedestrian path of travel across a driveway.

    All new sidewalk curb and gutter shall conform to the Bureau of Engineering Standard Plans S410-2, S410-4, S442-5 and S444-0.

    Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

    Notes: Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

    Department of Transportation may have additional requirements for dedication and improvements.

Regarding any issue with power poles and gas meters, contact the Department of Water and Power (213) 367-2715.

3. Drain the roof and site to the public right-of-way.

4. Sewer lines exist in Abbot Kinney. Extension of the 6-inch house connection lateral to the new property line may be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

5. An investigation by the Bureau of Engineering WLA District Office Sewer Counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the West Los Angeles District Office of the Bureau of Engineering at (310) 575-8384.

6. Submit parking area and driveway plans to the WLA District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

[Q] QUALIFIED CONDITIONS OF APPROVAL

Pursuant to Section 12.32 G of the Municipal Code, the following limitation are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classifications.

1. Any modifications to the rear structure (historical resource identified by SurveyLA) is subject to review and approval by the Office of Historic Resource.

CONDITIONS OF APPROVAL

Entitlement Conditions

1. Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.

2. All other use, height and area regulations of the Municipal Code and all 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.

3. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Department of City Planning to impose additional corrective Conditions, if, in the Area Planning Commission's opinion, such Conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

4. **Single Permit Jurisdiction Area.** The project is located within the Single Permit Jurisdiction area of the California Coastal Zone. Prior to the issuance of any permits, the applicant shall provide a copy of the Coastal Commission's Notification that the City's coastal development permit is effective.

5. **Density:** A maximum density of five (5) residential units shall be maintained.

6. **Commercial Floor Area.** The project shall be limited to 1,607 square feet of retail use.

7. **Floor Area Ratio (FAR).** The subject site is limited to a maximum FAR of 1.5:1. As shown on Exhibit "A", the proposed project provides a an FAR of 1.43:1.

8. **Height.** The development shall be limited to a maximum height of 30 feet for flat portions of the roof and 35 feet for varied rooflines (slope greater than 2:12), measured from the midpoint of the centerline of Abbot Kinney Boulevard. Any portion of the roof that exceeds 30 feet shall be set back from the required front yard at least one foot in depth for every foot in height above 30 feet. As shown on Exhibit "A", the proposed project shall be limited to a maximum height of 30 feet, measured from the centerline of Abbot Kinney Boulevard. The roof deck railings shall be composed of an open design and not to exceed a height of 42 inches.

9. **Parking and Access.** As shown in "Exhibit A" and as approved by the Department of Building and Safety, the subject project shall provide five (5) parking spaces onsite, as follows: three (3) spaces for the commercial use and three (3) Beach Impact Zone (BIZ) Parking spaces. An in lieu fee of $18,000 shall be paid, for one (1) BIZ parking space, into the Venice Coastal Parking Impact Trust Fund. All vehicle access shall be from Irving Tabor Court.

10. **Zone Variance.**

    a. No loading space shall be required.

b. All required parking spaces may be provided as compact parking stalls.

11. **Zoning Administrator's Adjustment.**

a. The project shall provide rear and side yard setbacks of zero feet.
b. Space between buildings – passageway. The project shall provide a minimum three-foot space between the two residential structures and a passageway of zero feet in width.

12. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

13. 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 Department of City Planning and the Department of Building and Safety for purposes of having a building permit issued at any time during the term of this grant.

Environmental Conditions

14. Historic Resources.

a. Provide archival-quality as-built drawings of the rear building at 1639-1641 Abbot Kinney Boulevard according to the guidelines established by the National Park Service, Historic Documentation Programs, Historic American Buildings Survey (https://www.nps.gov/hdp/standards/HABS/HABSDrawings.pdf) to the Office of Historic Resource.

b. Provide two (2) archival-quality photographs of the rear building at 1639-1641 Abbot Kinney Boulevard according to the guidelines established by the National Park Service, Historic Documentation Programs, Historic American Buildings Survey (https://www.nps.gov/hdp/standards/PhotoGuidelines.pdf). One photograph should capture a representative view of the building's north façade, and one photograph should capture a representative view of the building's southern and eastern façades. Archival-quality copies of the photographs shall be provided to the Office of Historic Resource.

Administrative Conditions

15. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

16. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

17. **Condition Compliance.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

18. **Building Plans.** All the Conditions of Approval, and any other written modifications, shall be printed on the final building plans / drawings submitted to the Department of City Planning and the Department of Building and Safety.

19. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

20. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.

21. **Department of Building and Safety.** The granting of this Determination by the Director of Planning does not in any way indicate compliance with applicable provisions of the Los Angeles Municipal Code (LAMC). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect the uses, or any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

22. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these Conditions of Approval shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heirs or assigns. Further, the agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date must be given to the Department of City Planning for attachment to the subject file.

23. **Indemnification and Reimbursement of Litigation Costs.**

    Applicant shall do all of the following:

    i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

    ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

    iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000.

The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

General Plan Findings

1. General Plan Land Use Designation

The subject site is located within the Venice Community Plan area. The Community Plan designates the Project site for Limited Manufacturing land uses, with corresponding zones of CM, MR1 and M1. The site is zoned M1-1-O and (T)(Q)CM-1-O, which prohibits residential uses on the M1-1-O portion of the site. The site is legally nonconforming for the existing residential use.

The existing residential use would be consistent with the uses permitted in the CM Zone. The site will maintain five residential dwelling units and expand the existing commercial and residential floor area. The Zone Change from M1 to CM is consistent with the corresponding zones in the Limited Manufacturing land use designation. Therefore, the Project is in substantial conformance with the purposes, intent, and provisions of the General Plan as reflected in the adopted Community Plan.

2. General Plan Text.

a. Land Use Chapter, Framework Element. The Framework Element of the General Plan was adopted by the City of Los Angeles in 2000. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the subject site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, and public services.

The proposed Project will support and be generally consistent with the General Plan Framework Land Use Chapter, as it will provide a use that supports the needs of the City's residents within the Venice Community Plan area. The proposed Project will comply with the following objectives and policies set forth in the General Plan Framework Land Use Chapter as follows:

Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services within existing commercial areas.

Policy 2-1.1: New commercial uses shall be located in existing established commercial areas or shopping centers.

Policy 2-1.3: Ensure the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.

Policy 2-1.5: Require that commercial projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with surrounding uses and development.

Objective 2-2: To enhance the identity of distinctive commercial districts and to identify pedestrian-oriented districts.

Policy 2-2.1: Encourage pedestrian-oriented uses and mixed-use in designated areas.

Policy 2-2.2: New development in designated areas should focus on pedestrian street activity.

Objective 2-3: To enhance the appearance of commercial districts.

Policy 2-3.1: Require that new development be designed to enhance and be compatible with adjacent development.

Objective 3.8: Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit.

The project site is located on Abbot Kinney Boulevard between Palms Boulevard and Venice Boulevard. This segment of Abbot Kinney Boulevard is a popular visitor-serving destination containing of mix of retail, office, and residential uses. Moreover, this segment of Abbot Kinney Boulevard is identified as a Pedestrian Enhanced District in the Mobility Plan 2035[1]. The proposed project will remodel the existing mixed-use structure, while preserving the pedestrian friendly features of the building façade. The ground floor retail will to the commercial activity and foot traffic. In addition, the proposed project will remodel an existing structure thus maintaining the distinctive character of this commercial corridor. As such, the Project is consistent with the Framework Element of the General Plan.

b. Housing Element. The City's Housing Element for 2013-2021 was adopted by City Council on December 3, 2013. The Housing Element identifies the City's housing conditions and needs, establishes goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides an array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City. The proposed project would be in conformance with the following goals, objectives and policies of the Housing Element as described below:

Objective 1.2 Preserve quality rental and ownership housing for households of all income levels and special needs.

Policy 1.2.1 Facilitate the maintenance of existing housing in decent, safe and healthy condition.

Policy 1.2.8 Preserve the existing stock of affordable housing near transit stations and transit corridors. Encourage one-to-one replacement of demolished units.

Objective 2.4 Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City.

Policy 2.4.1 Promote the preservation of neighborhood character in balance with facilitating new development.

[1] Pedestrian-Enhanced Districts are an analysis of a snapshot in time of areas where pedestrian improvements are prioritized relative to other modes. These areas may be located near schools, transit stations, areas of high pedestrian activity, areas with high collision frequency, or other placemaking opportunity areas.

The project site is located in a Transit Priority Area, served by Los Angeles Metro Lines 33 and 733 at the intersection of Venice Boulevard and Abbot Kinney Boulevard.[2] The Project involves the remodel and addition to the existing 4-unit, mixed-use structure, and the rehabilitation of a single-family dwelling, an eligible historic resource. As such, the project maintains the existing housing stock with improvements to ensure the units are rented in a safe and healthy condition by bringing the structure up to current building and safety standards. Further, the project will maintain five (5) rent stabilized (RSO) units near transit. Lastly, by reinvesting in existing structures, the proposed project balances the need for neighborhood preservation and facilitating new development. As such, the proposed improvement is consistent with the Housing Element of the General Plan.

c. Mobility Plan 2035. The Mobility Element includes the following relevant policies:

Policy 2.3 Recognize walking as a component of every trip and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Policy 2.6 Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.

Policy 3.1 Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.

Policy 3.8 Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The subject site is located in a Transit Priority Area and a Pedestrian Enhanced District in close proximity to transit stops and bicycle routes providing local and regional access. Specifically, the subject site is served by bus lines (Los Angeles Metro Lines 733 and 33) along Venice Boulevard providing travel to downtown Los Angeles. The project will maintain existing housing near transit and provide a pedestrian-friendly façade within a Pedestrian Enhanced District. As such, the Project is consistent with the Mobility Plan.

d. Venice Community Plan. The Venice Community Plan was adopted by City Council on September 29, 2000. The Community Plan's purpose is to promote an arrangement of land use, circulation, and services, which all encourage and contribute to the economic, social, health, and welfare of the Community. The proposed Project is in conformance with the following policies and objectives of the Venice Community Plan:

Objective 1-1 To provide for the preservation of the housing stock and its expansion to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

[2] Transit Priority Area is an area within one-half mile of a major transit stop that is existing or planned. Section 21064.3 of the PRC defines a "major transit stop" as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

Policy 1-1.2 Protect the quality of the residential environment and the appearance of communities with attention to site and building design.

Objective 1-2 To reduce vehicular trips and congestion by developing new housing in proximity to services and facilities.

Objective 1-3 To preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.

Policy 1-3.1 Seek a higher degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.

The project site is located on Abbot Kinney Boulevard between Palms Boulevard and Venice Boulevard. This segment of Abbot Kinney Boulevard is a popular visitor-serving destination containing a mix of retail, office, and residential uses. There are no single-family zoned areas located in this portion of the Venice Community Plan, North of Venice Boulevard and West of Lincoln Boulevard. The proposed project will maintain the existing mixed-use structure and existing housing stock, as well as preserve an identified historic resource. As such, the Project is consistent with the Venice Community Plan.

e. Venice Coastal Zone Land Use Plan. The Venice Land Use Plan (LUP) was adopted by the City Council on October 29, 1999 and certified by the California Coastal Commission on June 14, 2001. The LUP is part of the Local Coastal Program intended for the Venice Coastal Zone. However, the necessary Implementation Plan was not adopted. The LUP was adopted by means of a plan amendment to the Community Plan and provides policies applicable to development in the Venice Coastal Zone. The proposed project is in conformance with the following policies and objectives of the Venice Land Use Plan:

Policy I. C. 1. Industrial Land Use. The Land Use Plan designates approximately 53 acres of land for Limited Industry land uses. It is the policy of the City to preserve this valuable land resource from the intrusion of other uses, and to ensure its development with high quality industrial uses. Commercial use of industrially designated land shall be restricted. Artist studios with residences may be permitted in the Limited Industry land use category. Adequate off-street parking shall be required for all new or expanded industrial land uses consistent with Policies II.A.3 and II.A.4. The design, scale and height of structures in areas designated for industrial land uses shall be compatible with adjacent uses and the neighboring community.

Policy I. E. 4. Redevelopment. Projects involving large-scale land acquisition and clearance shall be discouraged in favor of rehabilitation, restoration, and conservation projects, especially those involving single-family dwellings.

Policy I. F. 1. Historic and Cultural Resources. The historical, architectural, and cultural character of structures and landmarks in Venice should be identified, protected, and restored where appropriate, in accordance with historical preservation guidelines.

The Project involves the remodel and addition to the existing 3,100 square-foot, three-story, mixed-use structure comprised of a 641 square-foot addition of commercial space and a 704 square-foot addition of residential floor area to the existing four (4) dwelling units. The Project includes the rehabilitation and improvements to an existing single-family dwelling, identified as a historic resource. As discussed in the MND compliance with

mitigation measures MM CR-1 and MM CR-2 and rehabilitation of the structure will reduce any potential impacts to a less than significant level. As such, the project will preserve the integrity of the historic resource and character of the existing area. The applicant also requests a Zone Change for the westerly lot of the site from M1-1-O to (T)(Q)CM-1-O, consistent with the corresponding zones for the Limited Manufacturing land use designation. As such, the Project is consistent with the Venice LUP.

3. Zone Change Findings

a. Pursuant to Section 12.32 of the Municipal Code, and based on these findings, the recommended action is deemed consistent with the public necessity, convenience, general welfare and good zoning practice.

The project consists of the remodel and addition to the existing 3,100 square-foot, three-story, mixed-use structure comprised of a 641 square-foot addition of new commercial space and a 704 square-foot addition of residential floor area to the existing four (4) dwelling units, resulting in a 4,445 square-foot, mixed-use structure with 1,398 square feet of ground floor retail use, four (4) dwelling units and a new rooftop deck. The project also includes the rehabilitation and improvements to the existing 680 square-foot, single-family dwelling located at the rear portion of the lot, to raise the structure 13 feet and 5.5 inches above its foundation and construct a carport with five (5) parking spaces. The structures are connected at the second floor with an open staircase and passageway.

Public Necessity, Convenience and General Welfare: Public Necessity, Convenience and General Welfare would be better served by re-zoning this parcel to a zone that would accommodate a residential mixed-use project. The subject site is located in a Transit Priority Area and on a mixed-use corridor with a predominance of ground floor retail uses resulting in a pedestrian-friendly commercial corridor.

Light industrial uses are not an economic activity found on this segment of Abbot Kenny Boulevard between Venice Boulevard and Main Street. Light industrial uses typically include “clean” manufacturing, wholesale, warehousing, and distribution. In many cases, such industrial uses would be contrary to the pedestrian-friendly aspects of this commercial corridor. In fact, few traditional industrial uses remain in the area; nonetheless, the CM zone would not preclude light manufacturing uses in the future if such demand were present.

Good Zoning Practices: The site is located within the Venice Community Plan Area. It is zoned M1-1-O with a General Plan land use designation of Limited Manufacturing. The proposed Project is seeking a Zone Change for the westerly lot from M1-1-O to (T)(Q)CM-1-O. The requested (T)(Q)CM-1-O zone is consistent with the Limited Manufacturing land use designation which lists CM, M1, and MR1, as corresponding zones in the Venice Community Plan and Venice Coastal Land Use Plan.

The requested Zone Change will promote good zoning practices by ensuring consistency between the existing Land Use designation and the corresponding zones. Moreover, the requested Zone Change will promote good zoning practices by changing the zoning to match the existing uses on the subject site, thus further preserves the existing housing stock during a housing crisis.

In addition, the zone change to CM would provide a transition from the retail uses (C2 zone) on Abbot Kinney Boulevard to the warehouse/industrial uses (M1 zone) north of Abbot Kinney Boulevard. Moreover, CM uses do not preclude light industrial uses if such demand materializes, thus preserving the industrial zoned land in Venice for the future.

b. Pursuant to Section 12.32-G of the Municipal Code, T Classification Finding.

The action, as recommended, has been made contingent upon compliance with the "T" conditions imposed herein. The "T" Conditions are necessary to ensure the identified improvements and actions are undertaken to meet the public's needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site.

4. Zone Variance

a. The strict application of the provisions of the zoning ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.

Pursuant to LAMC Section 12.27, the applicant requests a Zone Variance to remove the requirement for an on-site loading space, as otherwise required by LAMC Section 12.21-C.6 and to allow 100% of required parking stalls as compact spaces, in lieu of the requirement that a maximum of 40% of required parking stalls may be compact spaces, as otherwise required by LAMC Section 12.21-A.5I.

The subject site is improved with a three-story, 3,100 square foot mixed-use structure to the front of the property and a one-story single-family dwelling to the rear. The single-family dwelling at the rear is identified as an eligible historic resource. The subject site has a frontage on Abbot Kinney Boulevard of 34 feet and an even depth of 105 feet providing of a total area of 3,570 square feet.

The proposed project includes the remodel and addition to the existing three-story, mixed-use structure comprised of a 641 square-foot addition of commercial space and a 704 square-foot addition of residential floor area, the project will also remove and construct a new foundation and for the single-family dwelling. The new commercial floor area and removal/relocation of the single-family dwelling require two (2) parking spaces for the single-family dwelling, five (5) parking spaces for the commercial use, and an onsite loading space. Furthermore, because the historic resource is a Residential Unit in the Coastal Zone, it cannot be converted into a parking structure or replaced with a non-residential use.

The narrowness of the subject site and the placement of the existing buildings at the rear and front property lines creates practical difficulties to provide onsite loading space and standard size parking spaces. The practical difficulties are further compounded by the requirement to preserve a historic resource at the rear portion of the lot;. The Specific Plan requires three additional spaces for the single-family dwelling and access to parking must be provided from the alley, limiting parking and loading design options.

As illustrated on Exhibit A, there is no physical space to provide the 400 square foot loading space and to provide the required five (5) parking spaces for the commercial uses. Further there is insufficient lot width at 34 feet to provide four (4) standard size parking spaces at 8 feet 6 inches in width each and an accessible parking space at 17 feet in width.

The zoning code's development standards exist to ensure that properties do not negatively impact surrounding properties and that property uses fit within a cohesive development scheme. While zoning regulations allow certain land uses in the various zones in order to achieve compatibility between respective uses, such regulations are written on a citywide

basis and cannot take into account unique characteristics, which a specific parcel and its intended use may have.

As such, the strict application of the code requirements for the loading space and standard parking spaces would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the code.

b. There are special circumstances applicable to the subject property such as size, shape, topography, location or surroundings that do not apply generally to other property in the same zone and vicinity.

The Project site is located in an urbanized area that was developed in the 1910s and 1920s, where structures were built to the property lines on small lots. The subject site has a frontage on Abbot Kinney Boulevard of 34 feet and an even depth of 105 feet providing of a total area of 3,570 square feet. Specifically, properties on Abbot Kinney Boulevard were developed on narrow lots, generally 30 feet in width. However, typical parcels zoned for light manufacturing uses have a minimum lot size of 15,000 square feet.

Further, commercial uses in a M1 zone are required to provide commercial loading spaces that must be accessed from the alley. In addition, the subject site must comply with the Venice Specific Plan, which requires all access to be taken from the alley. As illustrated on Exhibit A, there is no physical space to provide the 400 square foot loading area and to provide the required five (5) parking spaces for the commercial uses. Further there is insufficient lot width (34 feet) to provide four (4) standard size parking spaces (8 feet 6 inches in width) and an accessible parking space (17 feet in width) in any configuration.

In addition, as previously stated, the development potential is limited by the Historic Resource located on the subject site. The required parking can only be accommodated by elevating the existing historic resource 13 feet 5.5 inches above its foundation to provide parking spaces to construct a carport. The required parking spaces and accessible parking requirements that are needed for this type of development make it physically impossible to provide the required loading space and standard size parking spaces.

The strict application of the code requiring the loading space would impair the applicant from developing the lot as would normally be allowed on a larger (conforming) lot. The area for the required parking spaces and the area dedicated to an Americans with Disabilities Act require parking space take up the entire rear property line adjacent to the alley. This leaves no room on the lot for the required loading zone and standard-size parking spaces.

c. The variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of the special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.

The granting of the request is necessary for the preservation and enjoyment of a substantial property right generally possessed by other property in the same zone and vicinity. The subject site is located on a block of Abbot Kinney Boulevard developed with a mix of residential and commercial uses. As previously stated, Abbot Kinney Boulevard was generally developed in the 1910s and 1920s, before the requirement for onsite loading zones. Except for the recent mixed-use development at the corner of Abbot Kinney Boulevard and Venice Boulevard, none of the structures have loading zones adjacent to the alley.

Like other structures built in the 1910s and 1920s on Abbot Kinney Boulevard, the proposed commercial use will provide the same delivery practices as other commercial uses along Abbot Kinney Boulevard today. Deliveries are typically in small delivery vehicles not exceeding 19 feet in length. Both commercial and residential deliveries are made from either the alley, the red zones, or the center median along Abbot Kinney Boulevard. As such, the request is consistent with existing practices in other commercial and mixed-use buildings along Abbot Kinney Boulevard in Venice which do not provide commercial loading spaces.

Further the subject site contains a historic structure identified by SurveyLA, which limits placement of a loading zone and providing standard parking. There are approximately 167 structures located on Abbot Kinney Boulevard between Main Street and Venice Boulevard, of which only 25 structures have been identified by SurveyLA as historic structures. As such, the requested variance allows the applicant to achieve parity with the other lots not containing a historic structure identified by SurveyLA.

The applicant requests to allow 100% of required parking stalls as compact spaces, in lieu of the requirement that a maximum of 40% of required parking stalls may be compact spaces, as otherwise required by LAMC Section 12.21-I(c). There is insufficient lot width (34 feet) to provide four (4) standard size parking spaces (8 feet 6 inches in width) and an accessible parking space (17 feet in width) in any configuration. However, the allowance to provide four (4) compact size spaces (7 feet 6 inches in width) would accommodate the required number of parking spaces. As such, the narrowness of the subject site and the placement of the historic building at the rear property lines demonstrates a variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone.

As such, the request to waive the requirement of a loading zone for the Property is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity.

d. **The granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.**

The granting of this variance would not be materially detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity. The request is consistent with existing practices in other commercial and mixed-use buildings along Abbot Kinney Boulevard in Venice which do not provide commercial loading spaces. The existing building on the subject site has for decades been used as commercial retail spaces. The alley behind the subject property (Irving Tabor Court) is used daily as a loading space by the existing commercial uses along the street. These deliveries are usually made during off-business hours and are scheduled in a manner that does not negatively impact the surrounding area.

As previously stated, the deliveries which are made to the commercial shops along Abbot Kinney Boulevard are typically on one or two pallets and are typically delivered by mid-sized delivery trucks rather than large delivery trucks which would be associated with large shopping centers or big box type stores. The granting of the variance will not be injurious to properties or improvements in the same zone and vicinity because none of the other mixed-use buildings on this stretch of Abbot Kinney Boulevard have loading zones adjacent to the alley except for a commercial building with a parking structure at the intersection of Abbot Kinney Boulevard and Venice Boulevard.

Moreover, considering the size of these commercial spaces, deliveries are typically small and consist of only a few boxes at a time. These deliveries can be made in minutes and most often consist of one trip from the vehicle on foot. These are not warehouse style businesses that accept deliveries from large trucks or flatbeds. These are typically small van deliveries arriving from FedEx, UPS or local providers. Some of the business owners, purchase locally and bring their supplies into their shops and restaurants in smaller vehicles. The existing off-site Commercial Loading does not exceed 10 minutes for loading or unloading of freight. Per LAMC Section 71.18, a normal delivery shall not exceed 30 minutes.

The applicant requests to allow 100% of required parking stalls as compact spaces, in lieu of the requirement that a maximum of 40% of required parking stalls may be compact spaces, as otherwise required by LAMC Section 12.21-A.5(c). There is insufficient lot width (34 feet) to provide four (4) standard size parking spaces (8 feet 6 inches in width) and an accessible parking space (17 feet in width) in any configuration. However, the allowance to provide four (4) compact size spaces (7 feet 6 inches in width) would accommodate the required number of parking spaces. As such, the narrowness of the subject site and the placement of the existing buildings at the rear and front property lines creates practical difficulties to provide onsite loading space and standard size parking spaces.

Therefore, the granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.

e. The granting of the variance will not adversely affect any element of the General Plan.

The granting of the variance will not adversely affect any element of the General Plan, as it substantially conforms to the purpose, intent and provisions of the General Plan as well as the Venice Community Plan and the Venice Coastal Zone Specific Plan.

The General Plan promotes the provision of services throughout the City in locations that are convenient to the public, but that do not negatively impact neighboring properties. The role of the Community Plan is “to promote an arrangement of land uses, streets and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live and work in the community.” The Community Plan designates the Property for Limited Manufacturing land uses with the corresponding zone of M1, and Height District No. 1. The site is within the North Venice subarea of the Venice Coastal Zone Specific Plan. The Community Plan and Specific Plan are silent in regards to loading zones, however, the Project is consistent with the following goals, objectives and policies:

Goal 2 A strong and competitive commercial sector which promotes economic vitality, serves the needs of the community through well designed, safe and accessible areas while preserving the historic, commercial and cultural character of the community.

> *Objective 2-1 To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services within existing commercial areas.*
>
> *Policy 2-1.1 New commercial uses shall be located in existing established commercial areas or shopping centers.*

Policy 2-1.3 Ensure the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.

Policy 2-1.5 Require that commercial projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with surrounding uses and development.

Objective 2-2 To enhance the identity of distinctive commercial districts and to identify pedestrian-oriented districts.

Policy 2-2.1 Encourage pedestrian-oriented uses and mixed-use in designated areas.

Policy 2-2.2 New development in designated areas should focus on pedestrian street activity.

Objective 2-3 To enhance the appearance of commercial districts.

Policy 2-3.1 Require that new development be designed to enhance and be compatible with adjacent development.

The proposed design features transparency and ease of access which enhances the pedestrian experience along Abbot Kinney Boulevard. The requested grant, by definition, is subject to conditions imposed by the Area Planning Commission and specifically crafted to mitigate any potential negative effects of the proposed variances. Granting the request to waive the requirement for a loading zone and standard size parking spaces will not adversely affect any element of the General Plan and will in fact support the objectives and policies of the Community Plan as noted above. Additionally, the use and rehabilitation of the existing structure in a commercial district further strengthen the economic stability of the immediate area.

Additional discussion of the project's consistency with the General Plan and Venice Land Use Plan can be found in Findings No. 2 and 6b, and are incorporated herein. As such, granting of the Variance will not adversely affect any element of the General Plan.

5. Zoning Administrator Adjustment

a. What site characteristics or existing improvements make strict adherence to the zoning regulations impractical or infeasible, the project nonetheless conforms with the intent of those regulations.

The subject site is improved with a three-story, 3,100 square foot mixed-use structure to the front of the property and a one-story single-family dwelling at the rear. The single-family dwelling at the rear is identified as a historic resource. The parcel has a frontage on Abbot Kinney Boulevard of 34 feet and an even depth of 105 feet providing of a total area of 3,570 square feet. As such, the historic resource onsite and the narrowness of the lot creates a condition where strict adherence to zoning regulations are impractical for the proposed remodel and addition to the existing mixed-use structure.

The proposed project includes the remodel and addition to the existing three-story, mixed-use structure comprised of a 641 square-foot addition of commercial space and a 704 square-foot addition of residential floor area resulting in the requirement to provide five (5) parking spaces. Under the existing site characteristics and existing improvements, where

the lot is built-out with a Historic Resource at the rear, the ability to provide the code required parking is infeasible. As such, the five (5) required parking spaces are achieved by elevating the single-family dwelling 13 feet and 5.5 inches above its foundation to construct a carport.

Consequently, elevating the single-family dwelling above the existing foundation results in the loss of all non-conforming rights for the rear yard setback. The single-family dwelling is subject to conformance to the current regulations in the LAMC for side and rear yards, passageway, and space between residential structures.

The subject property measures 34 feet in width and the separation between the mixed-use structure located at the front portion of the site and single-family dwelling located at the rear portion of the site is 10 feet. If required to conform to 15-foot rear yard setback and 4-foot 6-inches side yard setback, the Code-required number of parking spaces could not be achieved, and the re-location of the historic structure would become infeasible. As illustrated on Exhibit A, there is insufficient lot width (34 feet) to provide four (4) standard size parking spaces (8 feet 6 inches in width), an accessible parking space (17 feet in width) and 4-foot 6-inch side yard setbacks.

Further, the elevation of the single-family dwelling results in the shifting the rear structure towards the existing front structure (The single-family dwelling currently encroaches into the rear alley) and the addition to the front structure creates a non-conforming building separation. LAMC Section12.21-C.2.a requires at least 10 feet of space between every residential building and another main building on the same lot. Lastly, the elevation of the single-family dwelling results in the entrance to the single-family dwelling being shifted to the interior of the lot creating a non-conforming condition for the passageway. LAMC Section 12.21-C.2.b requires passageway of at least 10 feet in width extending from a street to the entrance of each dwelling unit, unless there is an entrance to the dwelling unit opening directly onto a public street. As such, the applicant requests a Zoning Administrator's Adjustment to allow a three-foot space between the mixed-use building and the rear single-family and a passageway of zero feet.

As previously stated, the subject property measures 104 feet in depth and 34 feet in width, and the separation between the mixed-use structure located at the front portion of the site and single-family dwelling located at the rear portion of the site is 10 feet. In addition, the single-family dwelling encroaches onto the public right-of-way. Because of the substandard lot dimensions, if required to conform to 10-foot passageway and building separation, the Code-required number of parking spaces could not be achieved.

The intent of passageway and building separation requirements is to ensure adequate open space and separation between buildings in order to preserve quality of life and provide Fire Department access. Such regulations, however, are written on a City-wide basis and does not account for the individual unique characteristics belonging to a specific property and its intended use may have. In this instance, the objective to preserve the Historic Resource on the subject property makes strict adherence to the passageway requirement impractical. Nevertheless, the proposed project will conform to the intent of the regulation.

Except for those entitlements described herein, the requests are in line with City policies and objectives and are consistent with the general spirit and intent of the Planning and Zoning Code. The project will be subject to numerous conditions which will be intended to protect the public welfare and secure compliance with the requirements set forth in the LAMC. Strict compliance with the Code would impose a substantial and unnecessary

burden upon the applicant without serving any real beneficial purpose for either the community or the applicant.

Therefore, while the project deviates from the regulations for yards, building separation and passageway, the project nonetheless conforms to the intent of those regulations.

b. In light of the project as a whole, including any mitigation measures imposed, the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

The Project site is located in an urbanized area, developed with residential, commercial and industrial uses. Properties to the west are zoned M1-1-O and consist of one to two-story structures with retail, office, and residential uses. Properties to the north, across Irving Tabor Court, are zoned M1-1-O and consist of one to two-story structures with industrial and retail uses. The adjacent property to the east is zoned (T)(Q)CM-1-O and consists of a three-story mixed use structure with retail on the first floor and dwelling units on the second and third floors. Properties across Abbot Kinney Boulevard to the south are zoned C2-1-O-CA and consist of mainly one to two-story mixed use and retail structures.

As such, the subject site is surrounded by M1 and C2 zoned properties, with no abutting residential zone. The surrounding industrial and commercial properties are not subject to yard setbacks, and most buildings in the area are constructed without yard setbacks.

The reduced side yards are consistent with the existing structures at the subject site and the development pattern on Abbot Kinney Boulevard. The three-story mixed-use structure is built on the westerly side property line and the historic single-family dwelling is also built on the westerly side property and is built over the rear property line.

There are 10 properties located on the north side of Abbot Kinney Boulevard between Palms Boulevard and Venice Boulevard, excluding the subject site. This segment of Abbot Kinney Boulevard contains five (5) structures built at the side property line and five (5) structures built at the rear property line. None of the 10 properties exhibited the site conditions to require a passageway or building separation standards.

As previously stated, the subject site is improved with a mixed-use structure that was constructed in 1935 and a single-family dwelling that was constructed in 1918 and is identified as a Historic Resource by SurveyLA. As such, the subject site exhibits the development typography similar to the other structures on Abbot Kinney Boulevard, a street which has maintained its original character.

The project includes a remodel and 1,345 square foot addition. As such, the development will maintain the existing character, ambience, and appearance of the neighborhood.

Lastly, the ability to maintain the non-conformity setbacks and reduction of space between building and passageway width is instrumental in rehabilitating the historic single-family dwelling, a key policy objective.

In light of the above-described elements which include the proposed location, size, use of the property, and the frequency of similar development on other properties within the neighborhood, the granting of an adjustment will result in development compatible with adjacent properties, and will not adversely affect or further degrade those properties, the surrounding neighborhood, or the public health, welfare and safety.

c. The project is in substantial conformance with the purpose, intent and provisions of the General Plan, the applicable community plan and applicable specific plan.

The General Plan promotes the provision of services throughout the City in locations that are convenient to the public, but that do not negatively impact neighboring properties. The role of the Community Plan is "to promote an arrangement of land uses, streets and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live and work in the community." The Community Plan designates the Property for Limited Manufacturing land uses with the corresponding zone of M1, and Height District No. 1 in the westerly lot and CM1, and Height District No. 1 in the easterly lot. The site is within the North Venice subarea of the Venice Coastal Zone Specific Plan. The Community Plan and Specific Plan are silent in regards to setbacks, building separation and passageway standards, however, the Project is consistent with the following goals, objectives and policies:

Goal 2 A strong and competitive commercial sector which promotes economic vitality, serves the needs of the community through well designed, safe and accessible areas while preserving the historic, commercial and cultural character of the community.

Objective 2-1 To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services within existing commercial areas.

Policy 2-1.1 New commercial uses shall be located in existing established commercial areas or shopping centers.

Policy 2-1.3 Ensure the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.

Policy 2-1.5 Require that commercial projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with surrounding uses and development.

Objective 2-2 To enhance the identity of distinctive commercial districts and to identify pedestrian-oriented districts.

Policy 2-2.1 Encourage pedestrian-oriented uses and mixed-use in designated areas.

Policy 2-2.2 New development in designated areas should focus on pedestrian street activity.

Objective 2-3 To enhance the appearance of commercial districts.

Policy 2-3.1 Require that new development be designed to enhance and be compatible with adjacent development.

The proposed design features transparency and ease of access which enhances the pedestrian experience along Abbot Kinney Boulevard. The requested grant, by definition, is subject to conditions imposed by the Area Planning Commission and specifically crafted to mitigate any potential negative effects of the proposed variances. Granting the request to waive the requirement for a loading zone and standard size parking spaces will not

adversely affect any element of the General Plan and will in fact support the objectives and policies of the Community Plan as noted above. Additionally, the use and rehabilitation of the existing structure in a commercial district further strengthen the economic stability of the immediate area.

Additional discussion of the project's consistency with the General Plan can be found in Finding Nos. 2 and 6b.

6. Coastal Development Permit Findings.

a. The development is in conformity with Chapter 3 of the California Coastal Act of 1976.

Chapter 3 of the Coastal Act includes provisions that address the impact of development on public services, infrastructure, traffic, the environment and significant resources, and coastal access. Applicable provision are as follows:

Section 30244 Archaeological and Paleontological Resources.
Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required. The proposed project consists of the remodel and addition to the existing three-story mixed-use structure and includes the rehabilitation and improvements to the existing one-story single-family dwelling located at the rear portion of the lot, to raise the structure above its foundation and construct a carport. The subject site is not located within an area with known Archaeological or Paleontological Resources. However, if such resources are discovered during excavation or grading activities, the project is subject to compliance with Federal, State and Local regulations already in place.

Section 30250 Location; existing developed .
(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels. The proposed project consists of the remodel and addition to the existing three-story mixed-use structure and includes the rehabilitation and improvements to the existing one-story single-family dwelling located at the rear portion of the lot, to raise the structure above its foundation and construct a carport, located within a mixed-use corridor, developed with commercial, institutional, and residential uses. As such, the development will remain, and thus be located, in the same developed area, which has existing infrastructure and public services that have long accommodated the existing buildings on the project site.

Section 30251 Scenic and Visual Qualities.
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. The Project consists of the remodel and addition to the existing three-story mixed-use structure and includes the rehabilitation and improvements to the existing one-story single-family dwelling located at the rear portion of the lot, to raise the structure above its foundation and construct a carport. The proposed Project will not change the visual character of its surroundings because the subject site and surrounding properties are developed with one to three-story commercial and residential structures. The Project is located in an urbanized area, developed with residential and commercial uses. The Project includes a zone change from M1-1-O to (T)(Q)CM-1-O, consistent with the land use designation and adjacent lots. The Venice Specific Plan allows a maximum height of 30 feet for structures with flat roofs and 35 feet for structures with varied rooflines. The Project will remodel and expand the existing, approximately 30-foot in height, mixed-use structure and raise up the existing one-story single-family dwelling, to a height of 30 feet. The Project complies with the applicable height regulations and is consistent with the massing and scale of the site and surrounding area.

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 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. The project includes the remodel and addition to the existing 3,100 square-foot, three-story, mixed-use structure requiring five (5) parking spaces. The subject site is non-conforming for parking, and currently provides zero (0) parking spaces. The proposed project would provide the required commercial parking spaces. The project also includes the rehabilitation and improvements to the existing 680 square-foot, single-family dwelling located at the rear portion of the lot, to raise the structure 13 feet and 5.5 inches above its foundation and construct a carport with five (5) parking spaces. The rear structure currently provides zero parking spaces. However, lifting the structure from the existing foundation requires the dwelling to comply with the current requirements of the Specific Plan. As discussed in Finding No. 7, the project qualifies for a Specific Plan Exception. The work to the existing single-family dwelling will not change the use of intensity of use of the dwelling.

Further the project site is located in a Transit Priority Area, served by Los Angeles Metro Lines 33 and 733 at the intersection of Venice Boulevard and Abbot Kinney Boulevard.

As conditioned, the applicant is required to improve and repair the existing sidewalk areas adjacent to the property including removing an unused curb-cut resulting in an increase in the off-site parking supply. As such, the Project will maintain and enhance pedestrian and vehicular access adjacent to the site.

The proposed development is not located between the first public road and the sea and is located more than a mile from the beach. No permanent structures would be placed within the public right-of-way and public access to the coast would not be impacted. The proposed project will neither interfere nor reduce access to the shoreline as the site does not have direct access to any water or beach. As such, the proposed project will not conflict with any public access policies of the Coastal Act.

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. (3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development. (4) Minimize energy consumption and vehicle miles traveled. (5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses. The property is located in a Tsunami Inundation Zone, Liquefaction Zone, and within 5.26 kilometers of the Santa Monica Fault. As such, the project is subject to compliance with Zoning, Building, and Fire Safety Code requirements that will minimize risks to life and property in geological and Liquefaction hazard zones. The property is also located within Zone X, an area outside the flood zone.

The project site is also located within an area that may be affected by Sea Level Rise. On August 12, 2015, the Coastal Commission adopted a Sea Level Rise Policy Guidance document, updated and adopted On November 7, 2018. This policy document provides a framework and directions for local jurisdictions to address sea level rise (SLR) in Local Coastal Programs (LCPs) and Coastal Development Permits (CDPs). In May 2018, the City completed an initial sea level rise vulnerability assessment for the Venice Coastal Zone. The report provides that: *Existing wide beaches generally protect Venice from coastal hazards. Coastal assets along or near the beachfront are potentially vulnerable during a large storm event in combination with SLR greater than 3.3 feet. After 4.9 feet SLR, beachfront assets are more vulnerable to damage from flooding or potential erosion of the beach. A SLR of 6.6 feet is a tipping point for Venice's exposure to extreme coastal wave events. Beachfront and coastal assets could flood annually, beaches could be greatly reduced in width, and high water levels could greatly increase potential for flooding of inland low-lying areas.* As discussed in the analysis, there is considerable uncertainty around the timing of SLR, how coastal processes may be affected, and what adaptation approaches will be applied in the future (VSLRVA, pg. 45). Policies and development standards to address the potential impacts of SLR would be addressed in the City's LCP for the Venice Coastal Zone.

The Coastal Storm Modeling System (CoSMoS) was utilized to analyze the project's vulnerability to flood hazards, considering a scenario of a minimum 6.6-foot sea level rise and a 100-year storm scenario. Based on this scenario, the proposed development could potentially be affected by flooding as a result of SLR, however, the potential for such flooding in severe storm events is likely to increase towards the end of the project life (based on a typical development life of 75 years). The proposed project does not include any basement areas. Furthermore, any repair, demolition, and/or new construction as a result of any flooding would be subject to additional review. As conditioned, the proposed development is consistent with Section 30253 of the Coastal Act.

The proposed development would have no adverse impacts on public access, recreation, public views or the marine environment, as the property is located within a developed area and located more than 0.6 miles from the Venice Beach shoreline. The project will neither interfere nor reduce access to the shoreline or beach. There will be no dredging, filling or diking of coastal waters or wetlands associated with the request, and there are no sensitive habitat areas, archaeological or paleontological resources identified on the site. The mixed-use structure will not block any designated public access views. As conditioned, the proposed project is in conformity with Chapter 3 of the California Coastal Act.

b. The development will not prejudice the ability of the City of Los Angeles to prepare a local coastal program that is in conformity with Chapter 3 of the California Coastal Act of 1976.

Coastal Act Section 30604(a) states that prior to the certification of a Local Coastal Program ("LCP"), a coastal development permit may only be issued if a finding can be made that the proposed development is in conformance with Chapter 3 of the Coastal Act. The Venice Local Coastal Land Use Plan ("LUP") was certified by the California Coastal Commission on June 14, 2001; however, the necessary implementation ordinances were not adopted. The City is in the initial stages of preparing the LCP; prior to its adoption the guidelines contained in the certified LUP are advisory. Per the Land Use Plan, the subject property is designated as Limited Manufacturing land use.

The following are applicable policies from the Venice Local Coastal Land Use Plan:

Policy I. C. 1. Industrial Land Use. The Land Use Plan designates approximately 53 acres of land for Limited Industry land uses. It is the policy of the City to preserve this valuable land resource from the intrusion of other uses, and to ensure its development with high quality industrial uses. Commercial use of industrially designated land shall be restricted. Artist studios with residences may be permitted in the Limited Industry land use category. Adequate off-street parking shall be required for all new or expanded industrial land uses consistent with Policies II.A.3 and II.A.4. The design, scale and height of structures in areas designated for industrial land uses shall be compatible with adjacent uses and the neighboring community. The proposed project includes the remodel and addition to the existing 3,100 square-foot, three-story, mixed-use structure comprised of a 641 square-foot addition of commercial space and a 704 square-foot addition of residential floor area to the existing four (4) dwelling units, and the rehabilitation and improvements to the existing 680 square-foot, single-family dwelling located at the rear portion of the lot. The proposed zone change to CM is consistent with the Light Industrial land use designation, and the proposed project maintains the existing uses onsite.

Policy II.A.3 Parking requirements.
Single-Family Dwelling. Single-family dwellings on lots less than 35 feet in width are required to provide two spaces. As shown in Exhibit A, the subject site is 34 feet in width and adjacent to an alley. The remodel and raising of the rear single-family dwelling would require the applicant to provide two parking spaces for the dwelling. The applicant is requesting a Specific Plan Exception to provide zero parking spaces for the rear single-family dwelling in lieu of the two parking spaces otherwise required.

General Retail Store. One space for each 225 square feet of floor area. As shown in Exhibit A, the project would add 641 square-feet of new retail floor area and would be required to provide three parking spaces.

Policy II.A.4 outlines the Parking Requirements for the Beach Impact Zone.
Commercial and Industrial Projects. Commercial and industrial projects in the Beach Impact Zone shall provide one additional parking space for each 640 square feet of floor area of the ground floor. Up to 50% of the total number of these additional parking spaces required in this section may be paid for in lieu of providing the spaces. As shown in Exhibit A, the total Ground Floor area is 1,398 square feet which would require three Beach Impact Zone Parking spaces. The applicant will provide two physical spaces and will pay $18,000.00 into the Venice Coastal Parking Impact Trust Fund in lieu of the third physical parking space.

The proposed development consists of the remodel and addition to the existing three-story mixed-use structure and includes the rehabilitation and improvements to the existing one-story single-family dwelling located at the rear portion of the lot, to raise the structure above its foundation and construct a carport. In reviewing the permit history of the existing structures, no parking spaces are currently required for the subject site. Based on the parking requirements, the project requires a total of seven parking spaces. However, as described above, the applicant will provide a total of five parking spaces; one required space will be ADA compliant.

The proposed development is consistent with the policies of the Land Use Plan and the standards of the Specific Plan (discussed above) and will not prejudice the ability of the City to prepare a local coastal program that is in conformity with Chapter 3 of the California Coastal Act.

c. The Interpretive Guidelines for Coastal Planning and Permits as established by the California Coastal Commission dated February 11, 1977 and any subsequent amendments thereto have been reviewed, analyzed and considered in light of the individual project in making this determination.

The Los Angeles County Interpretative Guidelines were adopted by the California Coastal Commission (October 14, 1980) to supplement the Statewide Guidelines. Both regional and statewide guidelines, pursuant to Section 30620 (b) of the Coastal Act, are designed to assist local governments, the regional commissions, the commission, and persons subject to the provisions of this chapter in determining how the policies of this division shall be applied to the coastal zone prior to the certification of a local coastal program. As stated in the Regional Interpretative Guidelines, the guidelines are intended to be used “in a flexible manner with consideration for local and regional conditions, individual project parameters and constraints, and individual and cumulative impacts on coastal resources. In addition to the Regional Interpretative Guidelines, the policies of Venice Local Coastal Program Land Use Plan (the Land Use Plan was certified by the Coastal Commission on June 14, 2001) have been reviewed and considered. The Project consists of the remodel and addition to the existing three-story mixed-use structure and the rehabilitation and improvements to the existing one-story single-family dwelling located at the rear portion of the lot, to raise the structure above its foundation and construct a carport and a zone change from M1-1-O to (T)(Q)CM-1-O, consistent with the Limited Industrial land use designation. The Regional Interpretive Guidelines have been reviewed. Notwithstanding the request for a Specific Plan Exception for parking, as conditioned, the proposed project is consistent with the parking provisions recommended in the Regional Interpretative Requirements for the Venice Area as well as the policies of the LUP and standards of the Specific Plan. Please see the discussion in Finding No. 7 for the request for a Specific Plan Exception for parking.

d. The decision of the permit granting authority has been guided by any applicable decision of the California Coastal Commission pursuant to Section 30625(c) of the Public Resources Code, which provides that prior decisions of the Coastal Commission, where applicable, shall guide local governments in their actions in carrying out their responsibility and authority under the Coastal Act of 1976.

The project consists of the remodel and addition to the existing three-story mixed-use structure and includes the rehabilitation and improvements to the existing one-story single-family dwelling located at the rear portion of the lot, to raise the structure above its foundation and construct a carport and a zone change from M1-1-O to (T)(Q)CM-1-O, consistent with the Limited Industrial land use designation. The proposed development is located within the Single-Permit jurisdiction of the Coastal Zone, where the local

jurisdiction (City of Los Angeles) issues Coastal Development Permits. The Coastal Commission will render decisions on appeals of the City's Coastal Development Permits or Coastal Exemptions. The Coastal Commission took action on the following Projects on Abbot Kinney Boulevard, in the Venice Coastal Zone:

-- In June 2019, the Commission found No Substantial Issue with an appeal of local Coastal Development Permit No. DIR-2015-2823-CDP-2A authorizing a Reversion of Acreage of 5,133 square foot of land including a 3,702 square foot parcel (Parcel 2) and a 1,431 square foot public easement area of an adjacent property (Parcel 1) to create one parcel, clarification and codification of a City-owned easement across Parcel 2, and minor landscape improvements within Parcel 2, including: 1) installation of a 3.5 foot high, 276 foot long "living fence" 2) 703 square foot of refinished decorative concrete for Venice Boulevard driveway; 3) 740 square foot of new decorative concrete adjoining the existing driveway; 4) a new swinging gate adjoining the Venice Boulevard driveway; and 5) new landscaping located at 1656 Abbot Kinney Boulevard. (Appeal No. A-5-VEN-19-0021).

-- In December 2019, the Commission approved with conditions a Coastal Development Permit for the major remodel and addition of the existing 1,107 square foot single-family residence, including a 35-foot-high, 3-story, 4,111 square foot, single family residence located at 1209 Abbot Kinney Boulevard. (Application No. A-5-VEN-18-0033).

-- In July 2018, the Commission found Substantial Issue on an appeal of local CDP No. DIR-2016-2330-CDP-MEL for the change of use and addition to a one-story, 1,107 square-foot residence to a three-story, 35-foot-high, 4,111 square foot, mixed-use artist-in-residence with office space on the ground floor, two on-site parking spaces, with two on-site bicycle parking stalls, located at 1209 Abbot Kinney Boulevard. (Application No. A-5-VEN-18-0-0033)

As such, this decision of the permit granting authority has been guided by applicable decisions of the California Coastal Commission pursuant to Section 30625(c) of the Public Resources Code, which provides that prior decisions of the Coastal Commission, where applicable, shall guide local governments in their actions in carrying out their responsibility and authority under the Coastal Act of 1976. The above referenced projects are projects on Abbot Kinney Boulevard that were referred to the California Coastal Commission on appeal. Case No A-5-VEN-18-0033 is the most analogous project, where the California Coastal Commission approved with conditions a project for a remodel and addition on Abbot Kinney Boulevard.

e. The development is not located between the nearest public road and the sea or shoreline of any body of water located within the coastal zone, and the development is in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act of 1976.

Section 30210 of the Coastal Act states the following in regards to public access:

> *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, right of private property owners, and natural resources from overuse.*

Section 30211 of the Coastal Act states the following in regards to public recreation policies:

> *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.*

The subject property does not front any body of water nor does it impede on any access to the sea or shoreline. As conditioned, the proposed development will improve and enhance the pedestrian right-of-way adjacent to the property and will not conflict with any public access or public recreation policies of the Coastal Act.

f. An appropriate environmental clearance under the California Environmental Quality Act has been granted.

In October 2020, a Mitigated Negative Declaration (ENV-2018-7014-MND) was prepared for the Proposed Project. On the basis of the whole of the record before the lead agency, including any comments received, the lead agency finds that there is no substantial evidence that the Proposed Project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The mitigation measures have been made enforceable by conditions on the project and a Mitigation Monitoring Program has been prepared. The MND was circulated on November 5, 2020 with a public comment period for the MND ending December 7, 2020. The Mitigated Negative Declaration and Mitigation Monitoring Program are provided in Exhibit C.

7. Venice Coastal Zone Specific Plan Exception.

a. The strict application of the regulations of the specific plan to the subject property would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the specific plan.

The proposed project includes the remodel and addition to the existing three-story, mixed-use structure comprised of a 641 square-foot addition of commercial space and a 704 square-foot addition of residential floor area, as well as improvements to remove and relocate (onsite) an existing single-family dwelling. The single-family dwelling is an eligible historic resource. The project requires three parking spaces for the new commercial floor area, three BIZ parking spaces and two spaces for the single-family dwelling. The subject site is substandard, with a width of 34 feet and fully developed with two structures, maintaining non-conforming setbacks and zero parking spaces.

Due to the physical site constraints, the applicant will remove and elevate the single-family dwelling 13 feet and 5.5 inches above its foundation to construct a carport below. The carport provides a maximum of five parking spaces: two sets in tandem (compact stalls) and one ADA compliant stall. The single-family dwelling maintains legally non-conforming parking (zero parking spaces). However, in order to provide the required parking for the new commercial floor area and preserve the integrity of the historic resource, the applicant must lift up the existing structure. In doing so, the structure loses its nonconforming parking rights.

As previously stated, the subject site is built-out with a three-story mixed-use structure at the front portion of the lot and a single-family dwelling at the rear portion of the lot, and there is no space to provide additional parking. Since the efforts to rehabilitate the Historic Resource serves a larger policy goal and the relocation of the single-family

dwelling does not increase the density onsite nor is the number of bedrooms increasing, the strict application of the parking regulations of the specific plan to the subject property would result in practical difficulties and unnecessary hardships inconsistent with the general purpose and intent of the specific plan.

b. There are exceptional circumstances or conditions that are applicable to the subject property or to the intended use or development of the subject property that do not generally apply to other properties within the specific plan area.

The subject site is substandard, with a width of 34 feet and fully developed with two structures, maintaining non-conforming setbacks and zero parking spaces. The rear structure is identified as an eligible historic resource. A Historical Resource Assessment was prepared by SWCA Environmental Consultants, dated December 11, 2019, with a supplemental letter dated January 30, 2020. The report determined that the rear building is individually eligible for listing in the National Register of Historic Places (NRHP), the California Register of Historic Resources (CRHR), and for designation as a Los Angeles Historic-Cultural Monument (HCM). The building conveys a strong visual sense of the overall historic environment of Abbot Kinney Boulevard during the period of pre-consolidation Venice and embodies distinctive characteristics of the Japanese-influenced Craftsman style. As such, the rear structure may not be demolished or significantly altered.

Due to the physical site constraints, the applicant will remove and elevate the single-family dwelling 13 feet and 5.5 inches above its foundation to construct a carport below. The carport provides a maximum of five parking spaces: two sets in tandem (compact stalls) and one ADA compliant stall. The single-family dwelling maintains legally non-conforming parking (zero parking spaces). However, in order to provide the required parking for the new commercial floor area and preserve the integrity of the historic resource, the applicant must lift up the existing structure. In doing so, the structure loses its nonconforming parking rights.

While many eligible historic resources exist within the Abbot Kinney Boulevard corridor and Specific Plan area, none are located at the rear portion of the lot and on a parcel developed with a three-story mixed-use structure. Furthermore, the lot is substandard in width and area. As such, there are exceptional circumstances and conditions that are applicable to the subject property that do not generally apply to other properties within the specific plan area.

c. The requested exception is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the geographically specific plan in the same zone and vicinity but which, because of such special circumstances and practical difficulties or unnecessary hardships is denied to the property in question.

The Project site is located in an urbanized area that was developed in the 1910s and 1920s, where structures were built to the property lines on small lots. The subject site has a frontage on Abbot Kinney Boulevard of 34 feet and an even depth of 105 feet providing of a total area of 3,570 square feet. Specifically, properties on Abbot Kinney Boulevard were developed on narrow lots, generally 30 feet in width. However, typically parcels zoned for light manufacturing use have a minimum lot size of 15,000 square feet.

The proposed project includes the remodel and addition to the existing three-story, mixed-use structure comprised of a 641 square-foot addition of commercial space and

a 704 square-foot addition of residential floor area, as well as improvements to remove and relocate (onsite) an existing single-family dwelling. The single-family dwelling is an eligible historic resource. The project requires three parking spaces for the new commercial floor area, three BIZ parking spaces and two spaces for the single-family dwelling. The subject site is substandard, with a width of 34 feet and fully developed with two structures, maintaining non-conforming setbacks and zero parking spaces.

Due to the physical site constraints, the applicant will remove and elevate the single-family dwelling 13 feet and 5.5 inches above its foundation to construct a carport below. The carport provides a maximum of five parking spaces: two sets in tandem (compact stalls) and one ADA compliant stall. The single-family dwelling maintains legally non-conforming parking (zero parking spaces). However, in order to provide the required parking for the new commercial floor area and preserve the integrity of the historic resource, the applicant must lift up the existing structure. In doing so, the structure loses its nonconforming parking rights.

There are approximately 167 structures located on Abbot Kinney Boulevard between Main Street and Venice Boulevard, of which only 25 structures have been identified by SurveyLA as historic structures. As most of the properties on Abbot Kinney Boulevard are able to reinvest in their properties by adding new commercial space without the site plan constraints of a SurveyLA identified historic resource. As such, the ability to demolish or adaptively reuse a structure to provide parking is a substantial property right generally possessed by other properties within the specific plan area.

The request Variance allows the applicant to achieve parity with the other lots not containing a historic structure identified by SurveyLA. As such, the requested Exception is necessary for the preservation and enjoyment of a substantial property right.

d. The granting of the exception will <u>NOT</u> be detrimental to the public welfare or injurious to property or improvements adjacent to or in the vicinity of the subject property.

As previously discussed, the property currently provides zero parking space. The single-family dwelling maintains legally non-conforming parking (zero parking spaces). However, in order to provide the required parking for the new commercial floor area and preserve the integrity of the historic resource, the applicant must lift up the existing structure. In doing so, the single-family dwelling loses its nonconforming parking rights and must provide two parking spaces.

The carport provides a maximum of five parking spaces for the increase in commercial floor area: two sets in tandem (compact stalls) and one ADA compliant stall. The applicant requests an Exception to provide zero parking spaces for the single-family dwelling, consistent to what is currently provided. Elevating the single-family dwelling and constructing a new foundation will not change the use or density on site. As such, granting an Exception to provide zero additional parking spaces for the existing single-family dwelling will not be detrimental to the public welfare or injurious to property or improvements adjacent to or in the vicinity of the subject property. The project provides all required parking for the increase in commercial floor area, including additional bicycle parking spaces and one ADA compliant parking space.

e. The granting of the exception is consistent with the principles, intent and goals of the Specific Plan and any applicable element of the General Plan.

As previously stated, the proposed project includes the remodel and addition to the existing three-story, mixed-use structure comprised of a 641 square-foot addition of commercial space resulting in the requirement to provide five (5) parking spaces and elevating the single-family dwelling 13 feet and 5.5 inches above its foundation to construct a carport. The proposed project provides the required parking spaces for the commercial floor area in the new carport. However, lifting the single-family dwelling from the existing foundation results in the loss of all nonconforming parking rights.

Section 13.B of the Venice Coastal Zone Specific Plan states:

> *EXCEPTION. Any additions or alterations to the existing single-family or multiple dwelling shall not be required to comply with the parking standards set forth in this Section. However, if the addition or alteration results in an additional dwelling unit, the Parking Requirement Table in Subsection D and the requirements in Subsection E shall apply for the addition of a dwelling unit or units.*
>
> *Venice Coastal Development Projects where more than 50 percent of the existing exterior walls are removed or replaced are considered demolitions and new constructions and are not subject to this exception.*

Further elaboration on additions and alterations to existing structures in the certified Venice Land Use Plan 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.*

The intent of Section 13.B of the Venice Coastal Zone Specific Plan and the Policy I. E.5 of the certified Land Use Plan is to ensure projects that result in the intensification of use or an increase in density provides sufficient parking. In this instance, the removal of the structure off its foundation is consistent with extensive renovation and the loss of non-conforming parking rights. However, work to lift up the structure is necessary for the preservation and rehabilitation of the historic structure. The structure would be maintained onsite. Thus, granting the exception would be consistent with the goals and intent of the Specific Plan.

8. Project Permit Compliance Review

a. **The project substantially complies with the applicable regulations, findings, standards and provisions of the specific plan.**

The project consists of the remodel and addition to the existing 3,100 square-foot, three-story, mixed-use structure comprised of a 641 square-foot addition of commercial space and a 704 square-foot addition of residential floor area to the existing four (4) dwelling units, resulting in a 4,525 square-foot, mixed-use structure with 1,398 square feet of

ground floor retail use, four (4) dwelling units and a new rooftop deck. The Project includes the rehabilitation and improvements to the existing 680 square-foot, single-family dwelling located at the rear portion of the lot, to raise the structure nine feet above its foundation and construct a carport with five (5) parking spaces. The structures are connected at the second floor with an open staircase and passageway.

The subject property is located within the North Venice Subarea of the Venice Specific Plan. The site is within the M1-1-O and (T)(Q)CM-1-O zones with a Limited Industrial land use designation. The surrounding area is characterized by level topography and with a developed street network. Properties to the north and east of Abbot Kinney Boulevard are zoned M1-1-O and (T)(Q)CM-1-O and developed with commercial, residential, and mixed-use structures that range from one to three stories. Properties to the south and west of Abbot Kinney Boulevard zoned C2-1-O-CA and developed with commercial, residential, and mixed-use structures that range from one to three stories. The proposed project is compatible in scale and character with the existing neighborhood, and would not be materially detrimental in scale and character to the immediate neighborhood. Except as discussed above, the proposed project meets the findings required by Section 8.C of the Venice Coastal Zone Specific Plan. The project complies with the applicable General Land Use and Development Regulations as set forth in Section 9, Land Use and Development Regulations for the North Venice Subarea as set forth in Section 10.F, and the Parking provisions as set forth in Section 13 of the Specific Plan as evidenced below:

A. Section 8.C. Findings

The project meets the required findings set forth in Section 8.C of the Venice Coastal Zone Specific Plan, as shown below:

1. *The Venice Coastal Development Project is compatible in scale and character with the existing neighborhood, and that the Venice Coastal Development Project would not be materially detrimental to adjoining lots or the immediate neighborhood.*

   The subject property consists of an interior rectangular 3,150 square foot lot and a 420 square foot lot to the east for a total area of 3,570 square feet. The subject site sits on the north side of Abbot Kinney Boulevard, between Palms Boulevard on the west and Venice Boulevard on the east. The site is zoned M1-1-O and (T)(Q)CM-1-O, designated for Limited Manufacturing land uses. The proposed Project consists of the remodel and addition to the existing three-story mixed-use structure and includes the rehabilitation and improvements to the existing one-story single-family dwelling located at the rear portion of the lot, to raise the structure above its foundation and construct a carport. The proposed Project will not change the visual character of its surroundings because the subject site and surrounding properties are developed with one to three-story commercial and residential structures. The Project is located in an urbanized area, developed with residential and commercial uses. The proposed project maintains the character of the existing structures on the project site. As approved and conditioned, the project will not be detrimental to the adjoining properties or the immediate area.

2. *The Venice Coastal Development Project is in Conformity with the Certified Venice Local Coastal Program.*

   The Venice Local Coastal Land Use Plan (“LUP”) was certified by the California Coastal Commission on June 14, 2001; however, the necessary implementation ordinances were not adopted. The City is in the initial stages of preparing the LCP; prior to its adoption the guidelines contained in the certified LUP are advisory. The

subject property is designated Limited Industrial in the Venice Local Coastal Program Land Use Plan and is zoned M1-1-O and (T)(Q)CM-1-O.

Policy I.C.1 outlines the Industrial Land Use Development Standards. The Land Use Plan designates approximately 53 acres of land for Limited Industry land uses. It is the policy of the City to preserve this valuable land resource from the intrusion of other uses, and to ensure its development with high quality industrial uses. Commercial use of industrially designated land shall be restricted. Artist studios with residences may be permitted in the Limited Industry land use category. Adequate off-street parking shall be required for all new or expanded industrial land uses consistent with Policies II.A.3 and II.A.4. The design, scale and height of structures in areas designated for industrial land uses shall be compatible with adjacent uses and the neighboring community. The proposed project includes the remodel and addition to the existing 3,100 square-foot, three-story, mixed-use structure comprised of a 641 square-foot addition of commercial space and a 704 square-foot addition of residential floor area to the existing four (4) dwelling units, and the rehabilitation and improvements to the existing 680 square-foot, single-family dwelling located at the rear portion of the lot. The proposed zone change to CM is consistent with the Light Industrial land use designation, and the proposed project maintains the existing uses onsite.

Policy II.A.3 outlines the Parking Requirements for the project. Single-Family Dwelling. Single-family dwellings on lots less than 35 feet in width are required to provide two spaces. The subject site is 34 feet in width and adjacent to an alley. The removal of the single-family dwelling above its existing foundation results in the loss of nonconforming parking rights. The project is required to provide two parking spaces for the single-family dwelling. The mixed-use structure is non-conforming for parking, providing zero parking spaces. The improvements to this structure results the demolition of 40 percent of the exterior walls; as such, this improvement does not trigger the requirement to provide the additional parking. As discussed in Finding No. 7, the project qualifies for a Specific Plan Exception, zero parking spaces are required for the single-family dwelling.

General Retail Store. One space for each 225 square feet of floor area. The project proposes 641 square-feet of new retail floor area. Three new parking spaces are required and provided in the new carport.

Policy II.A.4 outlines the Parking Requirements for the Beach Impact Zone. Commercial and Industrial Projects. Commercial and industrial projects in the Beach Impact Zone shall provide one additional parking space for each 640 square feet of floor area of the ground floor. Up to 50% of the total number of these additional parking spaces required in this section may be paid for in lieu of providing the spaces. As shown in Exhibit A, the total Ground Floor area is 1,398 square feet which would require three Beach Impact Zone Parking spaces. The applicant will provide two parking spaces and will pay $18,000 into the Venice Coastal Parking Impact Trust Fund in lieu of the third physical parking space.

3. *The applicant has guaranteed to keep the rent levels of any Replacement Affordable Units at an affordable level for the life of the proposed project and to register the Replacement Affordable Unit with the Los Angeles Housing Department.*

The project consists of the remodel and addition to the existing four-unit structure and the rehabilitation and improvements to the existing one-story single-family dwelling located at the rear portion of the lot, to raise the structure above its foundation and construct a carport. The Housing and Community Investment Department of Los

Angeles (HCIDLA) determined in a letter dated September 20, 2019, that no affordable units exist. As such, no Replacement Affordable Units are proposed or required for this project.

4. *The Venice Coastal Development Project is consistent with the special requirements for low- and moderate-income housing units in the Venice Coastal Zone as mandated by California Government Code Section 65590 (Mello Act).*

   No Replacement Affordable Units are proposed or required for this project. The project consists of improvement to a four-unit structure and the rehabilitation and improvements to the existing one-story single-family dwelling (demolition and new construction). Pursuant to Part 2.4.2 of the Interim Administrative Procedures, developments which consist of nine or fewer Residential Units are Small New Housing Developments and are categorically exempt from the Inclusionary Residential Unit requirement. Therefore, the proposed development of one new Residential Unit is found to be categorically exempt from the Inclusionary Residential Unit requirement for New Housing Developments and complies with the Mello Act, as set forth in California Government Code Sections 65590 and 65590.1.

   In addition to the requisite findings set forth in Section 8.C of the Specific Plan, the project also complies with all applicable provisions of the Specific Plan, as set forth below:

B. Section 9. General Land Use and Development Regulations

1. *Lot Consolidation.* The project site consists of one existing M-1 zoned lot and part of a second CM-1 zoned lot on Abbot Kinney Boulevard, in the North Venice Subarea. The project does not propose the consolidation of any lots. Therefore, the proposed project is in conformance with Section 9.A of the Specific Plan.

2. *Height.* The height of the structure is measured from the centerline of Abbot Kinney Boulevard and is conditioned to conform to the standards of measurement as outlined in Section 9.B of the Specific Plan.

3. *Roof Structures.* The project does not propose any Roof Access Structures. Chimneys, exhaust ducts, ventilation shafts and other similar devices essential for building function do not exceed the height limit by more than five feet. Therefore, the proposed project is in conformance with Section 9.C of the Specific Plan.

C. Sections 10.F. Land Use and Development Regulations for the North Venice Subarea

1. *Density.* Commercial Zones. No residential Venice Coastal Development Project on a commercially zoned lot shall exceed the density permitted in the R3 Zone. The proposed project will maintain the existing 4-unit mixed use building and single-family dwelling. Therefore, the density of the property complies with Section 10.F.2 of the Specific Plan.

2. *Height*. *Venice Coastal Development Projects with a Flat Roof shall not exceed a maximum height of 30 feet; or 35 feet for Venice Coastal Development Projects with Varied Rooflines, provided that any portion of the roof that exceeds 30 feet is set back from the required front yard at least one foot in depth for every foot in height above 25 feet.* As shown in Exhibit A, the project proposes a flat roofline for the mixed-use structure at the front of the lot with a maximum height of 30 feet measured from the centerline of Abbot Kinney Boulevard. The rear single-family

dwelling proposes a varied roofline with a maximum height of 30 feet measured from the centerline of Abbot Kinney Boulevard. As such, the project complies with Section 10.F.3 of the Specific Plan.

3. *Access.* Driveways and vehicular access to Venice Coastal Development Projects shall be provided from alleys, unless the Department of Transportation determines that it is not Feasible. Vehicular access is provided from the rear alley, Irving Tabor Court. As such, the project complies with Section 10.F.5 of the Specific Plan.

D. *Section 13.B. Parking Exception*

Exception. Any additions or alternation to the existing single-family or multiple-family dwelling are not subject to the Parking Requirements Table in Section 13.D, unless the addition or alterations will result in a new dwelling unit or where more than 50 percent of the existing exterior walls are removed or replaced. As shown in Exhibit A, the project will affect (remove, alter, or enclose) 40 percent, less than 50 percent of the existing exterior walls of the second and third floor dwelling units. Therefore, the applicant is not required to provide any new parking spaces for the four existing residential units.

E. Section 13.D. Parking Requirement Table

Single-Family Dwelling. *Single-family dwellings on lots less than 35 feet in width are required to provide two spaces.* The subject site is 34 feet in width and adjacent to an alley. The removal of the single-family dwelling above its existing foundation would result in the loss of nonconforming parking rights. The project is required to provide two parking spaces for the single-family dwelling. As discussed in Finding No. 7, the project qualifies for a Specific Plan Exception, zero parking spaces are required for the single-family dwelling.

General Retail Store. One space for each 225 square feet of floor area. The project proposes 641 square-feet of new retail floor area. Three new parking spaces are required and provided in the new carport.

F. *Section 13.E. Beach Impact Zone Parking Requirements*

Commercial and Industrial Projects. One parking space for each 640 square feet of floor area of the Ground Floor for commercial and industrial Venice Coastal Development Projects. In lieu of physically providing the spaces, a fee of $18,000.00 per space may be paid for up to 50 percent of the total number of parking spaces required in this subdivision. Provided, however, that no payment shall be allowed in lieu of any parking space required by LAMC Section 12.21 A4. All fees shall be paid into the Venice Coastal Parking Impact Trust Fund. As shown in Exhibit A, the total Ground Floor area is 1,398 square feet which would require three Beach Impact Zone Parking spaces. The applicant will provide two parking spaces and will pay $18,000 into the Venice Coastal Parking Impact Trust Fund in lieu of the third physical parking space.

b. **The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project, to the extent physically feasible.**

In October 2020, a Mitigated Negative Declaration (ENV-2018-7014-MND) was prepared for the Proposed Project. On the basis of the whole of the record before the lead agency, including any comments received, the lead agency finds that there is no substantial

evidence that the Proposed Project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The mitigation measures have been made enforceable by conditions on the project and a Mitigation Monitoring Program has been prepared and will be adopted as part of the project approval. The MND was circulated on November 5, 2020 with a public comment period for the MND ending December 7, 2020. The Mitigated Negative Declaration and Mitigation Monitoring Program are provided in Exhibit C.

9. Mello Act Compliance Review

Pursuant to the City of Los Angeles Interim Administrative Procedures for Complying with the Mello Act, all Conversions, Demolitions, and New Housing Developments must be identified in order to determine if any Affordable Residential Units are onsite and must be maintained, and if the project is subject to the Inclusionary Residential Units requirement. Accordingly, pursuant to the settlement agreement between the City of Los Angeles and the Venice Town Council, Inc., the Barton Hill Neighborhood Organization, and Carol Berman concerning implementation of the Mello Act in the Coastal Zone Portions of the City of Los Angeles, the findings are as follows:

a. **Demolitions and Conversions (Part 4.0)**

The project includes the demolition and construction of one Residential Unit in the Coastal Zone (single-family dwelling to be lifted off the existing foundation). A Determination issued by the Los Angeles Housing and Community Investment Department (HCIDLA) dated September 20, 2019 concluded that no affordable units exist at the project site. HCIDLA reviewed data from November 2015 to November 2018. As such, no Replacement Affordable Units are proposed or required for this project.

b. **Categorical Exemptions (Part 2.4) Small New Housing Developments**

The project proposes the construction of one (1) new Residential Unit. Pursuant to Part 2.4.2 of the Interim Administrative Procedures, developments which consist of nine or fewer Residential Units are Small New Housing Developments and are categorically exempt from the Inclusionary Residential Unit requirement. Therefore, the proposed development of one (1) new Residential Dwelling Unit is found to be categorically exempt from the Inclusionary Residential Unit requirement for New Housing Developments.

10. Waiver of Dedications and/or Improvements

a. The dedication or improvement requirement does not bear a reasonable relationship to any project impact.

The proposed project includes the remodel and addition to the existing 3,100 square-foot, three-story, mixed-use structure comprised of a 641 square-foot addition of commercial space and a 704 square-foot addition of residential floor area to the existing four (4) dwelling units. The proposed project does not increase the density of the subject site and the increase in commercial square footage is relatively insignificant. According to the Mitigated Negative Declaration, the proposed project will only result in an increase in daily Vehicle Miles Traveled (VMT) from 391 miles to 554 miles. As such, the proposed project will not have a significant impact on circulation patterns in the Venice Community Plan area. Therefore, the dedication requirement does not bear a reasonable relationship to the project impact.

b. The dedication or improvement is not necessary to meet the City's mobility needs for the next 20 years based on guidelines the Streets Standards Committee has established.

Abbot Kinney Boulevard, adjoining the subject site to the south is designated an Avenue III, requiring a dedicated width of 72 feet public right-of-way consisting of a 46 feet roadway width and 13 feet sidewalk/parkway width. The actual right-of-way width is approximately 70 feet in width with a roadway width of approximately 50 feet and a sidewalk/parkway width of approximately 10 feet. Abbot Kinney Boulevard is improved with an asphalt roadway, gutter, curb, and sidewalk. The Mobility Plan 2035, identifies Abbot Kinney Boulevard as part of the Neighborhood Enhanced Network and located in a Pedestrian Enhanced District.

Further the segment of Abbot Kinney Boulevard between Main Street and Palms Boulevard is designated an Avenue III Modified where the Street Standards recommends a public right of way of 70 feet with 10 feet sidewalks. This modification to the Street Standards is to support the designation of Abbot Kinney Boulevard as a Pedestrian Priority District.

In summary, adherence to the Street Standard for an Avenue III for a dedication requirement for 4 foot in length by 3-foot 6 inch in depth of land along the property frontage to allow for the construction of a 13-foot concrete sidewalk is not necessary to meet the City's mobility needs and would serve no practical impact to increasing the width of the path of travel for pedestrians.

c. The dedication or improvement requirement is physically impractical.
The subject site consists of an interior rectangular 3,150 square-foot lot with a frontage of 30 feet and a 420 square-foot lot (Arb 2) with a frontage of 4 feet. The site is developed with a three-story mixed-use structure that is built to the front property line and extends more than half the width of the current site.

The proposed 3-foot 6-inch dedication for a portion of the 420 square feet portion (Arb 2) of the project site would not be practical, as the sidewalk could not be widened for such a small portion of the street. The existing building at the subject site fronting Abbot Kinney Boulevard is built to the property line and the abutting property to the east is also built at the 0-feet setback, as allowed by the Municipal Code. Nonetheless, the improvements to the existing sidewalk -- without the dedication requirement -- are practical, and as such are included as conditions of approval.

In summary, adherence to the Street Standard for an Avenue III for a dedication requirement for 4 foot in length by 3-foot 6 inch in depth of land along the property frontage to allow for the construction of a 13-foot concrete sidewalk is impractical and would serve no practical impact to increasing the width of the path of travel for pedestrians.

ADDITIONAL MANDATORY FINDING

11. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone X, areas of 500-year flood: areas of 100-year flood with average depths of less than 1-foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year-flood.

PUBLIC HEARING AND COMMUNICATIONS

In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, a public hearing was held virtually by a Hearing Officer (Ira Brown) on Wednesday, December 16, 2020 at 9:30 a.m. After the public hearing, the applicant modified the project plans and application to request a Zone Variance, necessitating a new public hearing. The new hearing will be held by the West Los Angeles Area Planning Commission for the project.

The hearing was attended by the applicant team and one member of the public. The project representative, Ed Millan, provide an overview of the proposed project and explained slight changes to the project description since the hearing notice with distributed. One member of the public spoke against the project indicating the displacement of tenants and the loss of affordable units in Venice.

The Department of City Planning received one letter of support from a neighbor indicating that the applicant has addressed his issues with project design changes and staff received one phone call from a neighbor indicating opposition to the project because of impacts to the abutting restaurant use and impacts to the historic structure at the rear. In addition, on December 15, 2020, the Venice Neighborhood Council voted to support the proposed project.

APCW-2018-7013-ZC-ZV-ZAA-CDP-SPE-SPP-MEL-WDI

Exhibit A: Maps

A.1 – Radius Map
A.2 – Vicinity Map
A.3 – ZIMAS Map
A.4 – Venice Coastal Zone LUP Map
A.5 – Land Use Designation Map (Venice Community Plan)

ALL PROPERTIES

CPC-2000-4046-CA
CPC-1987-648-ICO
CPC-1984-226
CPC-1998-119
DIR-2014-2824-DI
CPC-2019-7393-CA
CPC-2014-1456-SP
CPC-2005-8252-CA
CPC-2018-7548-CPU
CPC-17630

OWNER # 2

APCW-2005-5122-CDP-CUB-SPE-SPP
ZA-2012-246-CDP-CUB
ZA-2019-5674-CUB-ZV
DIR-2019-5672-CDP-SPP
ZA-2000-343-CUB
ZA-1941-6950
ZA-1992-606-CUZ
DIR-2012-80-SPP
ZA-2000-3356-CDP-SPP

FROM M1-1-O TO CM-1-O

LMG

Map Prepared by:

Leon Mapping & GIS Services
15031 Chatsworth St, Ste 17
Mission Hills, CA 91345

818-235-7649
leonmapping@hotmail.com
www.laradiusmaps.com

LEGAL DESC;LOT 34 BLOCK 23,TR VENICE OF AMERICA□M B 6-126/127
(APN) □4241036035

ZONE CHANGE

Thomas Brothers Grid
PAGE 671 - GRID J6

Map Sheet □108B145

ACREAGE: ± 0.082

DATE: 10/6/2020
UPDATE:_____

Community Plan Area □Venice
Area Planning Commission □West Los Angeles
Neighborhood Council □Venice
Council District □CD 11 - Mike Bonin
Census Tract # □2736.00

CASE #
USES: FIELD
SCALE; 1":100'

CONTACT: HERTZ ARCHITECTS
PHONE : 310-829-9932 x208

N

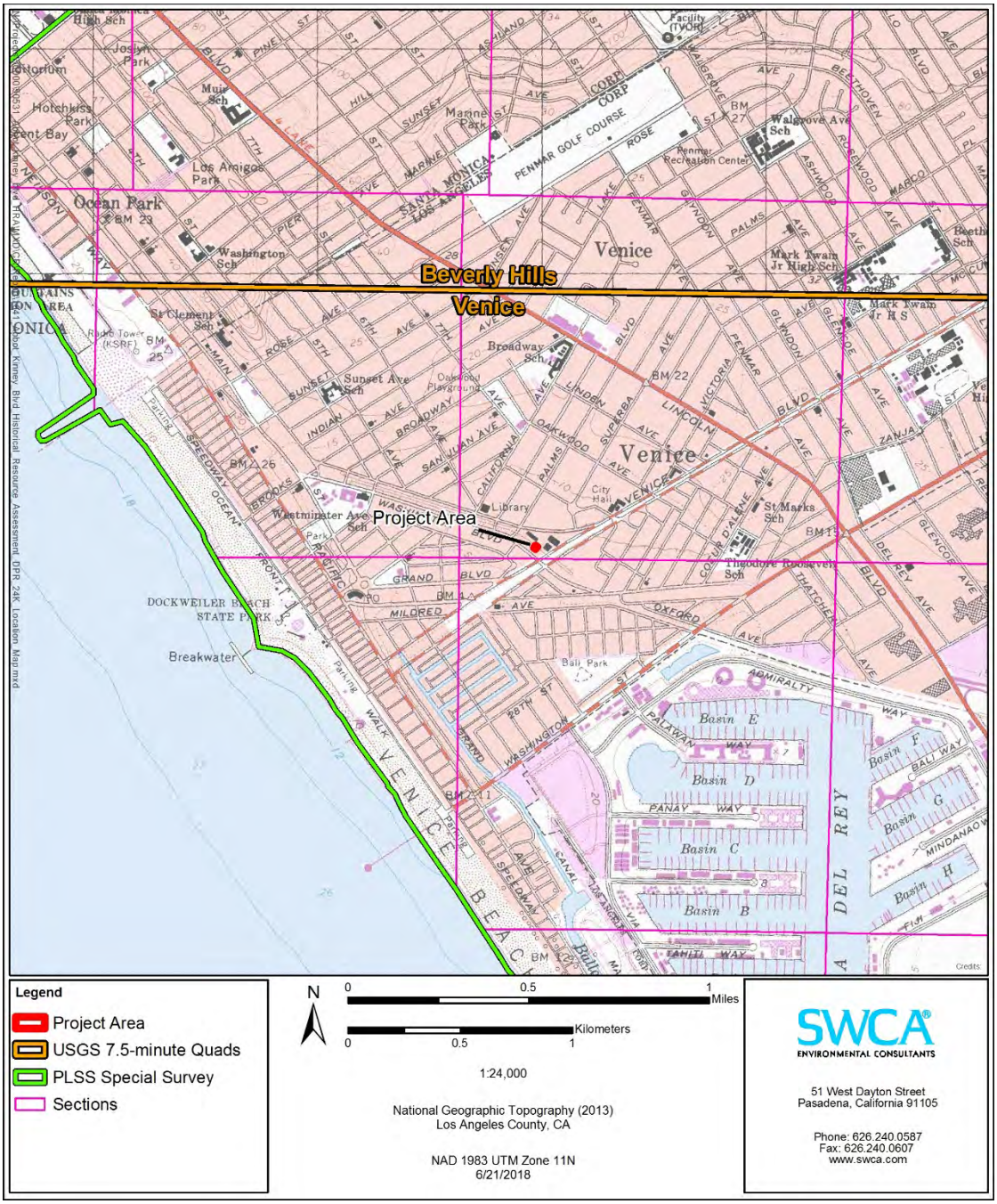


Figure 2. Project location on the USGS 7.5-minute quadrangle, Venice, California.

ZIMAS INTRANET

Generalized Zoning

11/20/2020

City of Los Angeles
Department of City Planning

Address: undefined
APN: 4241036035
PIN #: 108B145 1600

Tract: VENICE OF AMERICA
Block: 23
Lot: 35
Arb: 2

Zoning: (T)(Q)CM-1-O
General Plan: Limited Manufacturing

N
W E
S

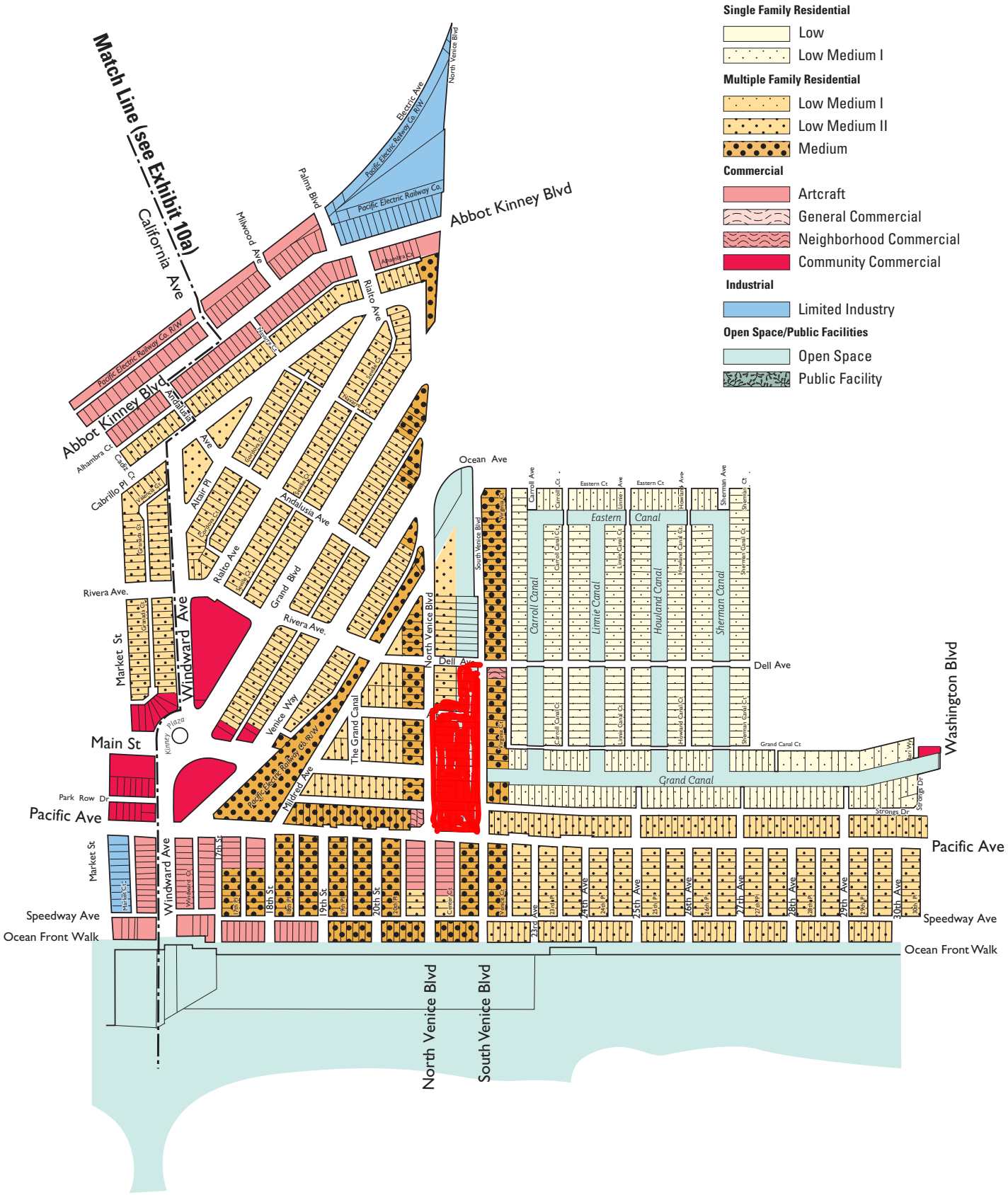
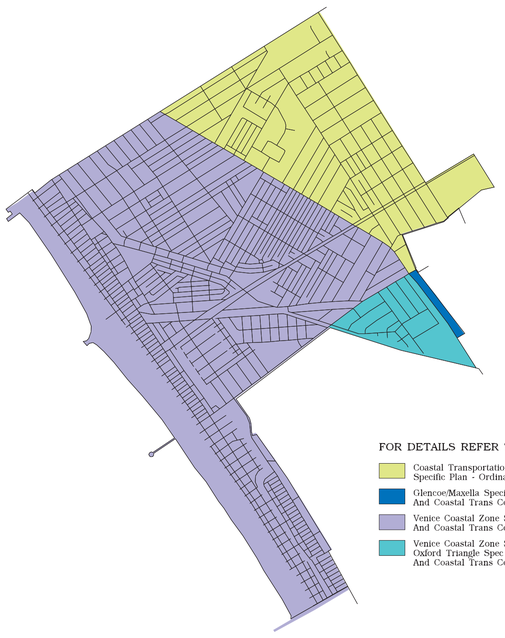


Exhibit 10b

Land Use Plan (Map): North Venice • Venice Canals

Not to Scale

SPECIFIC PLAN AREAS

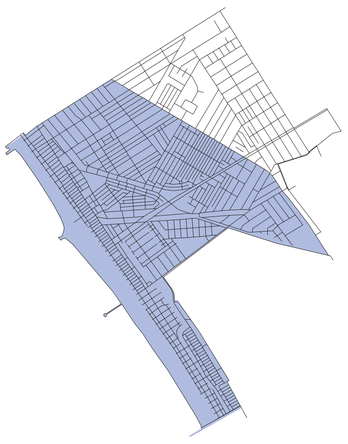


FOR DETAILS REFER TO:

- Coastal Transportation Corridor Specific Plan - Ordinance No 168999
- Glencoe/Maxella Specific Plan - Ord No 169102 And Coastal Trans Corr Spec Plan - Ord No 168999
- Venice Coastal Zone Specific Plan - Ord No 172897 And Coastal Trans Corr Spec Plan - Ord No 168999
- Venice Coastal Zone Specific Plan - Ord No 172897, Oxford Triangle Spec Plan - Ord No 162509 And Coastal Trans Corr Spec Plan - Ord No 168999

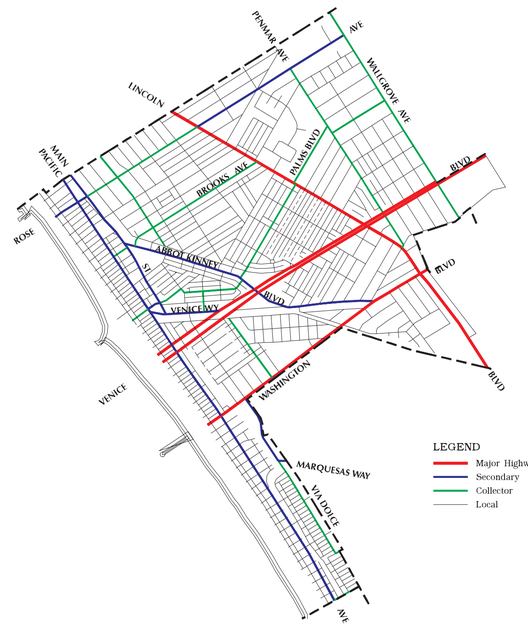
VENICE COASTAL ZONE AREAS

(See Footnote No. 14)



GENERALIZED CIRCULATION

(See Note 'D')



LAND USE

RESIDENTIAL

LOW DENSITY	CORRESPONDING ZONES [7]	MULTIPLE FAMILY	CORRESPONDING ZONES [7]
LOW	RE9,RS,R1, RU,RD6,RD5	LOW MEDIUM I	R2,RD3,RD4,RZ3, RZ4,RU,RW1
		LOW MEDIUM II	RD1.5,RD2, RW2,RZ2.5
		MEDIUM	R3
		HIGH MEDIUM	R4

COMMERCIAL [6]

NEIGHBORHOOD	C1,C1.5,C2,C4, RAS3,RAS4	
GENERAL	C1.5,C2,C4,CR, RAS3,RAS4	
COMMUNITY	CR,C2,C4,RAS3, RAS4	

INDUSTRIAL

LIMITED	CM,MR1,M1

OPEN SPACE, PUBLIC FACILITIES

OPEN SPACE	OS,A1
PUBLIC FACILITIES [8]	PF

CIRCULATION

- Scenic Divided Major Highway II
- Scenic Major Highway II
- Major Highway II
- Secondary Highway
- Modified Secondary Highway
- Collector Street
- Local Street [1]
- Private Street

ADMINISTRATIVE BOUNDARY

- Community Boundary
- City Boundary

SPECIAL BOUNDARY

- Site Boundary

SERVICE SYSTEMS

SCHOOL SITES

- Elementary - Public
- Elementary - Private
- Senior High - Public
- Special School Facility

RECREATIONAL SITES

- Neighborhood Park
- Community Park
- Golf Course - Public

OTHER FACILITIES

- Community Library
- Health Center
- Fire Station
- PO Post Office
- Power Distribution Station
- Maintenance Yard
- Pumping Station
- Community Center
- Historical/Cultural Monument

FOOTNOTES

1. Local streets are shown for reference only.
2. This property is currently owned by the Los Angeles County Metropolitan Transportation Authority. It is recommended that the City consider acquiring this site for public parking use.
3. The use of property shall be limited to parking. Future commercial development of the property shall be subject to "Q" conditions to mitigate the potential impacts upon the surrounding residential land uses.
4. All properties designated for "Community Commercial" in the Oxford Triangle area (bounded by Washington Boulevard, Lincoln Boulevard, and the City/County Boundary) shall be further designated as being in a Height District limiting new development to a floor area ratio not to exceed 1.5 times the buildable area of a lot.
5. Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP Zone.
6. Residential developments on commercial properties are limited to densities no greater than those permitted by the zoning of adjacent residential areas, but not lower than the density permitted in the low-medium housing category, except as regulated by existing specific plans.
7. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, Plan footnotes or other Plan map or text notations.

   Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate.

   It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.
8. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted plan.
9. A mixed-use development (residential / commercial / manufacturing) shall be permitted on the properties roughly bounded by: a)Sunset Avenue,Thornton Place, Pacific Avenue, and Main Street; b)Sunset Avenue, Rose Avenue, Third and Fourth Avenues, subject to the approval of all appropriate Departments in the City of Los Angeles.
10. In the Venice Coastal Zone Land Use Plan, the C1 zone is a corresponding zone in Community Commercial land use category.
11. In the Venice Coastal Zone Land Use Plan, the R3 zone is a corresponding zone to the Low Medium II Residential land use category.
12. Either the Commercial or Residential Land Use categories are consistent with Artcraft Land Use designations in the Venice Coastal Zone Land Use Plan.
13. Cultural Monument #270 : Venice Canal System, all of the Sherman Canal, Howland Canal, Linnie Canal, Carroll Canal, Eastern Canal, Grand Canal, Ballona Lagoon.
14. Refer to the Land Use Plan of the Venice Local Coastal Program for more specific land use designations and policies for any parcel within the Coastal Zone.

* Bikeways are shown on the Citywide Bikeways System maps contained in the City's Bicycle Plan, a part of the Transportation Element of the General Plan, which was adopted by the City Council on August 6, 1996.

Notes :

A. The text of the Community Plan can be accessed on the City Of Los Angeles' Web Page (www.lacity.org/PLN).
B. Other Special Area Maps may not be included on this document.
C. Parcel level information (plan designation and zoning) can be found on the City Of Los Angeles' ZIMAS Map Automation Web Site.
D. Generalized Circulation is for reference only. For detailed information, see the "Street and Highway Designation" maps prepared and maintained by Public Works/Bureau of Engineering.

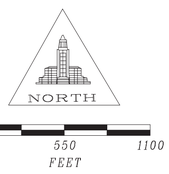
Disclaimer : The City Of Los Angeles is neither responsible nor liable for any inaccuracies,errors or omissions with respect to the material contained on this map. This map and all materials contained on it are distributed and transmitted "as is" without warranties of any kind, either express or implied, including without limitation,warranties of title or implied warranties of merchantability or fitness for a particular purpose. The City Of Los Angeles is not responsible for any special, indirect, incidental, or consequential damages that may arise from the use of, or the inability to use,the map and\or the materials contained on the map whether the materials contained on the map are provided by the City Of Los Angeles, or a third party.

GENERAL PLAN LAND USE MAP (as of Sept 29 2000)

VENICE COMMUNITY PLAN

A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES

City Of Los Angeles - City Planning Department - Systems And GIS Division Con Howe - Director



PLOT DATE : 04/22/04

DATA SOURCES:
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LANDUSE (gp map) path3 : NA ' '

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MAPS cpln cover : x:\cpln\gpdata\VEN

BSANNO cpln cover : x:\cpln\gpdata\VEN
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LUmask cover : x:\cpln\gpdata\VEN

APCW-2018-7013-ZC-ZV-ZAA-CDP-SPE-SPP-MEL-WDI

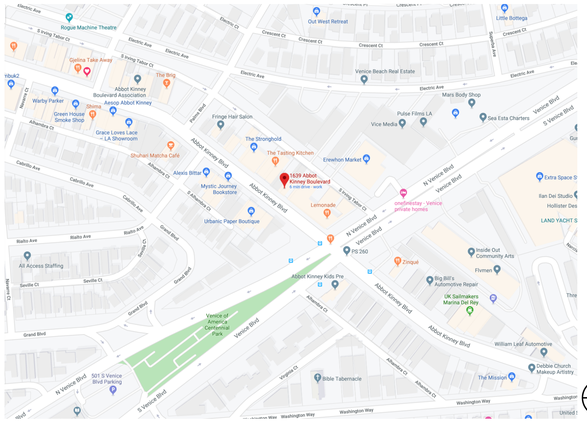
Exhibit B: Project Plans

1639 & 1641 S. ABBOT KINNEY BLVD.

REMODEL / ADDITION (E) 3-STORY MIXED-USE STRUCTURE.
LANDLORD CORE & SHELL IMPROVEMENT

PLANNING CASE FILE #APCW-2018-7013-ZC-ZV-ZAA-CDP-SPE-SPP-MEL-WDI
CEQA #ENV-2018-7014-EAC
PERMIT # / BUILDING & SAFETY PLAN CHECK #
DISABLED ACCESS PLAN CHECK #

VICINITY MAP



ABBREVIATIONS

ABV	ABOVE
ADJ	ADJACENT
AFF	ABOVE FINISH FLOOR
ALUM	ALUMINUM
ANOD	ANODIZED
ARCH	ARCHITECTURAL
ATT	ATTENUATION
@	AT
BTWN	BETWEEN
BLKG	BLOCKING
BLW	BELOW
B.O.	BOTTOM OF
BM	BEAM
BSMT	BASEMENT
C	CHANNEL
CEM	CEMENT
C.J.	CONTROL JOINT
C.L.	CENTER LINE
CLNG	CEILING
CLR	CLEAR
CMU	CONCRETE MASONRY UNIT
COL	COLUMN
CONC	CONCRETE
CONST	CONSTRUCTION
CONT	CONTINUOUS
DBL	DOUBLE
DIA	DIAMETER
DIAG	DIAGONAL
DIM	DIMENSION
DN	DOWN
DR	DOOR
DTL	DETAIL
DW	DRYWALL
DWG	DRAWING
EA	EACH
E.J.	EXPANSION JOINT
EL	ELEVATION
ELEC	ELECTRICAL
ELEV	ELEVATOR
EQ	EQUAL / EQUAL TO
EXP	EXPANSION
EXT	EXTERIOR
(E)	EXISTING
FFL	FINISHED FLOOR LEVEL
FLH	FLUSH
FLR	FLOOR
FLUOR	FLUORESCENT
FN	FINISH
FOF	FACE OF FINISH
FOM	FACE OF MASONRY
FOS	FACE OF STUD
FOW	FACE OF WALL
FURR	FURRING
GA	GAUGE
GALV	GALVANIZE
GYP BD	GYPSUM BOARD
HC	HOLLOW CORE
HM	HOLLOW METAL
HORZ	HORIZONTAL
HT	HEIGHT
JT	JOINT
LEV	LEVEL
LOC	LOCATION
MAX	MAXIMUM
MECH	MECHANICAL
MEMB	MEMBRANE
MFR	MANUFACTURER
MIN	MINIMUM
MTD	MOUNTED
MTL	METAL
MOD	MODULE
N.I.C.	NOT IN CONTRACT
NO	NUMBER
NTS	NOT TO SCALE
(N)	NEW
O.C.	ON CENTER
OPNG	OPENING
OPP	OPPOSITE
O.S.	OWNER SUPPLIED
PL	PLATE
P.L.	PROPERTY LINE
PLAS	PLASTER
PLY.	PLYWOOD
PT	POINT
PTD	PAINTED
P.V.	PHOTOVOLTAIC
RAD	RADIUS
RE	REFER TO
RES	RESISTANT
RESIL	RESILIENT
REQ'D	REQUIRED
RM	ROOM
R.O.	ROUGH OPENING
S.C.	SOLID CORE
SCHED	SCHEDULE
SECT	SECTION
SHT	SHEET
SIM	SIMILAR
SQ.	SQUARE
S.S.	STAINLESS STEEL
STL	STEEL
STRUCT	STRUCTURE
SUSP	SUSPENDED
TEMP.	TEMPERED
THK	THICK
THRU	THROUGH
T.O.	TOP OF
TYP.	TYPICAL
T&G	TONGUE AND GROOVE
VEN	VENEER
VER	VERIFY
VERT	VERTICAL
V.I.F.	VERIFY IN FIELD
W/	WITH
WD	WOOD
W.P.	WATERPROOF
W.R.	WATER RESISTANT

SCOPE OF WORK

REMODEL AND ADDITION TO AN (E) 3-STORY MIXED-USE STRUCTURE COMPRISED OF: THE ADDITION OF 683 SF OF NEW RETAIL FLOOR AREA AND THE EXPANSION OF FOUR EXISTING DUs, RESULTING IN A 5,329 SF MIXED-USE STRUCTURE, HAVING 1,742 SF OF GROUND FLOOR RETAIL USE; INCLUDES RAISING REAR SFD (ABOVE FOUNDATION) AND REHABILITATION OF SFD; ZONE CHANGE FROM M1-1-O TO CM-1-O.

NO CHANGE IN USE.

TITLE 24: (E) REAR STRUCTURE (1641 ABBOT KINNEY BLVD.) IS **EXEMPT**.
SEC. 8-901.5 ENERGY CONSERVATION, 2019 CHBC

CONTACT: LAMBERT GIESSINGER, OFFICE OF HISTORIC RESOURCES, LOS ANGELES CITY PLANNING

APPLICABLE CODES

ALL CODES REFERENCED ARE TO BE USED AS AMENDED BY THE STATE OF CALIFORNIA AND LOCAL JURISDICTION AS FOLLOWS:

2019 CALIFORNIA BUILDING CODE (CBC)
CALIFORNIA MECHANICAL CODE (CMC)
CALIFORNIA PLUMBING CODE (CPC)
CALIFORNIA ELECTRICAL CODE (CEC)
CALIFORNIA ENERGY CODE (CENC)

2010 ADA STANDARDS,
AMERICANS WITH DISABILITIES ACT (ADA)

2017 LOS ANGELES GREEN BUILDING CODE (LAGBC)
LOS ANGELES MUNICIPAL CODE (LAMC)

VENICE COASTAL ZONE SPECIFIC PLAN (VCZSP)
VENICE LOCAL COASTAL PROGRAM LAND USE PLAN (VENICE LCP)

SPECIFIC NOTES

THIS STRUCTURE SHALL BE FULLY FIRE SPRINKLERED PER R313.3 OR NFPA13D AND SHALL BE APPROVED BY THE PLUMBING DIVISION PRIOR TO THE INSTALLATION.

COPIES OF NOTIFICATION TO AQMD SHALL BE PROVIDED TO BUILDING AND SAFETY PRIOR TO THE REMOVAL OF ANY ASBESTOS CONTAINING MATERIAL, PER AQMD RULE 1403.

PROVIDE SAFEGUARDING FEATURES DURING CONSTRUCTION, REMODELING, AND DEMOLITION WORK AS REQUIRED.

IN LIEU OF A METHANE MITIGATION DESIGN PLAN, THE SIMPLIFIED METHOD OF FOR SMALL ADDITIONS WILL BE PURSUED DURING PLAN CHECK BY ATTACHING DETAIL SHEETS FROM IB-P-BC2014 ACCOMPANIED BY FORM MOD57B.

PROJECT TEAM

OWNER:
AK VENICE PARTNERS LLC
8 HORIZON AVE
VENICE, CA 90291-3602
OFFICE PHONE: 310-728-9447
CONTACT: THOMAS S. SHIN
E-MAIL: thomas@baliocapital.com

APPLICANT:
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OFFICE PHONE: 719-210-3115
CONTACT: ED MILLÁN, AIA PROJECT ARCHITECT
E-MAIL: ed@studioea.com
LICENSE(S): C-25190
C-38484

ARCHITECT:
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CONTACT: CYNTHIA A. DE LEON
LICENSE #: C-31604

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1421 EDINGER AVE., STE. C1
TUSTIN, CA 92780
OFFICE PHONE: 949-864-2048
CONTACT: JOSHUA MORGAN
VICTOR NGUYEN
E-MAIL: josh.morgan@terracon.com
victor.nguyen@terracon.com

CIVIL ENGINEER:
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851 RANCHO RD.
THOUSAND OAKS, CA 91362
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CONTACT: JOSH DANZ
ERICK MASON
joshuafdanz@gmail.com
erick.wallacee.masonandassoc@gmail.com

STRUCTURAL ENGINEER:
WORKPOINT ENGINEERING
1014 PICO BLVD., SUITE 3
SANTA MONICA, CA 90405
OFFICE PHONE: 310-314-0040
DIRECT: 310-309-0217
CONTACT: BEN JOHN
E-MAIL: bjohn@workpointengineering.com

MECHANICAL, PLUMBING ENGINEER:
MONTEREY ENERGY GROUP
16465 CARMEL RANCHO BLVD., #8
CARMEL, CA 93923
DIRECT: 831-250-9095
CONTACT: RYAN KNIGHT
E-MAIL: ryan@meg4.com

ELECTRICAL ENGINEER:
MIRACLES UNLIMITED, INC.
DIRECT: 831-818-5339
CONTACT: J. MILLS MIRACLE, P.E.
E-MAIL: mui8080@comcast.net

TITLE 24 ENGINEER:
MONTEREY ENERGY GROUP
16465 CARMEL RANCHO BLVD., #8
CARMEL, CA 93923
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CONTACT: RYAN KNIGHT
E-MAIL: ryan@meg4.com

HISTORIC CONSULTANT:
SWCA ENVIRONMENTAL CONSULTANTS
51 W. DAYTON STREET
PASADENA, CA 91105
OFFICE PHONE: 626-240-0587
DIRECT: 312-208-0127
CONTACT: NELSON WHITE
E-MAIL: nwhite@swca.com

CONTRACTOR:

SHEET INDEX PLAN CHECK SUBMITTAL

ARCHITECTURAL DRAWINGS

T101	TITLE SHEET / GENERAL INFO
A101	(E) SITE SURVEY
A102	PROPOSED SITE PLAN
A201	(E) GRND. FLOOR PLAN
A202	(E) SECOND FLOOR PLAN
A203	(E) THIRD FLOOR PLAN
A204	GRND. FLR. DEMO PLAN / SITE DEMO
A205	SECOND FLR. DEMO PLAN
A206	THIRD FLR. DEMO PLAN
A207	GRND. FLR. CONSTR. PLAN
A208	SECOND FLR. CONSTR. PLAN
A209	THIRD FLR. CONSTR. PLAN
A210	ROOF CONSTR. PLAN
A301	EXISTING BUILDING ELEVATIONS
A302	EXISTING BUILDING ELEVATIONS
A303	BUILDING ELEVATIONS
A304	BUILDING ELEVATIONS

PROJECT DATA

PROPERTY INFO

A.P.N. #:	4241036035
ZONING:	M1-1-O, ZONE CHANGE TO CM-1-O
PARCEL AREA:	TOTAL SITE 3,570 sf Lot 34: 3,150 sf + Partial Lot 35: 420 sf
PARCEL DIMS:	DEPTH 105'-0", WIDTH 34'-0"
F.A.R.:	1.5 TO 1
BLDG USE:	EX. COMM. RETAIL & MULTI-FAM RES.
OCC. GROUP:	GROUP M, GROUP R-2
CONST. TYPE:	TYPE VA
CLIMATE ZONE:	6
BLDG. CODE:	2016 CBC, 2017 LARC
FIRE SPRINKLER:	FULLY SPRINKLERED, NFPA 13D
METHANE ZONE:	NONE
LIQUEFACTION:	YES

LEGAL DESCRIPTION:
TRACT: VENICE OF AMERICA, BLOCK: 23, LOT: 34,
MAP SHEET: 108B145

BUILDING INFO
LOT AREA = 3,570 sf
(3,150 sf @ Lot 34 + 420 sf @ Lot 35)
PER ASSESSOR APN REPORT, ZIMAS]

BUILDABLE AREA = 3,570 sf
(W/ZERO SETBACKS)

F.A.R. = 1.5 to 1
[EXISTING ZONE M1-1-O, AND PROPOSED ZONE CM-1-O, PER CP-7150 (01/24/06) & VENICE COASTAL ZONE]

MAX. ALLOWABLE FLOOR AREA = 5,355 sf

FLOOR AREA
PER LAMC SEC. 12.03

	(E)	NEW	PROPOSED
MIXED-USE			
1ST FLR. (RETAIL)	1,056	641	1,697
2ND FLR. (RES.)	984	396	1,380
3RD FLR. (RES.)	1,060	308	1,368
SFD	680	0	680
TOTAL	**3,780**	**1,345**	**5,125**

TOTAL ALLOWABLE = 5,355
TOTAL REMAINING = 230

AUTOMOBILE PARKING INFO
ZERO (0) PARKING SPACES EXIST PER PERMIT RECORDS.

ONE (1) SPACE PER 225 S.F. OF (N) FLOOR AREA REQ'D
= 447 / 225 = 1.98 =
= 2 SPACES (COMMERCIAL)
[PER BUSINESS & COMMERCIAL USE, PARKING REQ. TABLE, SECTION 13.D OF VENICE COASTAL ZONE]

ONE (1) SPACE FOR BEACH IMPACT PER 640 S.F. OF ENTIRE GROUND FLOOR COMMERCIAL
= 1,398 / 640 = 2.18 =
= 3 SPACES (COMMERCIAL)
[PER BEACH IMPACT ZONE PARKING REQ., SECTION 13.E OF VENICE COASTAL ZONE]

TWO (2) SPACES REQ'D FOR SFD ON LOT LESS THAN 35' IN WIDTH IF ADJACENT TO AN ALLEY. TRIGGERED BY ON-SITE RELOCATION OF (E) SFD.
= 2 SPACES (RESIDENTIAL)
[PER VCZSP]

TOTAL REQ'D = 7
TOTAL REQ'D IF SPE & IN-LIEU APRVD = 5* *(4 PHYSICAL+ 1 IN-LIEU)*
TOTAL PROVIDED ON-SITE = 5
(4 COMPACT SPACES + 1 HANDICAP VAN SPACE)

* REDUCTION REQUEST: 5 PARKING SPACES (4 PHYSICAL + $) IN LIEU OF 7 REQUIRED. SPECIFIC PLAN EXCEPTION (SPE) ENTITLEMENT ACTION WOULD ELIMINATE REQUIREMENT : REQUESTS REDUCTION TO 6 PARKING SPACES (PHYSICAL + $) IN LIEU OF REQUIRED 8 BY ELIMINATING REQUIREMENT FOR 2 RESIDENTIAL SPACES TRIGGERED BY ON-SITE RELOCATION OF (E) SFD.

** REDUCTION REQUEST: MINUS 1 BIZ AUTOMOBILE PARKING SPACES. SUBSTITUTE 50% OF REQ'D BEACH IMPACT PARKING W/ IN-LIEU FEE ($18,000/SPACE).
[PER BEACH IMPACT ZONE PARKING REQ., SECTION 13.E.1 OF VENICE COASTAL ZONE]

BICYCLE PARKING INFO

TOTAL REQ'D = 4
(SHORT-TERM MIN. (QTY. 2) + LONG TERM MIN. (QTY. 2)
PER ORDINANCE NO. 185480 LOS ANGELES MUNICIPAL CODE PER TABLE 12.21 A.16 (a)(2) FOR RETAIL STORE, GENERAL:
SHORT TERM BICYCLE PARKING: 1 PER 2,000 SQ. FT. (MIN. 2)
LONG-TERM BICYCLE PARKING: 1 PER 2,000 SQ. FT. (MIN. 2)
TOTAL PROVIDED = 4

PROJECT SITE WITHIN 1,500 FEET OF A MAJOR TRANSIT STOP
[AS DEFINED IN SUBDIVISION (B) SECTION 21155 OF CALIFORNIA PUBLIC RESOURCES CODE]

STUDIO OF ENVIRONMENTAL ARCHITECTURE
DAVID HERTZ ARCHITECTS

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LICENSED ARCHITECT
DAVID RANDALL HERTZ
C-25190
REN 10-31-21
STATE OF CALIFORNIA

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1639-1641
ABBOT KINNEY
BOULEVARD
VENICE, CA 90291

OWNERSHIP:
AK VENICE PARTNERS LLC
8 HORIZON AVE
VENICE, CA 90291-3602

CASE #:
APCW-2018-7013-ZC-ZV-ZAA-CDP-SPE-SPP-MEL-WDI

CEQA #:
ENV-2018-7014-EAC

PLAN REVISION LOG

NO.	DATE	DESCRIPTION

DRAWING PRINT LOG

NO.	DATE	DESCRIPTION
1	11/13/2020	ZC-CDP-ZAA-SPP-MEL-ENV SUBMITTAL
2	02/17/2021	ENGINEERING BACKGROUND UPDATE

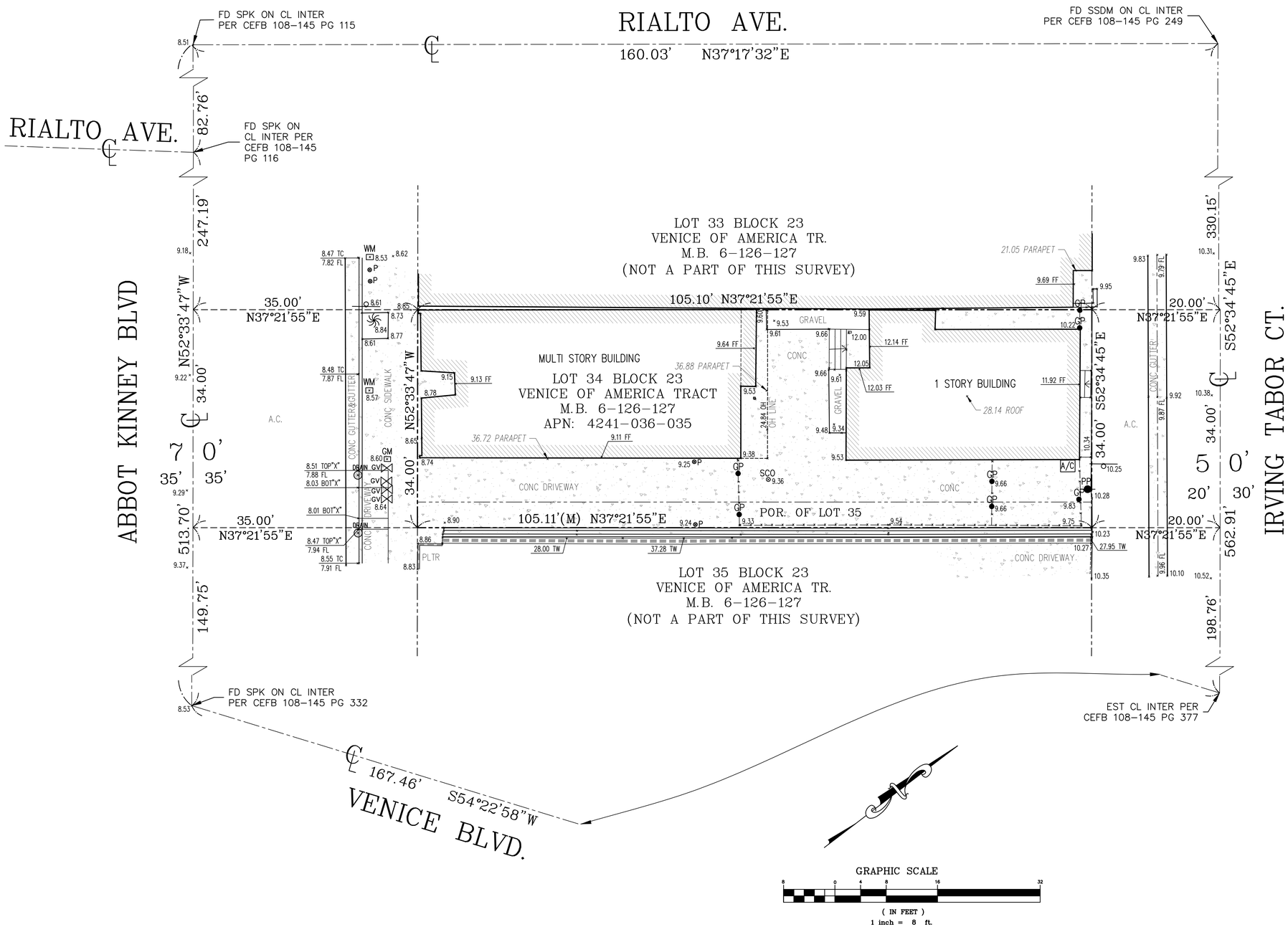
SHEET TITLE:
TITLE SHEET / GENERAL INFO

PROJECT NO:
1718

PRINT DATE:
3/4/21

SHEET NO:
T101

ACTUAL — If this scale does not measure 1" actual, this drawing may have been enlarged or reduced and all labeled scales are incorrect.



LEGAL DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 34 AND THE NORTHWESTERLY 4 FEET OF LOT 35, IN BLOCK 23 OF VENICE OF AMERICA, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6, PAGES 126 AND 127 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

TOGETHER WITH ALL OF GRANTOR'S RIGHT, TITLE AND INTEREST IN AND TO THOSE CERTAIN OIL AND GAS LEASES RECORDED 9/29/60 AS INSTRUMENT NO. 3724, AND 3/28/61 AS INSTRUMENT NO. 3919

APN: 4241-036-035

REFERENCE DOCUMENT:

PER GRANT DEED
INSTRUMENT NO. 20180288507
DATED AS OF: 03/27/18

BASIS OF BEARINGS:

THE BEARING NORTH 52° 33' 47" WEST, ON THE CENTERLINE OF ABBOT KINNEY BLVD AS SHOWN ON RECORD OF SURVEY 13833, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, AS PER MAP RECORDED IN RSB 202, PAGE 61, OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

LAND AREA:

CONTAINING AN AREA OF 3,573.45 SQ. FT. OR 0.0820 ACRES, MORE OR LESS.

BENCHMARK:

FOUND MRE SPIKE ON THE SOUTH CURB
OF PALMS BLVD; 3FT EAST OF BEGINING CURB
RETERN EAST OF ELECTRIC AVE 1FT WEST OF CB
ELEV. = 9.257
BENCH MARK: 16-01270

SURVEYOR'S NOTE:

1. THIS MAP IS NOT A BOUNDARY SURVEY. NO PROPERTY CORNERS HAVE BEEN SET AS PART OF THIS WORK.

2. SURVEY MONUMENTS FOUND IN THE COURSE OF THIS MAPPING HAVE BEEN SET BY OTHERS, AND USED ONLY AS REFERENCE FOR PURPOSES OF TOPOGRAPHIC MAPPING, WITHOUT THE VERIFICATION OF ITS AGREEMENT WITH APPLICABLE LEGAL DESCRIPTIONS AND SENIORITY OF DEEDS.

3. RELATION OF TOPOGRAPHIC FEATURES (FENCES, WALLS, TREES, POWER POLES, ETC.) TO PROPERTY LINES SHOWN ON THIS MAP IS SUBJECT TO THE ADJUSTMENTS TO ANY BOUNDARY SURVEY THAT IS TO BE DONE ON THE PROPERTY.

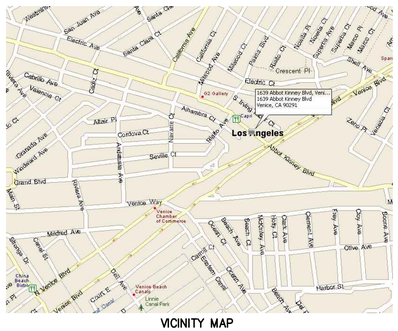
4. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT. EASEMENTS, IF ANY, ARE NOT SHOWN.

LEGEND:

APN – ASSESSOR'S PARCEL NUMBER
A.C. – ASPHALT CONCRETE
BM – BENCHMARK
CEFB – CITY ENGINEER'S FIELD BOOK
C/L – CENTERLINE
CONC – CONCRETE
COR – CORNER
EST – ESTABLISH
FF – FINISH FLOOR ELEV.
FL – FLOWLINE ELEV.
FB – FIELD BOOK
FD – FOUND
INTER – INTERSECTION
MB – MAP BOOK
OH – OVERHANG
PC – PACE
PLTR – PLANTER
SSDM – STANDARD SURVEY DISC MONUMENT
SPK – SPIKE
TC – TOP OF CURB ELEV.
TR – TRACT MAP
TW – TOP OF WALL ELEV.

SYMBOLS:

COLUMN
DRAIN
GAS METER
GAS VALVE
GATE POST
PALM TREE
POST
POWER POLE
SEWER CL OUT
SIGN POST
WATER METER
PROPERTY LINE
CENTERLINE
WALL LINE
BUILDING LINE
FENCE LINE



VICINITY MAP
NOT TO SCALE

REGISTERED PROFESSIONAL ENGINEER
CYNTHIA A. DE LEON
No. C-31604
CIVIL
STATE OF CALIFORNIA

Cynthia A. de Leon
07/30/2020
(e-signed)

M&G CIVIL ENGINEERING AND LAND SURVEYING

TITLE: **TOPOGRAPHIC SURVEY**
1639-1641 ABBOT KINNEY BOULEVARD, VENICE, CA 90291

CLIENT: EDGRAD RAUL MILLAN, AIA
JOB NO.: 20-16591
SCALE: 1" = 8'
DATE: 7/30/20
DESIGNED BY: F.G. /NJ/MI
DRAWN BY: MC
CHECKED BY: C.DL.
REVISION (S):
SHEET 1 OF 1 SHEET

M&G CIVIL ENGINEERING & LAND SURVEYING
347 S. ROBERTSON BLVD.
BEVERLY HILLS, CALIFORNIA 90211
TEL. (310) 659-0871 FAX (310) 659-0845
info@mglandsur.com www.mglandsur.com

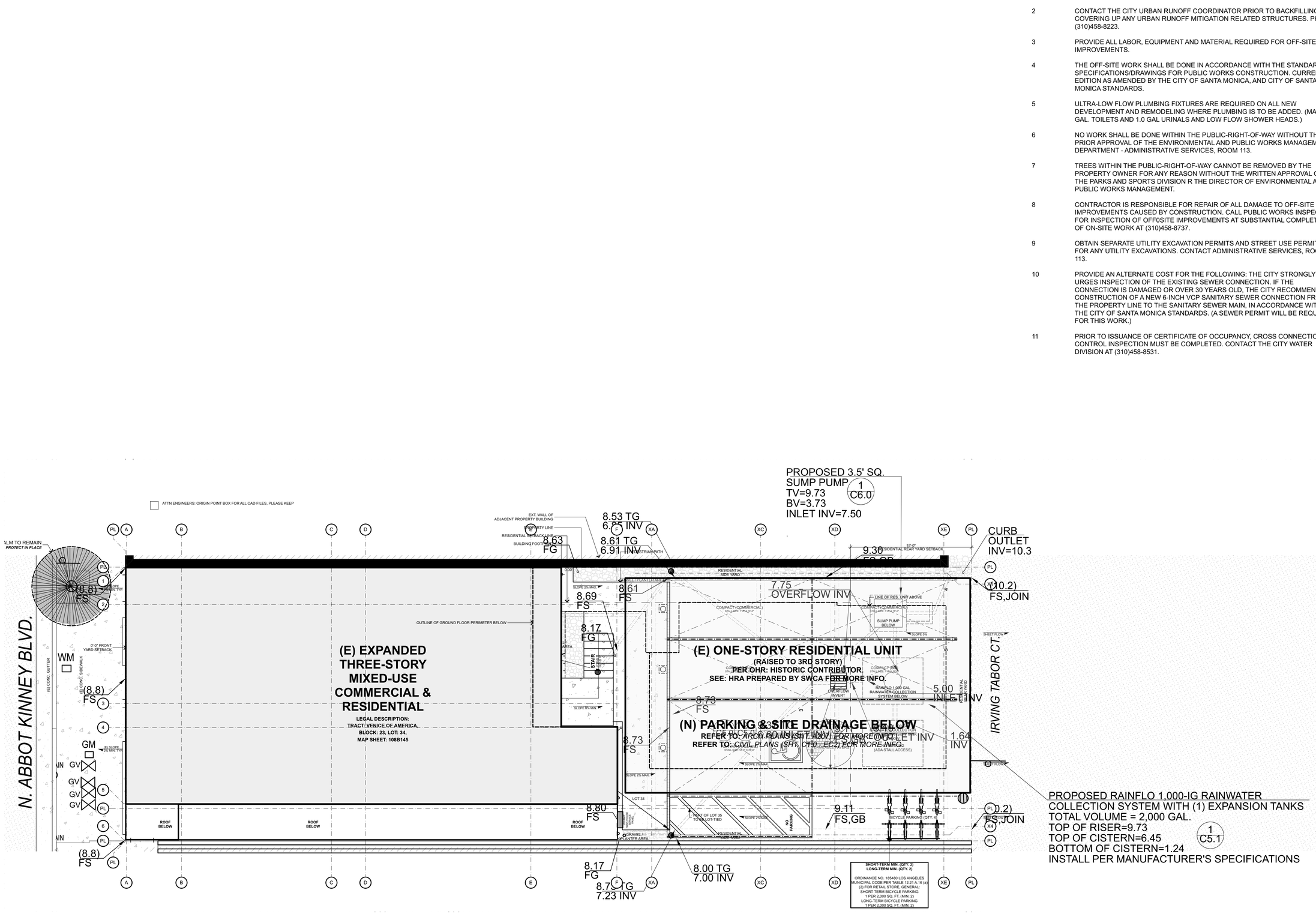
S:\DRAWINGS\20.16591.DWG (C)

A101

ACTUAL — If this scale does not measure 1" actual, this drawing may have been enlarged or reduced and all labeled scales are incorrect.

GENERAL SITE NOTES
(AS APPLIES)

ID	NOTES / REMARKS
1	ALL SITE UTILITIES SHALL BE UNDERGROUND TO THE NEAREST OFF-SITE UTILITY POLE.
2	CONTACT THE CITY URBAN RUNOFF COORDINATOR PRIOR TO BACKFILLING OR COVERING UP ANY URBAN RUNOFF MITIGATION RELATED STRUCTURES. PHONE (310)458-8223.
3	PROVIDE ALL LABOR, EQUIPMENT AND MATERIAL REQUIRED FOR OFF-SITE IMPROVEMENTS.
4	THE OFF-SITE WORK SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS/DRAWINGS FOR PUBLIC WORKS CONSTRUCTION. CURRENT EDITION AS AMENDED BY THE CITY OF SANTA MONICA, AND CITY OF SANTA MONICA STANDARDS.
5	ULTRA-LOW FLOW PLUMBING FIXTURES ARE REQUIRED ON ALL NEW DEVELOPMENT AND REMODELING WHERE PLUMBING IS TO BE ADDED. (MAX 1.6 GAL. TOILETS AND 1.0 GAL URINALS AND LOW FLOW SHOWER HEADS.)
6	NO WORK SHALL BE DONE WITHIN THE PUBLIC-RIGHT-OF-WAY WITHOUT THE PRIOR APPROVAL OF THE ENVIRONMENTAL AND PUBLIC WORKS MANAGEMENT DEPARTMENT - ADMINISTRATIVE SERVICES, ROOM 113.
7	TREES WITHIN THE PUBLIC-RIGHT-OF-WAY CANNOT BE REMOVED BY THE PROPERTY OWNER FOR ANY REASON WITHOUT THE WRITTEN APPROVAL OF THE PARKS AND SPORTS DIVISION R THE DIRECTOR OF ENVIRONMENTAL AND PUBLIC WORKS MANAGEMENT.
8	CONTRACTOR IS RESPONSIBLE FOR REPAIR OF ALL DAMAGE TO OFF-SITE IMPROVEMENTS CAUSED BY CONSTRUCTION. CALL PUBLIC WORKS INSPECTOR FOR INSPECTION OF OFF0SITE IMPROVEMENTS AT SUBSTANTIAL COMPLETION OF ON-SITE WORK AT (310)458-8737.
9	OBTAIN SEPARATE UTILITY EXCAVATION PERMITS AND STREET USE PERMITS FOR ANY UTILITY EXCAVATIONS. CONTACT ADMINISTRATIVE SERVICES, ROOM 113.
10	PROVIDE AN ALTERNATE COST FOR THE FOLLOWING: THE CITY STRONGLY URGES INSPECTION OF THE EXISTING SEWER CONNECTION. IF THE CONNECTION IS DAMAGED OR OVER 30 YEARS OLD, THE CITY RECOMMENDS CONSTRUCTION OF A NEW 6-INCH VCP SANITARY SEWER CONNECTION FROM THE PROPERTY LINE TO THE SANITARY SEWER MAIN. IN ACCORDANCE WITH THE CITY OF SANTA MONICA STANDARDS. (A SEWER PERMIT WILL BE REQUIRED FOR THIS WORK.)
11	PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY, CROSS CONNECTION CONTROL INSPECTION MUST BE COMPLETED. CONTACT THE CITY WATER DIVISION AT (310)458-8531.



PROPOSED SITE PLAN
SCALE: 3/16" = 1'-0"

01

STUDIO OF ENVIRONMENTAL ARCHITECTURE
SEA
DAVID HERTZ ARCHITECTS

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LICENSED ARCHITECT
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C-25180
REN 10-31-21
STATE OF CALIFORNIA

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VENICE, CA 90291-3602

CASE #:
APCW-2018-7013-ZC-ZV-ZAA-CDP-SPE-SPP-MEL-WDI

CEQA #:
ENV-2018-7014-EAC

DAVID HERTZ ARCHITECTS

PLAN REVISION LOG

NO.	DATE	DESCRIPTION

DRAWING PRINT LOG

NO.	DATE	DESCRIPTION
1	11/13/2020	ZC-CDP-ZAA-SPP-MEL-ENV SUBMITTAL
2	02/17/2021	ENGINEERING BACKGROUND UPDATE

SHEET TITLE:
SITE PLAN

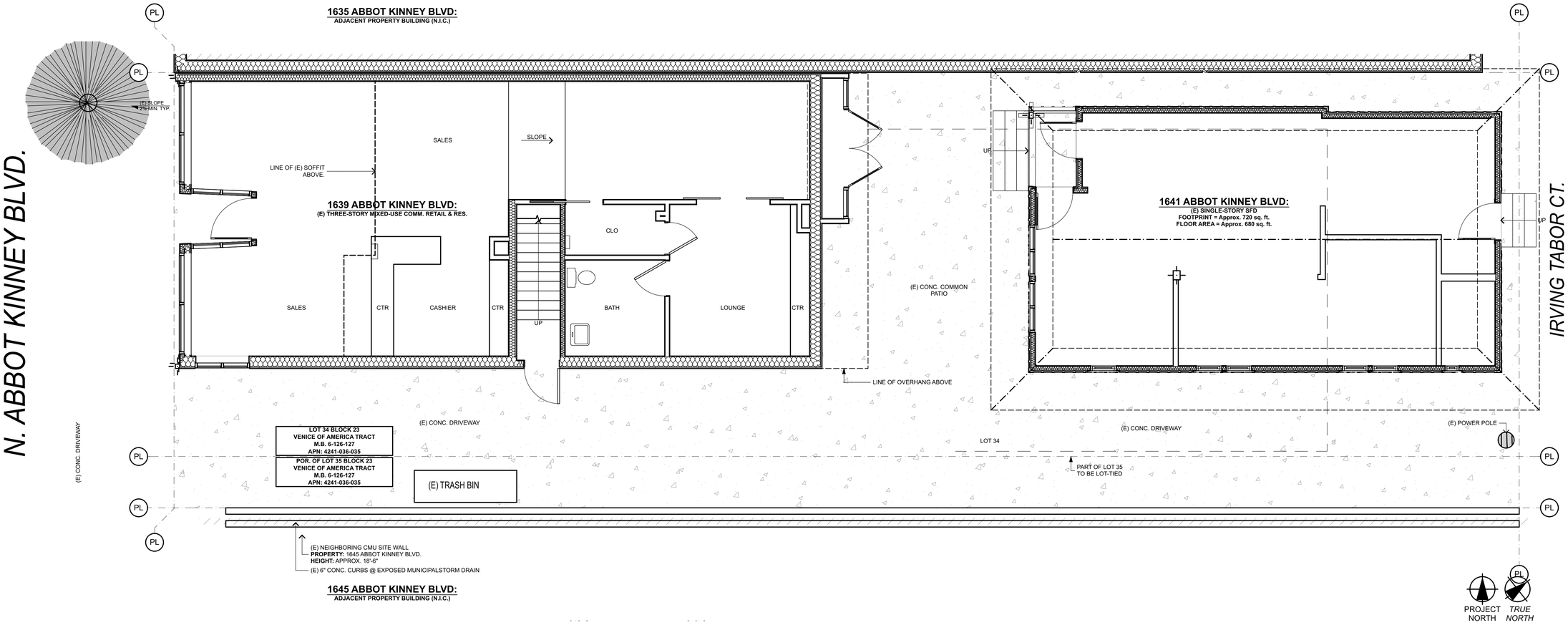
PROJECT NO:
1718

PRINT DATE:
3/4/21

SHEET NO:
A102

1" ACTUAL

If this scale does not measure 1" actual, this drawing may have been enlarged or reduced and all labeled scales are incorrect.



EXISTING GROUND FLOOR PLAN 01
SCALE: 1/4" = 1'-0"

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CASE #:
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CEQA #:
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PLAN REVISION LOG

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DRAWING PRINT LOG

NO.	DATE	DESCRIPTION
1	11/13/2020	ZC-CDP-ZAA-SPP-MEL-ENV SUBMITTAL
2	02/17/2021	ENGINEERING BACKGROUND UPDATE

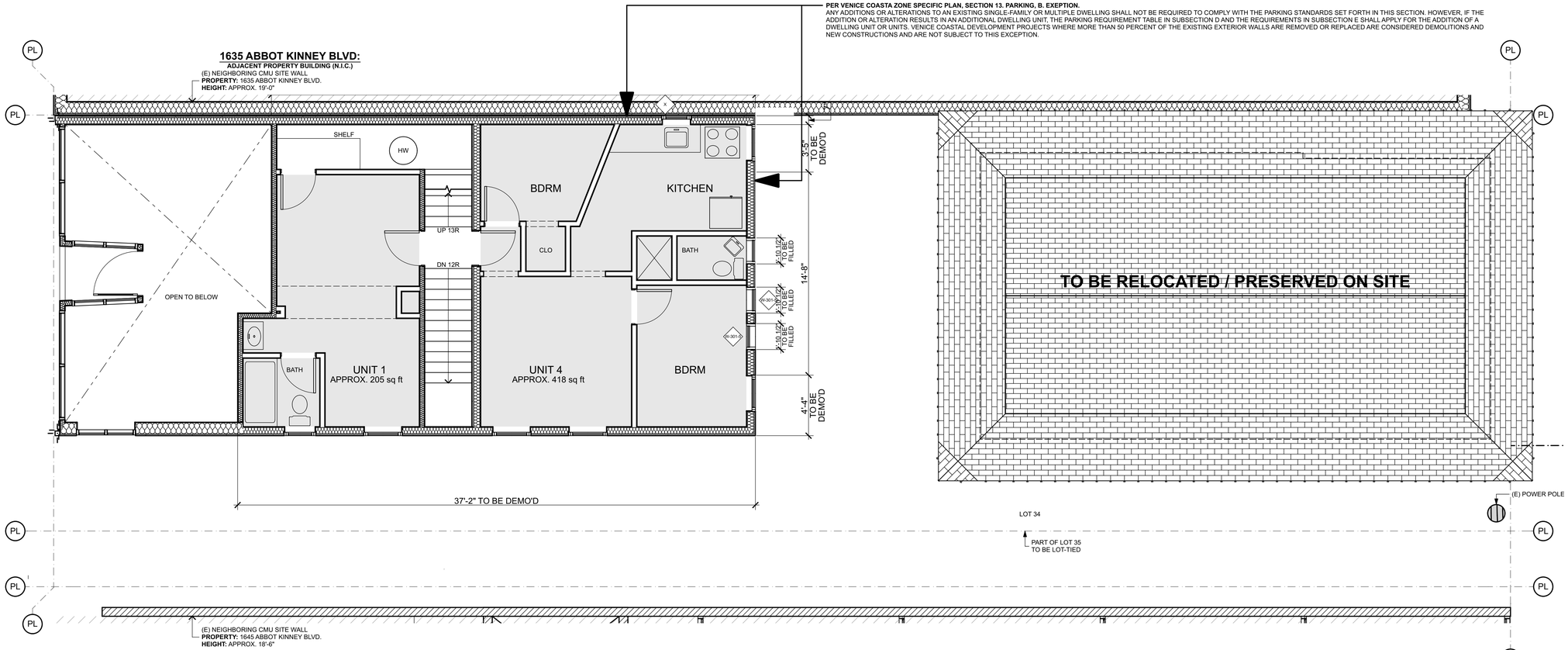
SHEET TITLE:
(E) GRND. FLOOR PLAN

PROJECT NO:
1718

PRINT DATE:
3/4/21

SHEET NO:
A201

1" ACTUAL — If this scale does not measure 1" actual, this drawing may have been enlarged or reduced and all labeled scales are incorrect.



EXISTING SECOND FLOOR PLAN 01
SCALE: 1/4" = 1'-0"

STUDIO OF ENVIRONMENTAL ARCHITECTURE
DAVID HERTZ ARCHITECTS

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1639-1641 ABBOT KINNEY BOULEVARD VENICE, CA 90291

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VENICE, CA 90291-3602

CASE #:
APCW-2018-7013-ZC-ZV-ZAA-CDP-SPE-SPP-MEL-WDI

CEQA #:
ENV-2018-7014-EAC

PLAN REVISION LOG

NO.	DATE	DESCRIPTION

DRAWING PRINT LOG

NO.	DATE	DESCRIPTION
1	11/13/2020	ZC-CDP-ZAA-SPP-MEL-ENV SUBMITTAL
2	02/17/2021	ENGINEERING BACKGROUND UPDATE

SHEET TITLE:
(E) SECOND FLOOR PLAN

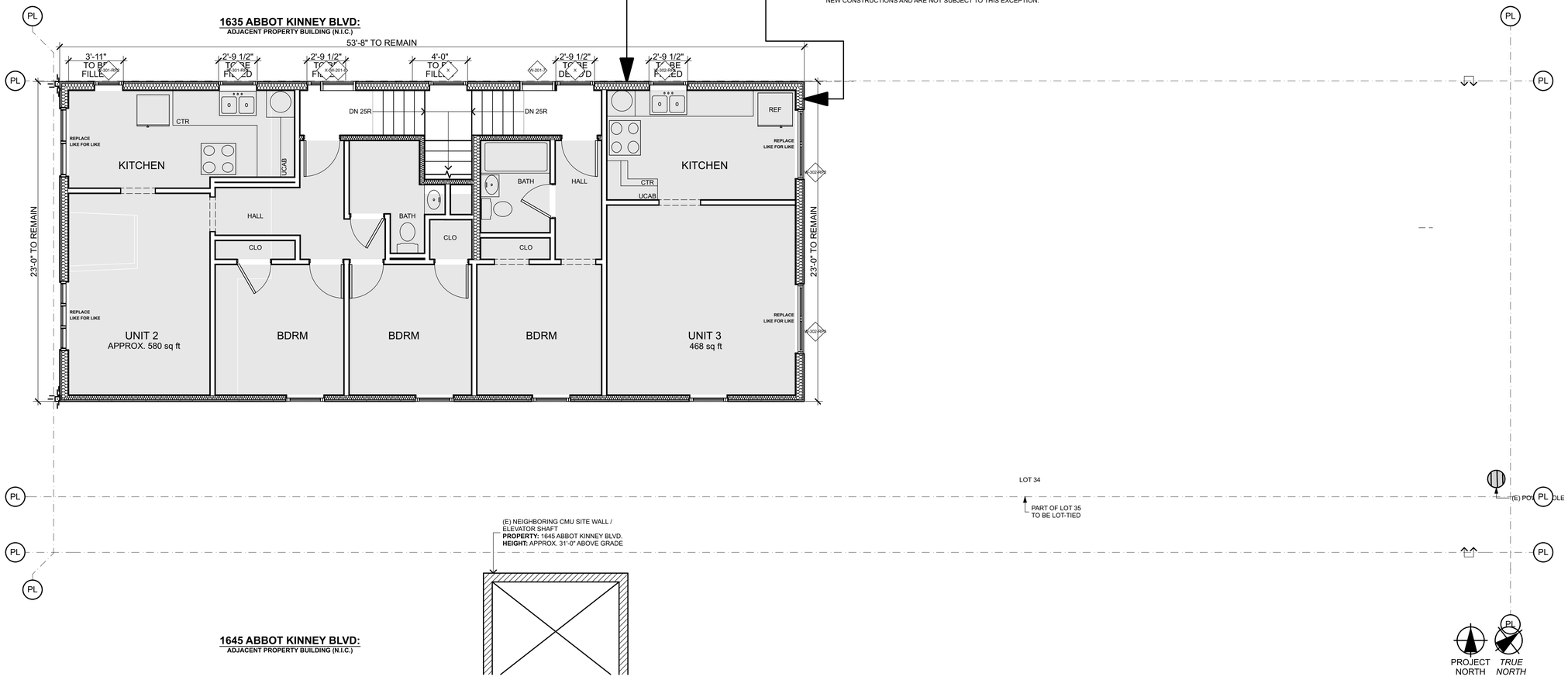
PROJECT NO:
1718

PRINT DATE:
3/4/21

SHEET NO:
A202

1" ACTUAL
If this scale does not measure 1" actual, this drawing may have been enlarged or reduced and all labeled scales are incorrect.

PER VENICE COASTA ZONE SPECIFIC PLAN, SECTION 13. PARKING, B. EXEPTION.
ANY ADDITIONS OR ALTERATIONS TO AN EXISTING SINGLE-FAMILY OR MULTIPLE DWELLING SHALL NOT BE REQUIRED TO COMPLY WITH THE PARKING STANDARDS SET FORTH IN THIS SECTION. HOWEVER, IF THE ADDITION OR ALTERATION RESULTS IN AN ADDITIONAL DWELLING UNIT, THE PARKING REQUIREMENT TABLE IN SUBSECTION D AND THE REQUIREMENTS IN SUBSECTION E SHALL APPLY FOR THE ADDITION OF A DWELLING UNIT OR UNITS. VENICE COASTAL DEVELOPMENT PROJECTS WHERE MORE THAN 50 PERCENT OF THE EXISTING EXTERIOR WALLS ARE REMOVED OR REPLACED ARE CONSIDERED DEMOLITIONS AND NEW CONSTRUCTIONS AND ARE NOT SUBJECT TO THIS EXCEPTION.



EXISTING THIRD FLOOR PLAN 01
SCALE: 1/4" = 1'-0"

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CEQA #:
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PLAN REVISION LOG

NO.	DATE	DESCRIPTION

DRAWING PRINT LOG

NO.	DATE	DESCRIPTION
1	11/13/2020	ZC-CDP-ZAA-SPP-MEL-ENV SUBMITTAL
2	02/17/2021	ENGINEERING BACKGROUND UPDATE

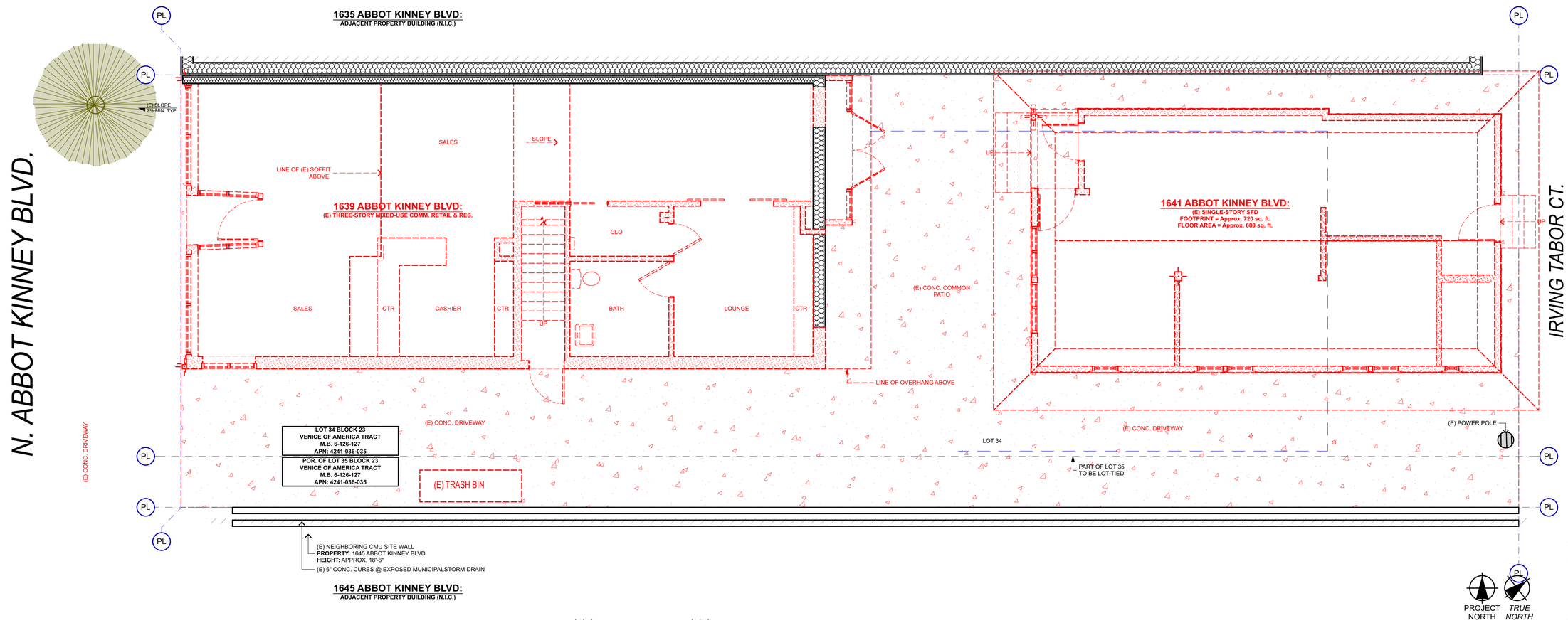
SHEET TITLE:
(E) THIRD FLOOR PLAN

PROJECT NO:
1718

PRINT DATE:
3/4/21

SHEET NO:
A203

1" ACTUAL — If this scale does not measure 1" actual, this drawing may have been enlarged or reduced and all labeled scales are incorrect.



GROUND FLOOR DEMO PLAN 01
SCALE: 1/4" = 1'-0"

DEMO CALCULATION:

IN LINEAR FT.

GROUND FLOOR (COMMERCIAL): EXEMPT
N/A

SECOND FLOOR (RESIDENTIAL):

EXISTING =	37'-2" + 34'-9" + 23'-0" =	94'-11"
TO BE DEMO'D =	37'-2" + 4'-4" + 3'-5" =	44'-11"
REMAINING =		50'-0" (53%)

THIRD FLOOR (RESIDENTIAL):

EXISTING =	53'-8" + 53'-8" + 23'-0" + 23'-0" =	153'-4"
TO BE DEMO'D =	53'-8" =	53'-8"
REMAINING =		99'-8" (65%)

TOTAL EXISTING:
94'-11" + 153'-4" = 248'-3" = 2,979"

TOTAL REMAINING: **60%**
50'-0" + 99'-8" = 149'-8" =1,796"

STUDIO OF ENVIRONMENTAL ARCHITECTURE
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DAVID HERTZ ARCHITECTS

PLAN REVISION LOG

NO.	DATE	DESCRIPTION

DRAWING PRINT LOG

NO.	DATE	DESCRIPTION
1	11/13/2020	ZC-CDP-ZAA-SPP-MEL-ENV SUBMITTAL
2	02/17/2021	ENGINEERING BACKGROUND UPDATE

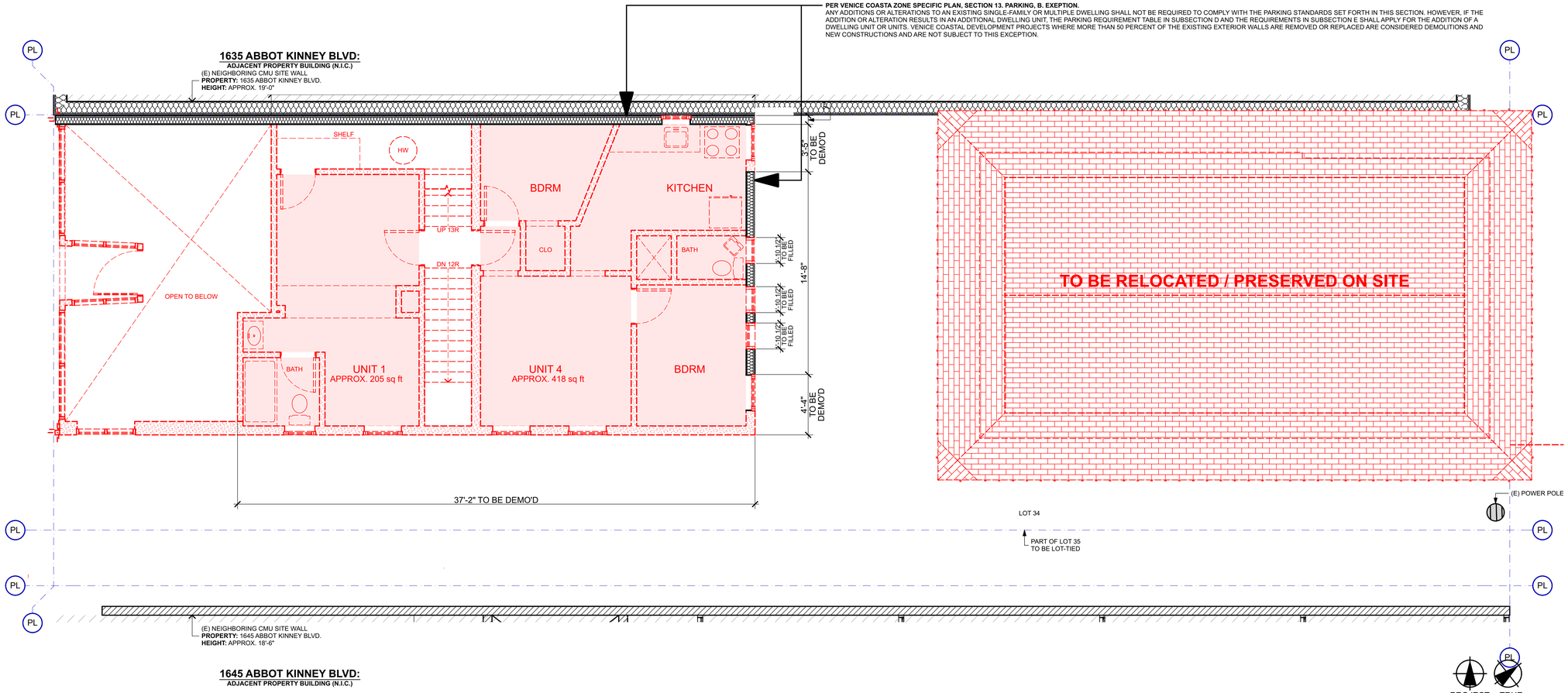
SHEET TITLE:
GRND. FLR. DEMO PLAN / SITE DEMO

PROJECT NO:
1718

PRINT DATE:
3/4/21

SHEET NO:
A204

1" ACTUAL — If this scale does not measure 1" actual, this drawing may have been enlarged or reduced and all labeled scales are incorrect.



SECOND FLOOR DEMO PLAN
SCALE: 1/4" = 1'-0" 01

DEMO CALCULATION:

IN LINEAR FT.

GROUND FLOOR (COMMERCIAL): EXEMPT
N/A

SECOND FLOOR (RESIDENTIAL):

EXISTING =	37'-2" + 34'-9" + 23'-0" =	94'-11"
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94'-11" + 153'-4" = 248'-3" = 2,979"

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CEQA #:
ENV-2018-7014-EAC

PLAN REVISION LOG

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DRAWING PRINT LOG

NO.	DATE	DESCRIPTION
1	11/13/2020	ZC-CDP-ZAA-SPP-MEL-ENV SUBMITTAL
2	02/17/2021	ENGINEERING BACKGROUND UPDATE

SHEET TITLE:
SECOND FLR. DEMO PLAN

PROJECT NO:
1718

PRINT DATE:
3/4/21

SHEET NO:
A205

1" ACTUAL
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PER VENICE COASTA ZONE SPECIFIC PLAN, SECTION 13. PARKING, B. EXEPTION.
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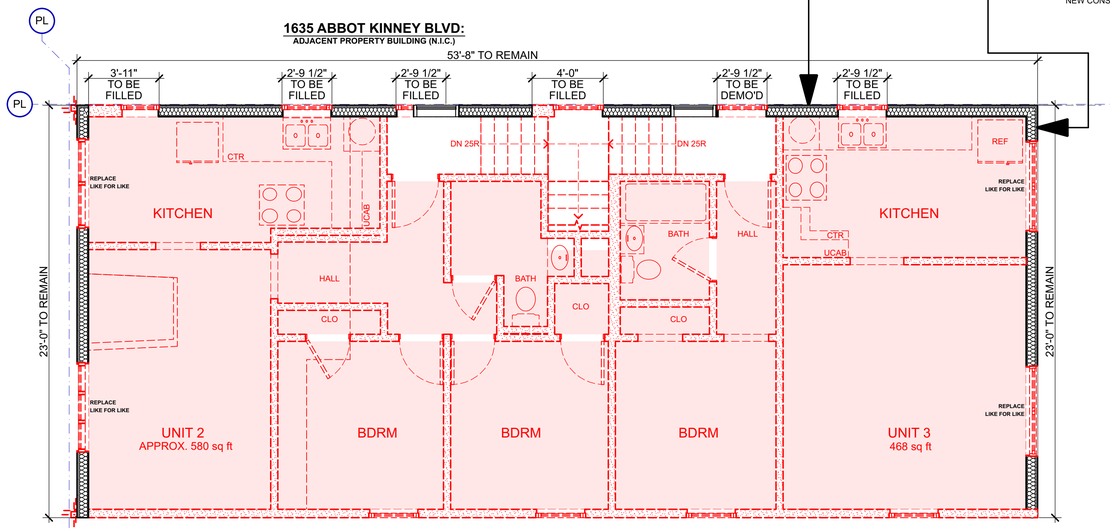
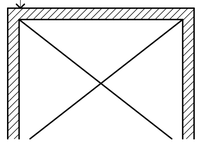


LOT 34

PART OF LOT 35
TO BE LOT-TIED

(E) POLE

(E) NEIGHBORING CMU SITE WALL / ELEVATOR SHAFT
PROPERTY: 1645 ABBOT KINNEY BLVD.
HEIGHT: APPROX. 31'-0" ABOVE GRADE



1645 ABBOT KINNEY BLVD:
ADJACENT PROPERTY BUILDING (N.I.C.)

PROJECT NORTH
TRUE NORTH

THIRD FLOOR DEMO PLAN
SCALE: 1/4" = 1'-0"

01

DEMO CALCULATION:

IN LINEAR FT.

GROUND FLOOR (COMMERCIAL): EXEMPT
N/A

SECOND FLOOR (RESIDENTIAL):

EXISTING =	37'-2" + 34'-9" + 23'-0" =	94'-11"
TO BE DEMO'D =	37'-2" + 4'-4" + 3'-5" =	44'-11"
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CASE #:
APCW-2018-7013-ZC-ZV-ZAA-CDP-SPE-SPP-MEL-WDI

CEQA #:
ENV-2018-7014-EAC

PLAN REVISION LOG

NO.	DATE	DESCRIPTION

DRAWING PRINT LOG

NO.	DATE	DESCRIPTION
1	11/13/2020	ZC-CDP-ZAA-SPP-MEL-ENV SUBMITTAL
2	02/17/2021	ENGINEERING BACKGROUND UPDATE

SHEET TITLE:
THIRD FLR. DEMO PLAN

PROJECT NO:
1718

PRINT DATE:
3/4/21

SHEET NO:
A206

1" ACTUAL

If this scale does not measure 1" actual, this drawing may have been enlarged or reduced and all labeled scales are incorrect.

AUTOMOBILE PARKING SPACES:

ZERO (0) NON-CONFORMING SPACES EXIST / PER PERMIT RECORDS

ONE (1) SPACE PER 225 S.F. OF (N) COMMERCIAL FLOOR AREA.
= 450 SQ. FT. / 225
= **2 SPACES (COMMERCIAL)**
[BUSINESS & COMMERCIAL USE, PARKING REQ. TABLE, SECTION 13.D OF VENICE COASTAL ZONE]

ONE (1) SPACE FOR BEACH IMPACT PER 640 S.F. OF ENTIRE GROUND FLOOR COMMERCIAL.
= 1,398 SQ. FT. / 640
= **2.18 = 3 SPACES (BIZ)**
[BEACH IMPACT ZONE PARKING REQ., SECTION 13.E OF VENICE COASTAL ZONE]

ON-SITE RELOCATION OF (E) BUNGALOW CANCELS GRANDFATHERED RIGHTS FOR ZERO.
= 2 SPACES (RESIDENTIAL)

TOTAL REQ'D	**= 7**
TOTAL REQ'D IF SPE & IN-LIEU APPROVED	**= 5* (4 PHYSICAL + 1 $)**
TOTAL PROVIDED ON-SITE	**= 5 (4 COMPACT SPACES + 1 HANDICAP VAN)**

* REDUCTION REQUEST: 5 PARKING SPACES (4 PHYSICAL + $) IN LIEU OF 7 REQUIRED.
SPECIFIC PLAN EXCEPTION (SPE) ENTITLEMENT ACTION WOULD ELIMINATE REQUIREMENT FOR 2 RESIDENTIAL SPACES TRIGGERED BY ON-SITE RELOCATION OF (E) SFD, & REQUIRE ONLY COMPACT SPACE.

** REDUCTION REQUEST: MINUS 1 BIZ AUTOMOBILE PARKING SPACES.
SUBSTITUTE 50% OF REQUIRED BEACH IMPACT PARKING W/ IN LIEU FEE ($18,000/SPACE)
[PER BEACH IMPACT ZONE PARKING REQ., SECTION 13.E.1 OF VENICE COASTAL ZONE]

BICYCLE PARKING SPACES:

TOTAL REQ'D **= 4**
PER ORDINANCE NO. 185480 LOS ANGELES MUNICIPAL CODE PER TABLE 12.21 A.16 (a)(2) FOR RETAIL STORE, GENERAL:
SHORT TERM BICYCLE PARKING: 1 PER 2,000 SQ. FT. (MIN. 2)
LONG-TERM BICYCLE PARKING: 1 PER 2,000 SQ. FT. (MIN. 2)
TOTAL PROVIDED **= 4**

PROJECT SITE WITHIN 1,500 FEET OF A MAJOR TRANSIT STOP
[AS DEFINED IN SUBDIVISION (B) SECTION 21155 OF CALIFORNIA PUBLIC RESOURCES CODE]

NOTE: BIKE SWAP ORDINANCE CAN ONLY BE USED FOR LAMC CODE-REQUIRED PARKING BASED ON USE. BIZ PARKING "SITS" OUTSIDE LAMC; THEREFORE, BIKE SWAP ORDINANCE CANT BE APPLIED TO BIZ. SINCE THE REQUIRED COMMERCIAL PARKING IS 2, THE PROJECT WOULD NOT MEET THE MAXIMUM 30 PERCENT THRESHOLD.

FAR:

PER LAMC SEC. 12.03

LOT AREA = 3,570 SF
(3,150 SF, LOT 34 + 420 SF, LOT 35 PARTIAL)
PER ASSESSOR APN REPORT, ZIMAS

BUILDABLE AREA = 3,570 SF
(W/ZERO SETBACKS)

F.A.R. = 1.5 to 1
[EXISTING ZONE M1-1-O, AND PROPOSED ZONE CM-1-O, PER CP-7150 (01/24/06) & VENICE COASTAL ZONE]

MAX ALLOWABLE FLOOR AREA = 5,355 SF

FLOOR AREA:

PER LAMC SEC. 12.03

		EXISTING	NEW	PROPOSED
MIXED-USE	1ST FLOOR (RETAIL)	1,056	641	1,697
	2ND FLOOR (RESIDENTIAL)	984	396	1,380
	3RD FLOOR (RESIDENTIAL)	1,060	308	1,368
SFD		680	0	680
TOTAL		**3,780**	**1,345**	**5,125**

TOTAL ALLOWABLE = 5,355 SF
TOTAL REMAINING = 230 SF

LAMC
SEC. 12.03. DEFINITIONS:
FLOOR AREA RATIO (FAR). A ratio establishing relationship between a property and the amount of development permitted for that property, and is expressed as a percentage or a ratio of the Buildable Area or Lot size (example: "3 times the Buildable Area" or "3:1"). (Added by Ord. No. 181,624, Eff. 5/9/11.)

FLOOR AREA. (Amended by Ord. No. 182,386, Eff. 3/13/13.) The area in square feet confined within the exterior walls of a Building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing Building-operating equipment or machinery, parking areas with associated driveways and ramps, space dedicated to bicycle parking, space for the landing and storage of helicopters, and Basement storage areas.

Buildings on properties zoned RA, RE, RS, and R1, except properties in the Coastal Zone which are not designated as Hillside Area, are subject to the definition of Residential Floor Area.

OCCUPANCY:

Group M (per Ch. 3, Section 309.1 of 2016 CBC)
Group R-2 (per Ch. 3, Section 310.4 of 2016 CBC)

Max. Floor Area Allowances Per Occupant
IBC 2015 / CBC 2016, Ch. 10, Section 1004, Table 1004.1.2

Mercantile = 60 Gross SF
Residential = 200 Gross SF

OCCUPANCY LOAD CALCULATIONS:

IBC 2015 / CBC 2016, CH. 10 MEANS OF EGRESS

(N) Ground Floor Commercial, Mercantile @ 60 Gross
= 641 / 60 = 10.7 = 11 occupants

GROUND FLOOR
Mercantile = 24 occupants total

SECOND FLOOR
Residential = 3 + 2.9 = 5.9 occupants total

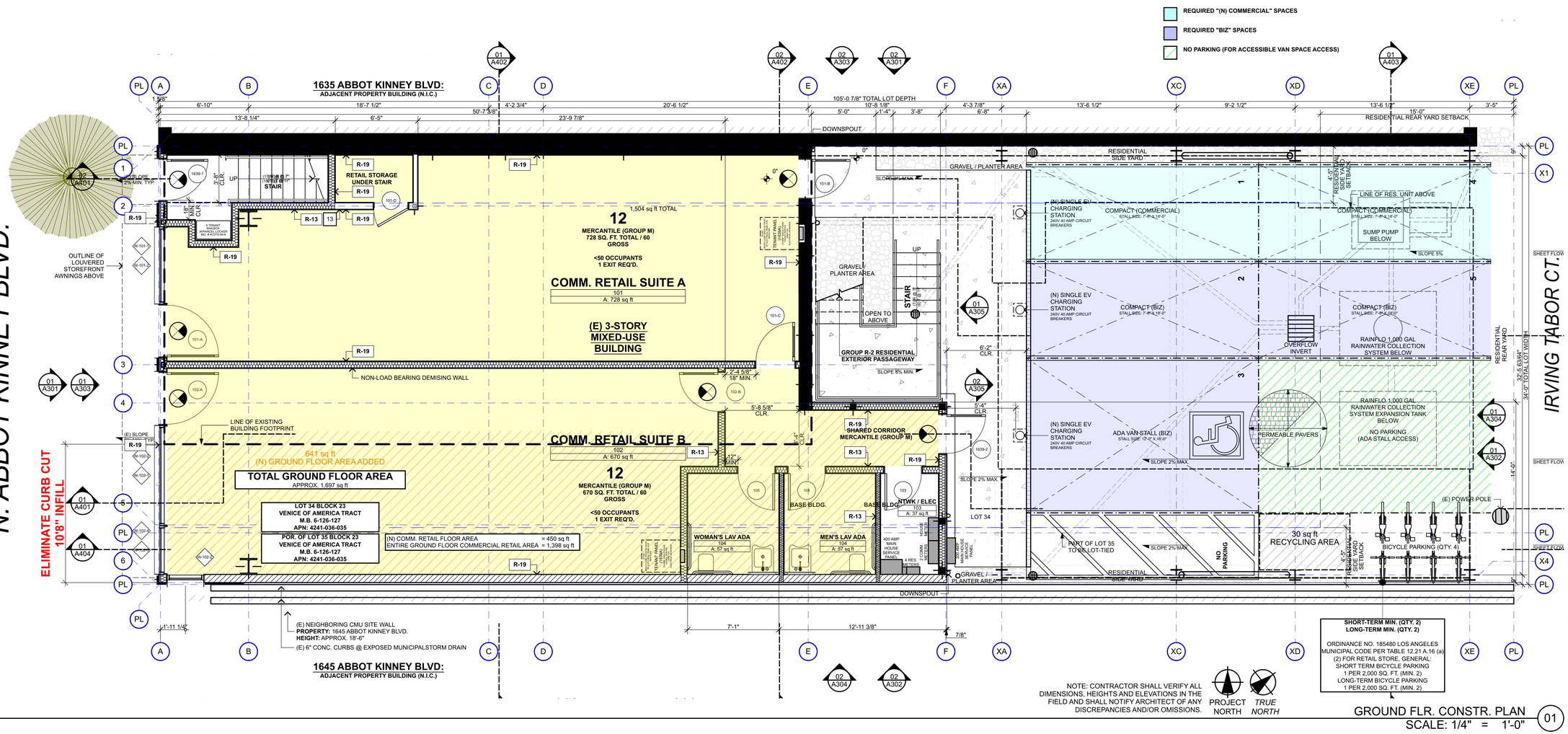
THIRD FLOOR
Residential = 3 + 3.4 + 3.4 = 9.8 occupants total

TOTAL = 39.7 OCCUPANTS < 50, EXIT DOORS CAN SWING IN

RESIDENTIAL UNIT SIZES:

UNIT 201: 601 SF
UNIT 202: 582 SF
UNIT 301: 603 SF
UNIT 302: 685 SF
UNIT 303: 680 SF
TOTAL: 3,151 SF

NOTE:
SPACE PLANS, DIAGRAMS & CALCULATIONS ILLUSTRATE POTENTIAL LOCATIONS OF BUILDABLE AREA. ALL NEW DEVELOPMENT IS BASED ON DISCRETIONARY APPROVAL OF VENICE SPECIFIC CITY PLANNING.



NOTE: CONTRACTOR SHALL VERIFY ALL DIMENSIONS, HEIGHTS AND ELEVATIONS IN THE FIELD AND SHALL NOTIFY ARCHITECT OF ANY DISCREPANCIES AND/OR OMISSIONS.

PROJECT NORTH *TRUE NORTH*

GROUND FLR. CONSTR. PLAN 01
SCALE: 1/4" = 1'-0"

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DRAWING PRINT LOG

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2	02/17/2021	ENGINEERING BACKGROUND UPDATE

SHEET TITLE:
GRND. FLR. CONSTR. PLAN

PROJECT NO:
1718

PRINT DATE:
3/4/21

SHEET NO:
A207

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AUTOMOBILE PARKING SPACES:

ZERO (0) NON-CONFORMING SPACES EXIST / PER PERMIT RECORDS

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= 450 SQ. FT. / 225
= **2 SPACES (COMMERCIAL)**
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ONE (1) SPACE FOR BEACH IMPACT PER 640 S.F. OF ENTIRE GROUND FLOOR COMMERCIAL.
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TOTAL REQ'D **= 7**
TOTAL REQ'D IF SPE & IN-LIEU APPROVED **= 5* (4 PHYSICAL + 1 $)**
TOTAL PROVIDED ON-SITE **= 5 (4 COMPACT SPACES + 1 HANDICAP VAN)**

* REDUCTION REQUEST: 5 PARKING SPACES (4 PHYSICAL + $) IN LIEU OF 7 REQUIRED.
SPECIFIC PLAN EXCEPTION (SPE) ENTITLEMENT ACTION WOULD ELIMINATE REQUIREMENT FOR 2 RESIDENTIAL SPACES TRIGGERED BY ON-SITE RELOCATION OF (E) SFD, & REQUIRE ONLY COMPACT SPACE.

** REDUCTION REQUEST: MINUS 1 BIZ AUTOMOBILE PARKING SPACES.
SUBSTITUTE 50% OF REQUIRED BEACH IMPACT PARKING W/ IN LIEU FEE ($18,000/SPACE)
[PER BEACH IMPACT ZONE PARKING REQ., SECTION 13.E.1 OF VENICE COASTAL ZONE]

BICYCLE PARKING SPACES:

TOTAL REQ'D **= 4**
PER ORDINANCE NO. 185480 LOS ANGELES MUNICIPAL CODE PER TABLE 12.21 A.16 (a)(2) FOR RETAIL STORE, GENERAL:
SHORT TERM BICYCLE PARKING: 1 PER 2,000 SQ. FT. (MIN. 2)
LONG-TERM BICYCLE PARKING: 1 PER 2,000 SQ. FT. (MIN. 2)
TOTAL PROVIDED **= 4**

PROJECT SITE WITHIN 1,500 FEET OF A MAJOR TRANSIT STOP
[AS DEFINED IN SUBDIVISION (B) SECTION 21155 OF CALIFORNIA PUBLIC RESOURCES CODE]

NOTE: BIKE SWAP ORDINANCE CAN ONLY BE USED FOR LAMC CODE-REQUIRED PARKING BASED ON USE. BIZ PARKING "SITS" OUTSIDE LAMC; THEREFORE, BIKE SWAP ORDINANCE CANT BE APPLIED TO BIZ. SINCE THE REQUIRED COMMERCIAL PARKING IS 2, THE PROJECT WOULD NOT MEET THE MAXIMUM 30 PERCENT THRESHOLD.

FAR:

PER LAMC SEC. 12.03

LOT AREA = 3,570 SF
(3,150 SF, LOT 34 + 420 SF, LOT 35 PARTIAL)
PER ASSESSOR APN REPORT, ZIMAS

BUILDABLE AREA = 3,570 SF
(W/ZERO SETBACKS)

F.A.R. = 1.5 to 1
[EXISTING ZONE M1-1-O, AND PROPOSED ZONE CM-1-O, PER CP-7150 (01/24/06) & VENICE COASTAL ZONE]

MAX ALLOWABLE FLOOR AREA = 5,355 SF

FLOOR AREA:

PER LAMC SEC. 12.03

		EXISTING	NEW	PROPOSED
MIXED-USE	1ST FLOOR (RETAIL)	1,056	641	1,697
	2ND FLOOR (RESIDENTIAL)	984	396	1,380
	3RD FLOOR (RESIDENTIAL)	1,060	308	1,368
SFD		680	0	680
TOTAL		**3,780**	**1,345**	**5,125**

TOTAL ALLOWABLE = 5,355 SF
TOTAL REMAINING = 230 SF

LAMC
SEC. 12.03. DEFINITIONS:
FLOOR AREA RATIO (FAR). A ratio establishing relationship between a property and the amount of development permitted for that property, and is expressed as a percentage or a ratio of the Buildable Area or Lot size (example: "3 times the Buildable Area" or "3:1"). (Added by Ord. No. 181,624, Eff. 5/9/11.)

FLOOR AREA. (Amended by Ord. No. 182,386, Eff. 3/13/13.) The area in square feet confined within the exterior walls of a Building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing Building-operating equipment or machinery, parking areas with associated driveways and ramps, space dedicated to bicycle parking, space for the landing and storage of helicopters, and Basement storage areas.

Buildings on properties zoned RA, RE, RS, and R1, except properties in the Coastal Zone which are not designated as Hillside Area, are subject to the definition of Residential Floor Area.

OCCUPANCY:

Group M (per Ch. 3, Section 309.1 of 2016 CBC)
Group R-2 (per Ch. 3, Section 310.4 of 2016 CBC)

Max. Floor Area Allowances Per Occupant
IBC 2015 / CBC 2016, Ch. 10, Section 1004, Table 1004.1.2

Mercantile = 60 Gross SF
Residential = 200 Gross SF

OCCUPANCY LOAD CALCULATIONS:

IBC 2015 / CBC 2016, CH. 10 MEANS OF EGRESS

(N) Ground Floor Commercial, Mercantile @ 60 Gross
= 641 / 60 = 10.7 = 11 occupants

GROUND FLOOR
Mercantile = 24 occupants total

SECOND FLOOR
Residential = 3 + 2.9 = 5.9 occupants total

THIRD FLOOR
Residential = 3 + 3.4 + 3.4 = 9.8 occupants total

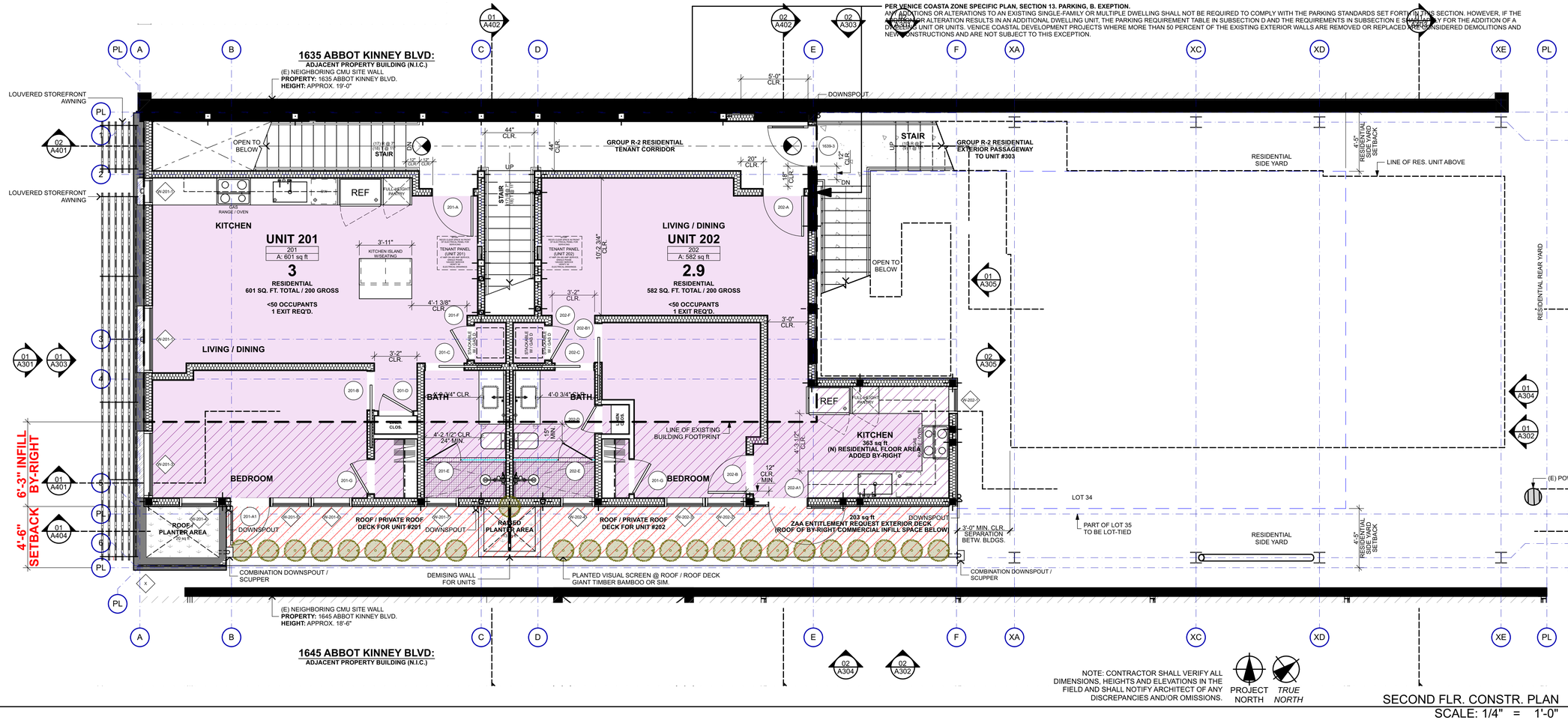
TOTAL = 39.7 OCCUPANTS < 50, EXIT DOORS CAN SWING IN

RESIDENTIAL UNIT SIZES:

UNIT 201: 601 SF
UNIT 202: 582 SF
UNIT 301: 603 SF
UNIT 302: 685 SF
UNIT 303: 680 SF
TOTAL: 3,151 SF

NOTE:
SPACE PLANS, DIAGRAMS & CALCULATIONS ILLUSTRATE POTENTIAL LOCATIONS OF BUILDABLE AREA. ALL NEW DEVELOPMENT IS BASED ON DISCRETIONARY APPROVAL OF VENICE SPECIFIC CITY PLANNING.

PER VENICE COASTA ZONE SPECIFIC PLAN, SECTION 13. PARKING, B. EXEPTION.
ANY ADDITIONS OR ALTERATIONS TO AN EXISTING SINGLE-FAMILY OR MULTIPLE DWELLING SHALL NOT BE REQUIRED TO COMPLY WITH THE PARKING STANDARDS SET FORTH IN THIS SECTION. HOWEVER, IF THE ADDITION OR ALTERATION RESULTS IN AN ADDITIONAL DWELLING UNIT, THE PARKING REQUIREMENT TABLE IN SUBSECTION D AND THE REQUIREMENTS IN SUBSECTION E SHALL APPLY FOR THE ADDITION OF A DWELLING UNIT OR UNITS. VENICE COASTAL DEVELOPMENT PROJECTS WHERE MORE THAN 50 PERCENT OF THE EXISTING EXTERIOR WALLS ARE REMOVED OR REPLACED ARE CONSIDERED DEMOLITIONS AND NEW CONSTRUCTIONS AND ARE NOT SUBJECT TO THIS EXCEPTION.



NOTE: CONTRACTOR SHALL VERIFY ALL DIMENSIONS, HEIGHTS AND ELEVATIONS IN THE FIELD AND SHALL NOTIFY ARCHITECT OF ANY DISCREPANCIES AND/OR OMISSIONS.

PROJECT NORTH *TRUE NORTH*

SECOND FLR. CONSTR. PLAN
SCALE: 1/4" = 1'-0" 01

STUDIO OF ENVIRONMENTAL ARCHITECTURE
DAVID HERTZ ARCHITECTS

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LICENSED ARCHITECT — DAVID RANDALL HERTZ — C-25180 — REN 10-31-21 — STATE OF CALIFORNIA

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1639-1641 ABBOT KINNEY BOULEVARD VENICE, CA 90291

OWNERSHIP:
AK VENICE PARTNERS LLC
8 HORIZON AVE
VENICE, CA 90291-3602

CASE #:
APCW-2018-7013-ZC-ZV-ZAA-CDP-SPE-SPP-MEL-WDI

CEQA #:
ENV-2018-7014-EAC

PLAN REVISION LOG

NO.	DATE	DESCRIPTION

DRAWING PRINT LOG

NO.	DATE	DESCRIPTION
1	11/13/2020	ZC-CDP-ZAA-SPP-MEL-ENV SUBMITTAL
2	02/17/2021	ENGINEERING BACKGROUND UPDATE

SHEET TITLE:
SECOND FLR. CONSTR. PLAN

PROJECT NO:
1718

PRINT DATE:
3/4/21

SHEET NO:
A208

1" ACTUAL

If this scale does not measure 1" actual, this drawing may have been enlarged or reduced and all labeled scales are incorrect.

AUTOMOBILE PARKING SPACES:

ZERO (0) NON-CONFORMING SPACES EXIST / PER PERMIT RECORDS

ONE (1) SPACE PER 225 S.F. OF (N) COMMERCIAL FLOOR AREA.
= 450 SQ. FT. / 225
= **2 SPACES (COMMERCIAL)**
[BUSINESS & COMMERCIAL USE, PARKING REQ. TABLE, SECTION 13.D OF VENICE COASTAL ZONE]

ONE (1) SPACE FOR BEACH IMPACT PER 640 S.F. OF ENTIRE GROUND FLOOR COMMERCIAL.
= 1,398 SQ. FT. / 640
= **2.18 = 3 SPACES (BIZ)**
[BEACH IMPACT ZONE PARKING REQ., SECTION 13.E OF VENICE COASTAL ZONE]

ON-SITE RELOCATION OF (E) BUNGALOW CANCELS GRANDFATHERED RIGHTS FOR ZERO.
= 2 SPACES (RESIDENTIAL)

TOTAL REQ'D	**= 7**
TOTAL REQ'D IF SPE & IN-LIEU APPROVED	**= 5* (4 PHYSICAL + 1 $)**
TOTAL PROVIDED ON-SITE	**= 5 (4 COMPACT SPACES + 1 HANDICAP VAN)**

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SD
CMG

FAR:

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SPACE PLANS, DIAGRAMS & CALCULATIONS ILLUSTRATE POTENTIAL LOCATIONS OF BUILDABLE AREA. ALL NEW DEVELOPMENT IS BASED ON DISCRETIONARY APPROVAL OF VENICE SPECIFIC CITY PLANNING.

EV NOTE: A LABEL STATING 'EV CAPABLE' SHALL BE POSTED IN A CONSPICUOUS PLACE AT THE SERVICE PANEL OR SUBPANEL AND THE EV CHARGING SPACE

PER VENICE COASTA ZONE SPECIFIC PLAN, SECTION 13. PARKING, B. EXEPTION.
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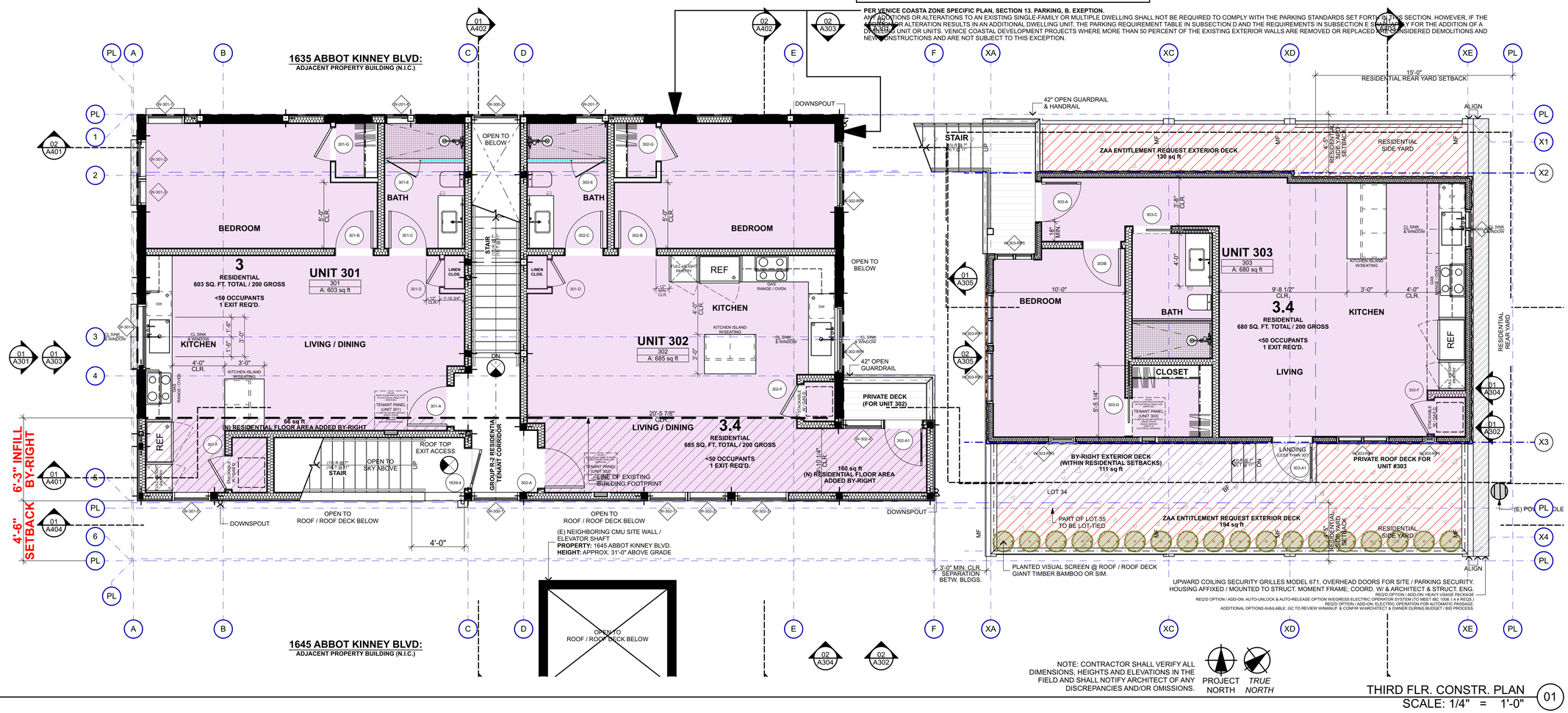

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THIRD FLR. CONSTR. PLAN
SCALE: 1/4" = 1'-0"

01

STUDIO OF ENVIRONMENTAL ARCHITECTURE
DAVID HERTZ ARCHITECTS

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LICENSED ARCHITECT
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1639-1641 ABBOT KINNEY BOULEVARD VENICE, CA 90291

OWNERSHIP:
AK VENICE PARTNERS LLC
8 HORIZON AVE
VENICE, CA 90291-3602

CASE #:
APCW-2018-7013-ZC-ZV-ZAA-CDP-SPE-SPP-MEL-WDI

CEQA #:
ENV-2018-7014-EAC

DAVID HERTZ ARCHITECTS

PLAN REVISION LOG

NO.	DATE	DESCRIPTION

DRAWING PRINT LOG

NO.	DATE	DESCRIPTION
1	11/13/2020	ZC-CDP-ZAA-SPP-MEL-ENV SUBMITTAL
2	02/17/2021	ENGINEERING BACKGROUND UPDATE

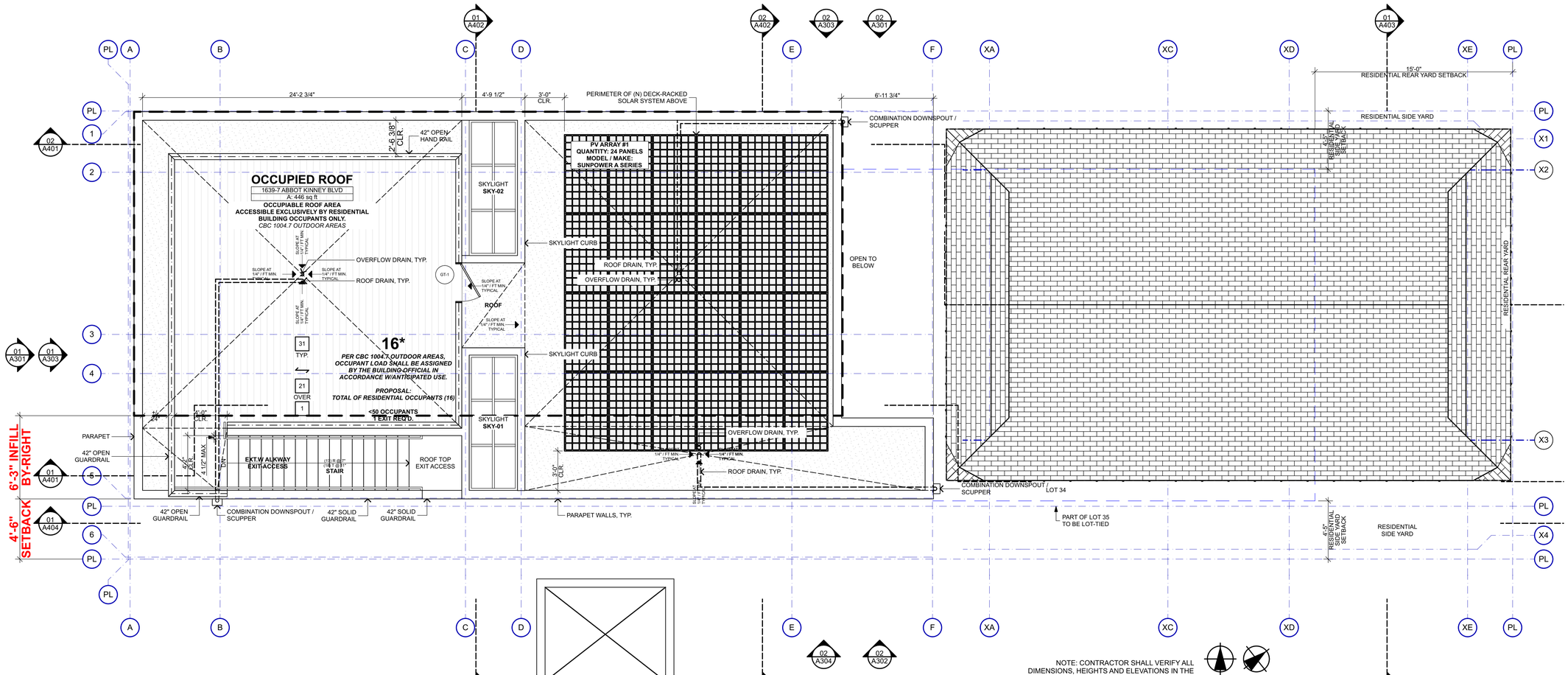
SHEET TITLE:
THIRD FLR. CONSTR. PLAN

PROJECT NO:
1718

PRINT DATE:
3/4/21

SHEET NO:
A209

1" ACTUAL — If this scale does not measure 1" actual, this drawing may have been enlarged or reduced and all labeled scales are incorrect.



ROOF CONSTR. PLAN
SCALE: 1/4" = 1'-0"

01

STUDIO OF ENVIRONMENTAL ARCHITECTURE
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LICENSED ARCHITECT
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CASE #:
APCW-2018-7013-ZC-ZV-ZAA-CDP-SPE-SPP-MEL-WDI

CEQA #:
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DAVID HERTZ ARCHITECTS

PLAN REVISION LOG

NO.	DATE	DESCRIPTION

DRAWING PRINT LOG

NO.	DATE	DESCRIPTION
1	11/13/2020	ZC-CDP-ZAA-SPP-MEL-ENV SUBMITTAL
2	02/17/2021	ENGINEERING BACKGROUND UPDATE

SHEET TITLE:
ROOF CONSTR. PLAN

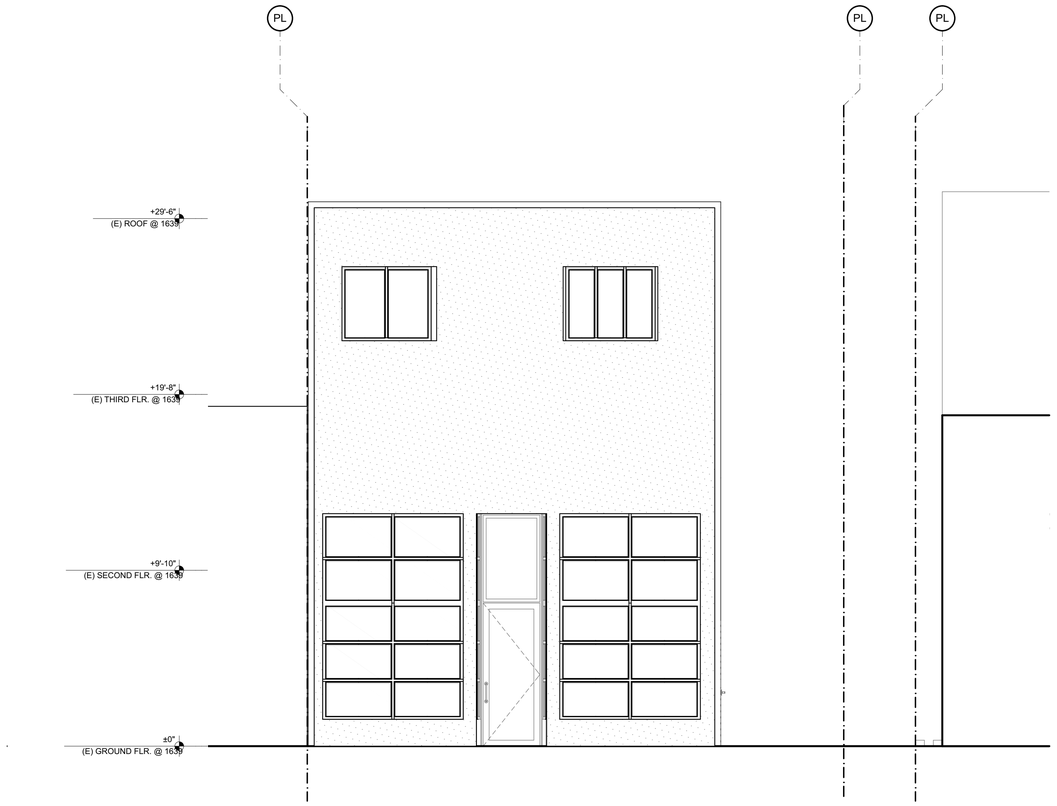
PROJECT NO:
1718

PRINT DATE:
3/4/21

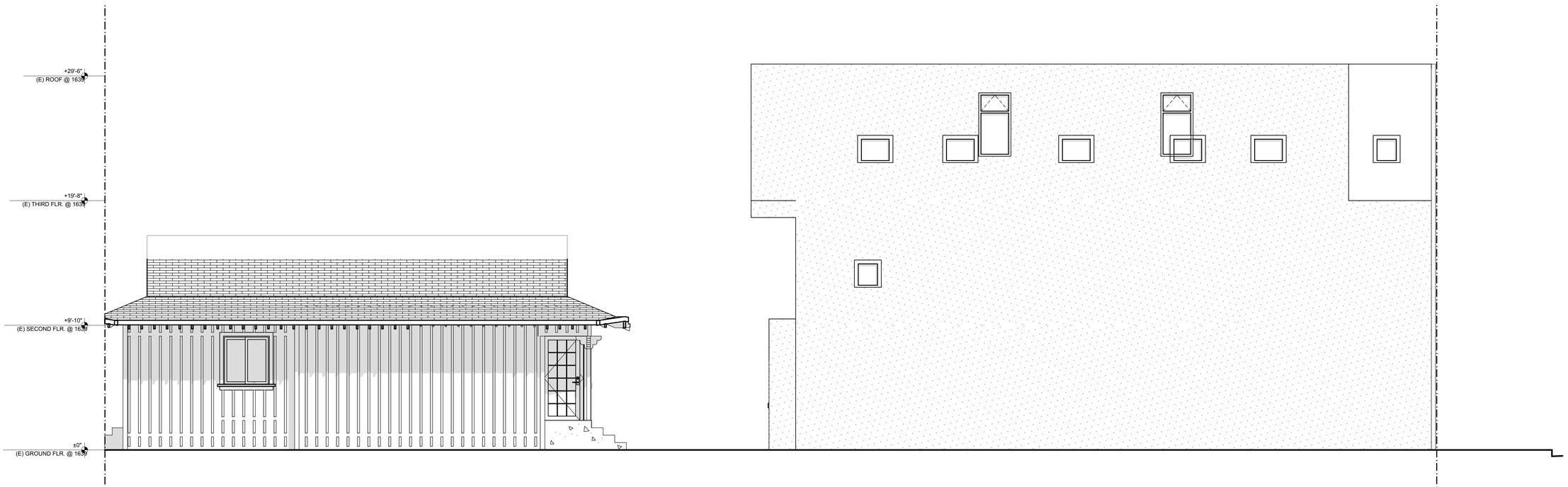
SHEET NO:
A210

1" ACTUAL

If this scale does not measure 1" actual, this drawing may have been enlarged or reduced and all labeled scales are incorrect.



WEST ELEVATION, 1639 ABBOT KINNEY BLVD. (EXISTING) 01
SCALE: 1/4" = 1'-0"



NORTH ELEVATION, 1639-1641 ABBOT KINNEY BLVD. (EXISTING) 02
SCALE: 1/4" = 1'-0"

NOTE: CONTRACTOR SHALL VERIFY ALL DIMENSIONS, HEIGHTS AND ELEVATIONS IN THE FIELD AND SHALL NOTIFY ARCHITECT OF ANY DISCREPANCIES AND/OR OMISSIONS.

STUDIO OF ENVIRONMENTAL ARCHITECTURE
DAVID HERTZ ARCHITECTS

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CASE #:
APCW-2018-7013-ZC-ZV-ZAA-CDP-SPE-SPP-MEL-WDI

CEQA #:
ENV-2018-7014-EAC

PLAN REVISION LOG

NO.	DATE	DESCRIPTION

DRAWING PRINT LOG

NO.	DATE	DESCRIPTION
1	11/13/2020	ZC-CDP-ZAA-SPP-MEL-ENV SUBMITTAL
2	02/17/2021	ENGINEERING BACKGROUND UPDATE

SHEET TITLE:
EXISTING BUILDING ELEVATIONS

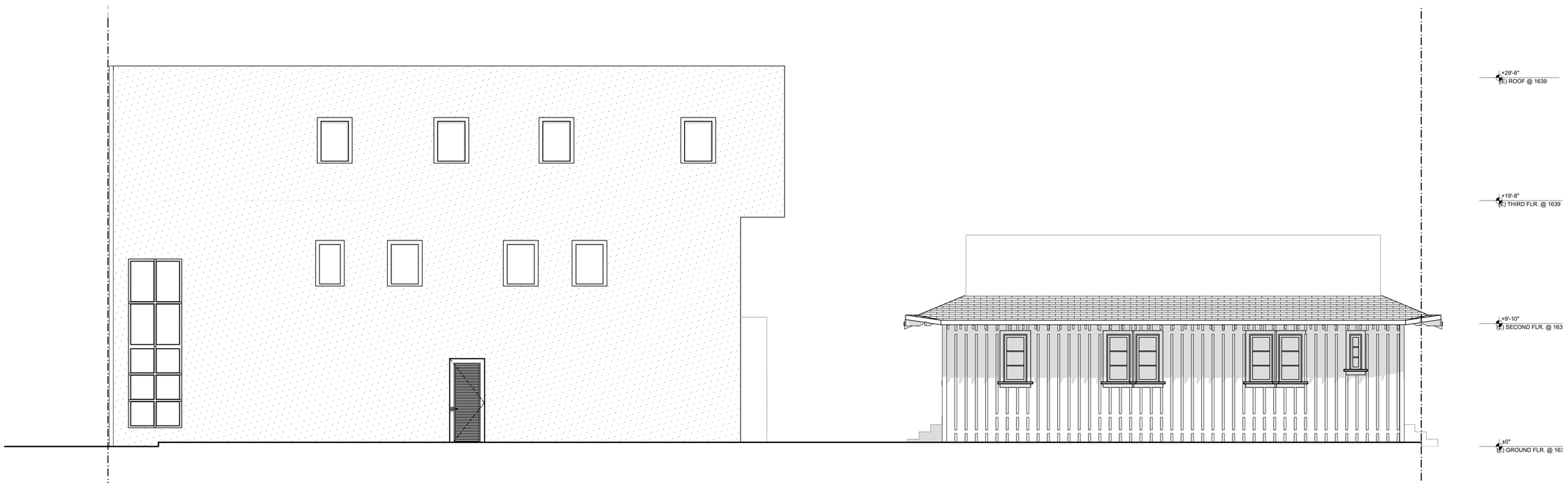
PROJECT NO:
1718

PRINT DATE:
3/4/21

SHEET NO:
A301

1" ACTUAL
If this scale does not measure 1" actual, this drawing may have been enlarged or reduced and all labeled scales are incorrect.

EAST ELEVATION, 1641 ABBOT KINNEY BLVD. (EXISTING) 01
SCALE: 1/4" = 1'-0"



SOUTH ELEVATION, 1639-1641 ABBOT KINNEY BLVD. (EXISTING) 02
SCALE: 1/4" = 1'-0"

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CASE #:
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CEQA #:
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PLAN REVISION LOG

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NO.	DATE	DESCRIPTION
1	11/13/2020	ZC-CDP-ZAA-SPP-MEL-ENV SUBMITTAL
2	02/17/2021	ENGINEERING BACKGROUND UPDATE

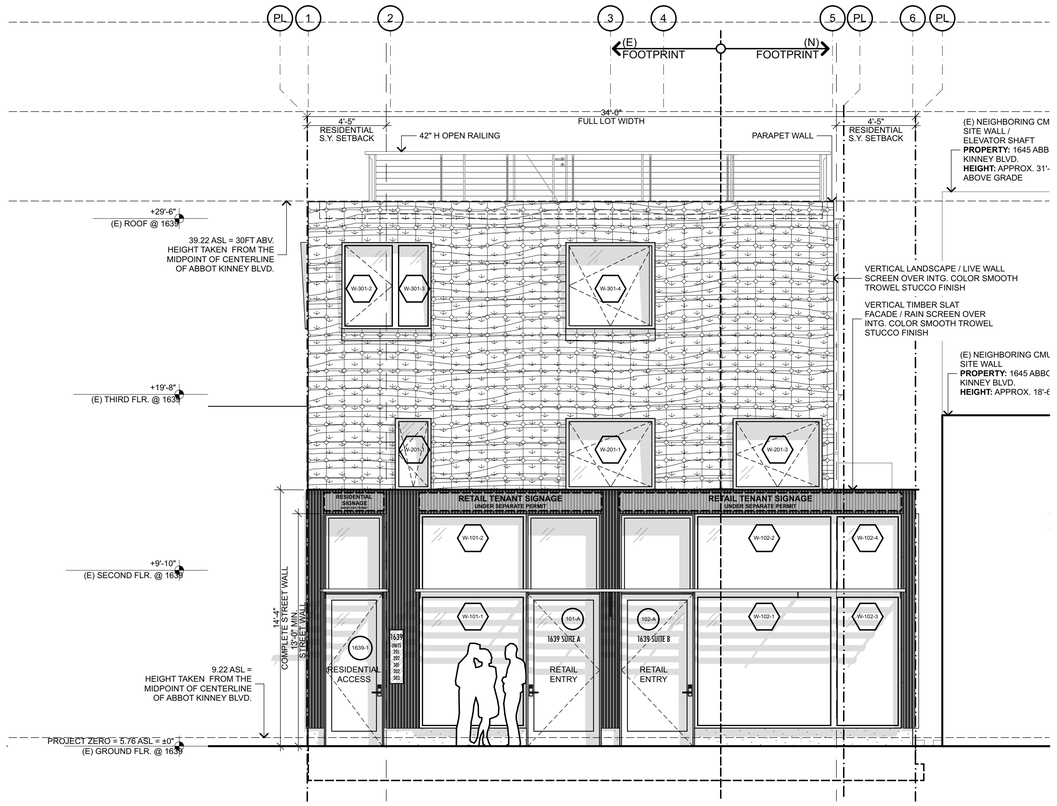
SHEET TITLE:
EXISTING
BUILDING
ELEVATIONS

PROJECT NO:
1718

PRINT DATE:
3/4/21

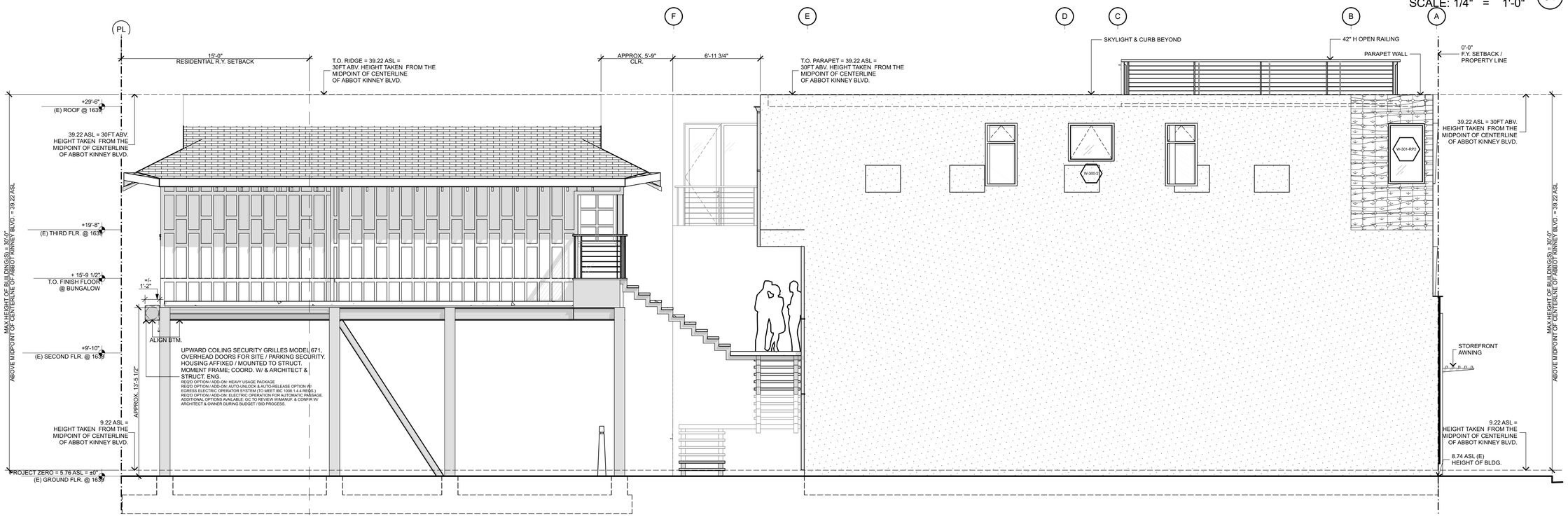
SHEET NO:
A302

1" ACTUAL — If this scale does not measure 1" actual, this drawing may have been enlarged or reduced and all labeled scales are incorrect.



WEST ELEVATION, 1639 ABBOT KINNEY BLVD. 01

SCALE: 1/4" = 1'-0"



NORTH ELEVATION, 1639-1641 ABBOT KINNEY BLVD. 02

SCALE: 1/4" = 1'-0"

NOTE: CONTRACTOR SHALL VERIFY ALL DIMENSIONS, HEIGHTS AND ELEVATIONS IN THE FIELD AND SHALL NOTIFY ARCHITECT OF ANY DISCREPANCIES AND/OR OMISSIONS.

STUDIO OF ENVIRONMENTAL ARCHITECTURE
DAVID HERTZ ARCHITECTS

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1639-1641 ABBOT KINNEY BOULEVARD VENICE, CA 90291

OWNERSHIP:
AK VENICE PARTNERS LLC
8 HORIZON AVE
VENICE, CA 90291-3602

CASE #:
APCW-2018-7013-ZC-ZV-ZAA-CDP-SPE-SPP-MEL-WDI

CEQA #:
ENV-2018-7014-EAC

DAVID HERTZ ARCHITECTS

PLAN REVISION LOG

NO.	DATE	DESCRIPTION

DRAWING PRINT LOG

NO.	DATE	DESCRIPTION
1	11/13/2020	ZC-CDP-ZAA-SPP-MEL-ENV SUBMITTAL
2	02/17/2021	ENGINEERING BACKGROUND UPDATE

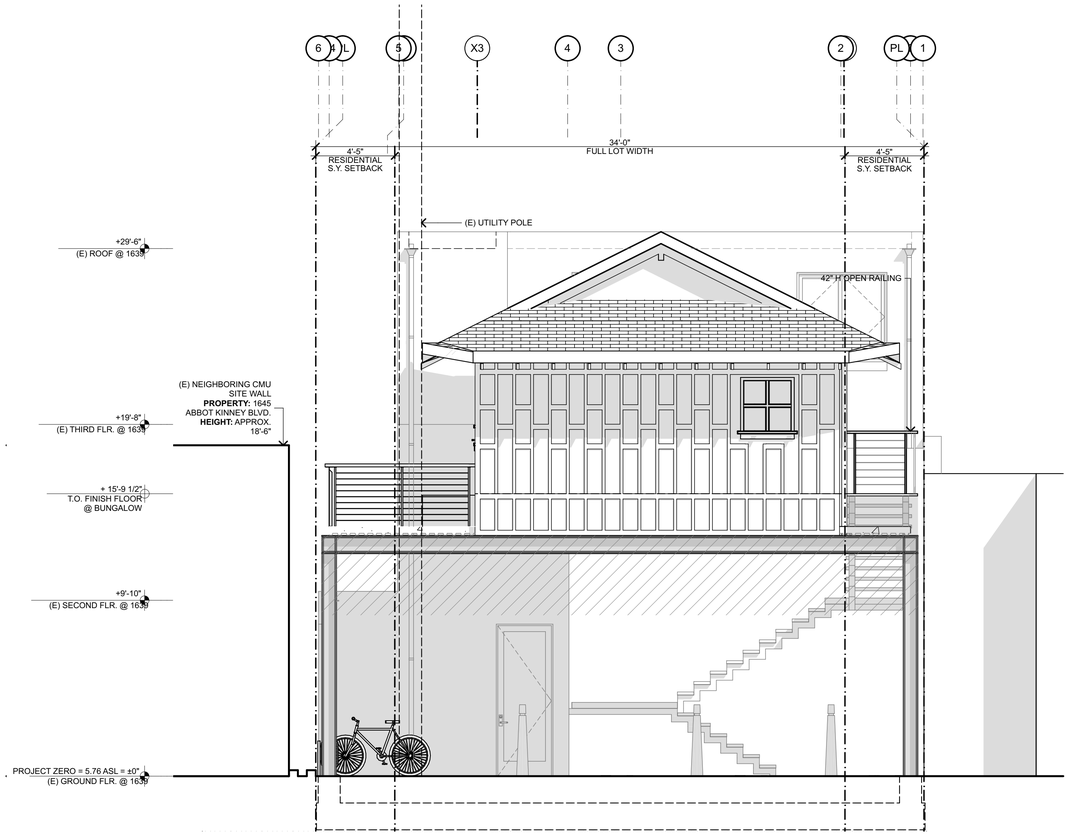
SHEET TITLE:
BUILDING ELEVATIONS

PROJECT NO:
1718

PRINT DATE:
3/4/21

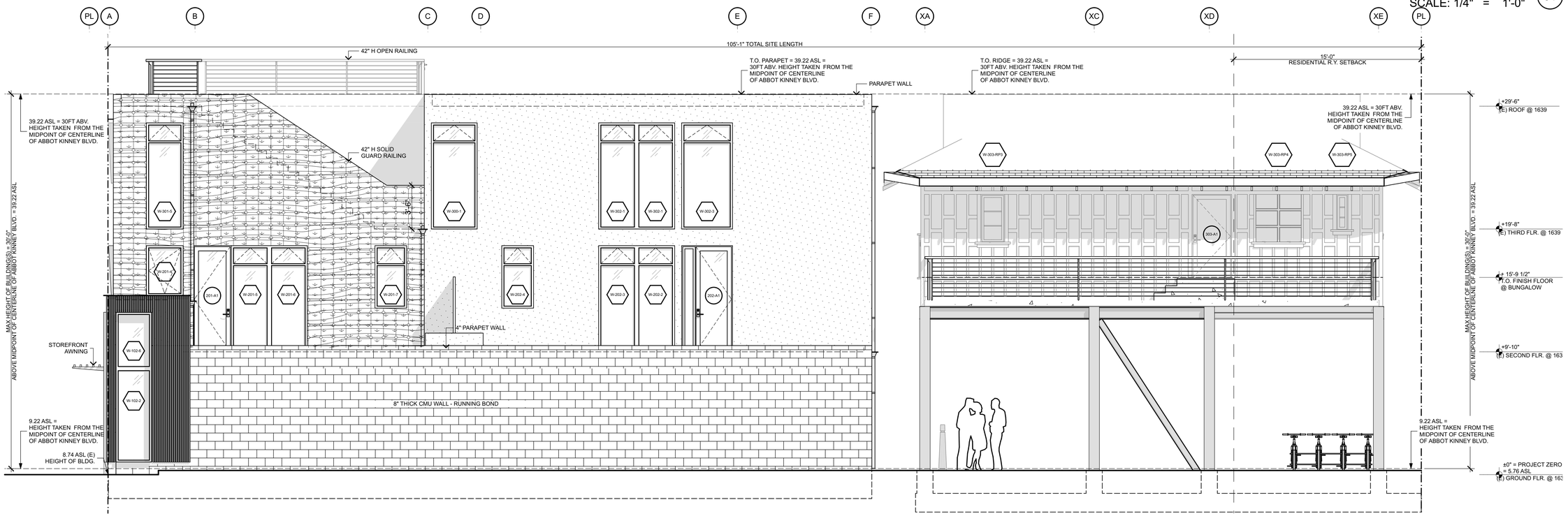
SHEET NO:
A303

ACTUAL — If this scale does not measure 1" actual, this drawing may have been enlarged or reduced and all labeled scales are incorrect.



EAST ELEVATION, 1641 ABBOT KINNEY BLVD. 01

SCALE: 1/4" = 1'-0"



SOUTH ELEVATION, 1639-1641 ABBOT KINNEY BLVD. 02

SCALE: 1/4" = 1'-0"

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1639-1641 ABBOT KINNEY BOULEVARD VENICE, CA 90291

OWNERSHIP:
AK VENICE PARTNERS LLC
8 HORIZON AVE
VENICE, CA 90291-3602

CASE #:
APCW-2018-7013-ZC-ZV-ZAA-CDP-SPE-SPP-MEL-WDI

CEQA #:
ENV-2018-7014-EAC

PLAN REVISION LOG

NO.	DATE	DESCRIPTION

DRAWING PRINT LOG

NO.	DATE	DESCRIPTION
1	11/13/2020	ZC-CDP-ZAA-SPP-MEL-ENV SUBMITTAL
2	02/17/2021	ENGINEERING BACKGROUND UPDATE

SHEET TITLE:
BUILDING ELEVATIONS

PROJECT NO:
1718

PRINT DATE:
3/4/21

SHEET NO:
A304

1" ACTUAL

If this scale does not measure 1" actual, this drawing may have been enlarged or reduced and all labeled scales are incorrect.

APCW-2018-7013-ZC-ZV-ZAA-CDP-SPE-SPP-MEL-WDI

Exhibit C: Environmental Clearance
ENV-2018-7014-MND

C.1 – Mitigated Negative Declaration (MND)
C.2 – Mitigation Monitoring Plan (MMP)

DEPARTMENT OF CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

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VACANT
DEPUTY DIRECTOR

1639 & 1641 South Abbot Kinney Boulevard Project

Case Number: ENV-2018-7014-MND

Project Location: 1639 & 1641 South Abbot Kinney Boulevard, Los Angeles, California, 90291

Community Plan Area: Venice Community Plan

Council District: 11 – Bonin

Project Description: The Project involves the remodel and addition to an existing 2,867 square-foot, three-story, mixed-use structure comprised of a 683 square-foot addition of new retail floor area and a 695 square-foot addition of residential floor area to the existing four (4) dwelling units, resulting in a 4,373 square-foot, mixed-use structure with 1,739 square feet of ground floor retail use and four (4) dwelling units. The Project includes the rehabilitation and improvements to an existing 720 square-foot, single-family dwelling located at the rear portion of the lot, to raise the structure nine feet above its foundation and construct a carport with six (6) parking spaces. The structures are connected at the second floor with an open staircase and passageway.

PREPARED BY:
The City of Los Angeles
Department of City Planning

APPLICANT:
Edgard Raul Millan
David Hertz Architects & The Studio of Environmental Architecture

AK Venice Partners LLC

November 2020

INITIAL STUDY

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Appendix B: VMT Calculation for 1639 & 1641 Abbot Kinney Boulevard

INITIAL STUDY

1 INTRODUCTION

This Initial Study (IS) document evaluates potential environmental effects resulting from construction and operation of the proposed 1639 & 1641 South Abbot Kinney Boulevard Project ("Project"). The proposed Project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). Therefore, this document has been prepared in compliance with the relevant provisions of CEQA and the State CEQA Guidelines as implemented by the City of Los Angeles (City). Based on the analysis provided within this Initial Study, the City has concluded that the Project will not result in significant impacts on the environment after mitigation. This Initial Study and Mitigated Negative Declaration are intended as informational documents, and are ultimately required to be adopted by the decision maker prior to project approval by the City.

1.1 PURPOSE OF AN INITIAL STUDY

The California Environmental Quality Act was enacted in 1970 with several basic purposes: (1) to inform governmental decision makers and the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures; and (4) to disclose to the public the reasons behind a project's approval even if significant environmental effects are anticipated.

An application for the proposed project has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The Department of City Planning, as Lead Agency, has determined that the project is subject to CEQA, and the preparation of an Initial Study is required.

An Initial Study is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study concludes that the Project, with mitigation, may have a significant effect on the environment, an Environmental Impact Report should be prepared; otherwise the Lead Agency may adopt a Negative Declaration or a Mitigated Negative Declaration.

This Initial Study has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.).

1.2. ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into four sections as follows:

1 INTRODUCTION

Describes the purpose and content of the Initial Study, and provides an overview of the CEQA process.

2 EXECUTIVE SUMMARY

Provides Project information, identifies key areas of environmental concern, and includes a determination whether the Project may have a significant effect on the environment.

3 PROJECT DESCRIPTION

Provides a description of the environmental setting and the Project, including project characteristics and a list of discretionary actions.

4 EVALUATION OF ENVIRONMENTAL IMPACTS

Contains the completed Initial Study Checklist and discussion of the environmental factors that would be potentially affected by the Project.

INITIAL STUDY

2 EXECUTIVE SUMMARY

PROJECT TITLE	**1639 & 1641 SOUTH ABBOT KINNEY BOULEVARD**
ENVIRONMENTAL CASE NO.	**ENV-2018-7014-MND**
RELATED CASES	APCW-2018-7013-ZC-ZV-ZAA-CDP-SPE-SPP-MEL-WDI

PROJECT LOCATION	**1639 & 1641 SOUTH ABBOT KINNEY BOULEVARD**
COMMUNITY PLAN AREA	VENICE
GENERAL PLAN DESIGNATION	M1-1-O
ZONING	LIMITED MANUFACTURING
COUNCIL DISTRICT	11

LEAD AGENCY	**City of Los Angeles**
STAFF CONTACT	IRA BROWN
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PHONE NUMBER	213-978-1453
EMAIL	IRA.BROWN@LACITY.ORG

APPLICANT	EDGARD RAUL MILLAN
ADDRESS	57 MARKET STREET, VENICE, 90291
PHONE NUMBER	(310) 829-9932

PROJECT DESCRIPTION

The Project involves the remodel and addition to an existing 2,867 square-foot, three-story, mixed-use structure comprised of a 683 square-foot addition of new retail floor area and a 695

square-foot addition of residential floor area to the existing four (4) dwelling units, resulting in a 4,373 square-foot, mixed-use structure with 1,739 square feet of ground floor retail use and four (4) dwelling units. The Project includes the rehabilitation and improvements to an existing 720 square-foot, single-family dwelling located at the rear portion of the lot, to raise the structure nine feet above its foundation and construct a carport with six (6) parking spaces. The structures are connected at the second floor with an open staircase and passageway.

(For additional detail, see “Section 3. PROJECT DESCRIPTION”).

ENVIRONMENTAL SETTING

The subject property consists of an interior rectangular 3,150 square foot lot and a 420 square feet portion of an adjacent lot to the east for a total area of 3,750 square feet. The subject site is located on the north side of Abbot Kinney Boulevard, between Rialto Avenue on the west and Venice Boulevard on the east. The parcel has 34 feet of frontage on Abbot Kinney Boulevard and a width of 34 feet in the rear where it abuts Irving Tabor Court, an alley. The property has a uniform depth of 105 feet. The property is within the Venice Coastal Zone Specific Plan, the Los Angeles Coastal Transportation Corridor Specific Plan, a Transit Priority Area, Single Permit Jurisdiction of the California Coastal Zone, Calvo Exclusion Area, Liquefaction Zone, Tsunami Inundation Zone, and within 5.26 kilometers of the Santa Monica Fault.

The site is zoned M-1-1-O, designated for Limited Manufacturing land uses. The subject site is currently improved with a three-story mixed use structure to the front of the property and a one-story single family dwelling at the rear. The three-story building was constructed in 1935 and consists of commercial use on the ground floor and residential units on the second and third floor. The rear single-family dwelling was constructed in 1918 and is listed as a Los Angeles Historic Resource (SurveyLA 2015) and consists of 720 square feet.

Properties to the north and west are zoned M1-1-O, limited manufacturing, and consist of one to two-story structures with retail stores, offices, and a grocery store. The adjacent property to the east is zoned (T)(Q)CM-1-O and consists of a three-story mixed use structure with retail on the first floor and dwelling units on the second and third floor. Properties across Abbot Kinney to the south are zoned C2-1-O-CA, community commercial, and consist of mainly one to two-story mixed use and retail structures.

(For additional detail, see “Section 3. PROJECT DESCRIPTION”).

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED
(e.g. permits, financing approval, or participation agreement)

The City’s Coastal Development Permit is subject to appeal by the California Coastal Commission.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- ☐ Aesthetics
- ☐ Agriculture & Forestry Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☒ Cultural Resources
- ☐ Energy
- ☐ Geology / Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards & Hazardous Materials
- ☐ Hydrology / Water Quality
- ☐ Land Use / Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population / Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☐ Tribal Cultural Resources
- ☐ Utilities / Service Systems
- ☐ Wildfire
- ☐ Mandatory Findings of Significance

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

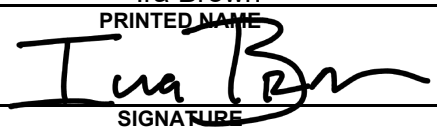
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Ira Brown	City Planning Associate
PRINTED NAME	**TITLE**
	November 2, 2020
SIGNATURE	**DATE**

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

    a) Earlier Analysis Used. Identify and state where they are available for review.

    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated

7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9) The explanation of each issue should identify:

    a) The significance criteria or threshold, if any, used to evaluate each question; and

    b) The mitigation measure identified, if any, to reduce the impact to less than significance.

INITIAL STUDY

3 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

The Project involves the remodel and addition to an existing 2,867 square-foot, three-story, mixed-use structure comprised of a 683 square-foot addition of new retail floor area and a 695 square-foot addition of residential floor area to the existing four (4) dwelling units, resulting in a 4,373 square-foot, mixed-use structure with 1,739 square feet of ground floor retail use and four (4) dwelling units. The Project includes the rehabilitation and improvements to an existing 720 square-foot, single-family dwelling located at the rear portion of the lot, to raise the structure nine feet above its foundation and construct a carport with six (6) parking spaces. The structures are connected at the second floor with an open staircase and passageway.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

The Project Site is located at 1639 and 1641 Abbot Kinney Boulevard, Los Angeles, CA 90291; on the northern side of Abbot Kinney Boulevard, northwest of the intersection of Abbot Kinney Boulevard and Venice Boulevard. The subject property consists of a rectangular lot and a portion of an adjacent lot to the east resulting in 34 feet of frontage on Abbot Kinney Boulevard and a width of 34 feet in the rear where it abuts Irving Tabor Court, an alley. The property has a uniform depth of 105 feet. The Project Site is located within the Venice Community Plan Area, the North Venice Subarea of the Venice Coastal Zone Specific Plan, the Los Angeles Coastal Transportation Corridor Specific Plan, a Transit Priority Area and the Single Permit Jurisdiction of the California Coastal Zone.

3.2.2 Existing Conditions

The subject property consists of an interior rectangular 3,150 square foot lot and a 420 square foot portion of an adjacent lot to the east for a total area of 3,570 square feet. The subject site sits on the north side of Abbot Kinney Boulevard, between Rialto Avenue on the west and Venice Boulevard on the east. The site is zoned M1-1-O, designated for Limited Manufacturing land uses. The subject site is currently improved with a three-story, mixed-use structure, located at the front portion of the property, and a one-story, single-family dwelling at the rear portion of the lot. The 2,867 square-foot, three-story building was constructed in 1935 and consists of commercial use on the ground floor and four (4) residential units on the second and third floor. The 720 square-foot, single-family dwelling was constructed in 1918 and is listed as a Los Angeles Historic Resource (SurveyLA, 2015). The site is located within a Calvo Exclusion Area, Liquefaction Zone, Tsunami Inundation Zone, and within 5.26 kilometers of the Santa Monica Fault.

Figure 1 **- Existing conditions at the front portion of Project Site**

Figure 2 **- Existing conditions at the rear portion of the Project Site**

3.2.3 Surrounding Land Uses

The site is located on the northern side of Abbot Kinney Boulevard, northwest of the intersection of Abbot Kinney Boulevard and Venice Boulevard. The property occupies a rectangular parcel between Rialto Avenue on the west and Venice Boulevard on the east. Abbot Kinney Boulevard is designated as an Avenue III with a designated right-of-way width of 72 feet and a roadway width of 46 feet. The actual right-of-way width is 70 feet with an actual roadway width of 50 feet.

The surrounding area is characterized by level topography and with a developed street network. Properties to the north and east of Abbot Kinney Boulevard are zoned M1-1-O and (T)(Q)CM-1-O and developed with commercial, residential, and mixed-use structures that range from one to three stories. Properties to the south and west of Abbot Kinney Boulevard zoned C2-1-O-CA and developed with commercial, residential, and mixed-use structures that range from one to three stories.

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

The Project involves the remodel and addition to an existing 2,867 square-foot, three-story, mixed-use structure comprised of a 683 square-foot addition of new retail floor area and a 695 square-foot addition of residential floor area to the existing four (4) dwelling units, resulting in a 4,373 square-foot, mixed-use structure with 1,739 square feet of ground floor retail use, four (4) dwelling units and a new rooftop deck. The Project includes the rehabilitation and improvements to an existing 720 square-foot, single-family dwelling located at the rear portion of the lot, to raise the structure nine feet above its foundation and construct a carport with six (6) parking spaces. The structures are connected at the second floor with an open staircase and passageway.

Pedestrian access to the ground floor retail space in the front building will be provided via the main entrance along Abbot Kinney Boulevard and two rear exits. Pedestrian access to the residential units is provided by a stairway in the courtyard between the front building and the rear building. There is an additional residential access doorway provided on Abbot Kinney Boulevard. Vehicular access is provided from the rear alley, Irving Tabor Court. A total of six (6) parking spaces is provided for the commercial use and seven (7) bicycle parking spaces are provided. The applicant is requesting a Specific Plan Exception, pursuant to LAMC Section 11.5.7-F, to provide zero parking spaces for the single-family dwelling; the existing four (4) dwelling units in the front structure maintain legally nonconforming parking, a parking requirement of zero spaces.

3.4 REQUESTED PERMITS AND APPROVALS

The list below includes the anticipated requests for approval of the Project. The Initial Study Mitigated Negative Declaration will analyze impacts associated with the Project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits and approvals required to implement the Project include, but are not necessarily limited to, the following:

- Pursuant to LAMC Section 12.32-F, a Zone Change from M1-1-O to CM-1-O;

- Pursuant to LAMC Section 12.27, a Zone Variance to remove the requirement for maintenance of an on-site loading zone;

- Pursuant to LAMC Section 12.28, a Zoning Administrator's Adjustment to allow:

    - a zero-foot residential rear yard setback, in lieu of 15 feet otherwise required for the CM zone,
    - a zero-foot residential side yard setback, in lieu of the 4 feet 6 inches otherwise required for the CM zone,
    - a three-foot space between the mixed-use building and the rear single-family dwelling structure in lieu of the 10 feet otherwise required by LAMC Section 12.21-C.2, and
    - a passageway of zero feet in lieu of the 10 feet otherwise required by LAMC Section 12.21-C.2;

- Pursuant to LAMC Section 12.20.2, a Coastal Development Permit for the Project located in the Single-Permit Jurisdiction of the Coastal Zone;

- Pursuant to LAMC Section 11.5.7-F, a Specific Plan Exception to allow a total of six (6) parking spaces in lieu of the eight (8) required parking spaces otherwise required by Section 13 of the Venice Coastal Zone Specific Plan;

- Pursuant to LAMC Section 11.5.7-C, a Project Permit Compliance Review for a Project within the North Venice Subarea of the Venice Coastal Zone Specific Plan;

- Pursuant to Government Code Sections 65590 and 65590.1 and the City of Los Angeles Interim Mello Act Compliance Administrative Procedures, a Mello Act Compliance Review for the demolition and new construction of one Residential Unit in the Coastal Zone;

- Pursuant to LAMC Section 12.37, a Waiver of Street Dedication and Improvements to relieve the requirement to dedicate and improve a 3-foot, 6-inch wide strip of land along the property frontage to allow for the construction of a 13-foot wide sidewalk.

- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading and hauling permits, tree removal permits, excavation permits, foundation permits, building permits, and sign permits.

INITIAL STUDY

4 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

Senate Bill (SB) 743 [Public Resources Code (PRC) §21099(d)] sets forth new guidelines for evaluating project transportation impacts under CEQA, as follows: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment." PRC Section 21099 defines a "transit priority area" as an area within 0.5 mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21099 defines an "employment center project" as "a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. PRC Section 21099 defines an "infill site" as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. This state law supersedes the aesthetic impact thresholds in the 2006 L.A. CEQA Thresholds Guide, including those established for aesthetics, obstruction of views, shading, and nighttime illumination.

The related City of Los Angeles Department of City Planning Zoning Information (ZI) File ZI No. 2452 provides further instruction concerning the definition of transit priority projects and that "visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the City's CEQA Threshold Guide shall not be considered an impact for infill projects within TPAs pursuant to CEQA."[1]

PRC Section 21099 applies to the Project. Therefore, the Project is exempt from aesthetic impacts. The analysis in this initial study (or in the EIR, if any aesthetic impact discussion is included), is for informational purposes only and not for determining whether the Project will result in significant impacts to the environment. Any aesthetic impact analysis in this initial study (or the EIR) is included to discuss what aesthetic impacts would occur from the Project if PRC Section 21099(d) was not in effect. As such, nothing in the aesthetic impact discussion in this initial study (or the EIR) shall trigger the need for any CEQA findings, CEQA analysis, or CEQA mitigation measures.

1 City of Los Angeles Department of City Planning, Zoning Information File ZA No. 2452, Transit Priority Areas (TPAs)/Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA. Available at: http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf. Accessed Dec. 2, 2016.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099 would the Project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a) Have a substantial adverse effect on a scenic vista?

No Impact – A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. Diminishment of a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected. The project is not located on or near any scenic vista. Furthermore, pursuant to Section 21099(d)(1) of the California Public Resources Code (PRC), the project is a mixed-use residential project located on an infill site within a transit priority area. As such, aesthetic impacts shall not be considered a significant impact on the environment. Therefore, no impact would occur.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a state scenic highway?

No Impact – A significant impact would occur if the proposed project would substantially damage a scenic resource, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. The project is not located on or near any scenic resource. Furthermore, pursuant to Section 21099(d)(1) of the California Public Resources

Code (PRC), the project is a mixed-use residential project located on an infill site within a transit priority area. As such, aesthetic impacts shall not be considered a significant impact on the environment. Therefore, no impact would occur.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact – A significant impact would occur if the proposed Project would substantially degrade the existing visual character or quality of the Project site and its surroundings. Significant impacts to the visual character of the site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed Project detract from the visual character of an area. The proposed Project will not change the visual character of its surroundings because the subject site and surrounding properties are developed with one to three-story commercial and residential structures.

The Project is located in an urbanized area, developed with residential and commercial uses. The Project requests a zone change from M1-1-O to CM-1-O, consistent with the land use designation and adjacent lots. The Venice Specific Plan allows a maximum height of 30 feet for structure with flat roofs and 35 feet for structures with varied rooflines (having a slope greater than 2:12). The Project will remodel and expand an existing three-story, approximately 30-foot tall mixed-use structure and raise up an existing one-story single-family dwelling, to a height of approximately 27 feet. The Project complies with the applicable height regulations and is consistent with the massing and scale of the site and surroundings.

Furthermore, pursuant to Section 21099(d)(1) of the California Public Resources Code (PRC), the project is a mixed-use residential project located on an infill site within a transit priority area. As such, aesthetic impacts shall not be considered a significant impact on the environment. Therefore, impacts would be less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant Impact – A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions.

Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include street lights, vehicle headlights, and interior and exterior building illumination. The proposed Project would include nighttime security lighting primarily along the perimeter of the Project site. However, the security lighting would be night-friendly LEDs and would not substantially change existing ambient nighttime lighting conditions. The proposed Project does not include any elements or features that would create substantial new sources of glare. Therefore, impacts would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact – A significant impact would occur if the proposed Project would convert valued farmland to non-agricultural uses. No Farmland, agricultural uses, or related operations are

present within the Project site or surrounding area. Due to its urban setting, the Project site and surrounding area are not included in the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed Project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact – A significant impact would occur if the proposed Project conflicted with existing agricultural zoning or agricultural parcels enrolled under a Williamson Act Contract. The Project site is not zoned for agricultural use or under a Williamson Act Contract. The Project site is currently zoned M-1-1-O. As the Project site and surrounding area do not contain farmland of any type, the proposed Project would not conflict with a Williamson Act Contract. Therefore, no impacts would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact – A significant impact would occur if the proposed Project conflicted with existing zoning for, or caused rezoning of forest land or timberland or result in the loss of forest land or in the conversion of forest land to non-forest use. The Project site and the surrounding area are not zoned for forest land or timberland. As identified above, the Project site is currently zoned M-1-1-O. Accordingly, the proposed Project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact – See response to threshold II(c) above. Additionally, forest land is defined as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." Timberland is defined as "land…which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees." There are no trees located on the Project site. There is no forest land or timberland on-site or in the Project vicinity, and the Project development would not cause a loss of forest land or timberland. Therefore, no impacts would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact – A significant impact would occur if the proposed Project caused the conversion of farmland to non-agricultural use. The Project Site does not contain farmland, forestland, or timberland. Therefore, no impacts would occur.

III. AIR QUALITY

Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant – The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2016 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a Project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed Project is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. Therefore, impacts would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant - A significant impact would occur if the proposed Project would violate any air quality standard or contribute substantially to an existing or Projected air quality violation. Based on published studies for similar projects, during the construction phase the proposed Project would not likely exceed the regional SCAQMD significance thresholds for

emissions of Carbon Monoxide (CO), Reactive Organic Compounds (ROG), Nitrogen Oxides (NOx), Particulate Matter (PM10 and PM2.5), and Sulfur Dioxide (SO2), and Sulfur Oxides (SOx). Therefore, regional emission impacts for the proposed Project would be less than significant for all construction phases. Motor vehicles that access the Project site would be the predominant source of long-term Project operations emissions. Additional emissions would be generated by area sources, such as energy use and landscape maintenance activities. Moreover, the Project would be subject to regulatory compliance measures, which reduce the impacts of operational and construction regional emissions. Therefore, the proposed Project would result in a less-than-significant impact related to regional operational emissions.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant – A significant impact would occur if the proposed Project were to expose sensitive receptors to pollutant concentrations. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The Project is required to meet SCAQMD District Rule 403 as well as the City's requirements for demolition, grading, and construction related to air pollution. Therefore, construction and operation of the Project would result in a less than significant impact for both localized and regional air pollution emissions.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant – Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the Project site. The proposed Project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Construction of the proposed Project would not cause an odor nuisance.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed Project would not result in activities and land uses that create objectionable odors. Therefore, the proposed Project would result in a less-than-significant impact related to objectionable odors.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact – A significant impact would occur if the project resulted in the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The subject property is located within an urbanized area and is developed with commercial and residential uses. No endangered and/or threatened species are located within the property, and no such species has been observed on the property. As such, the project would not adversely affect endangered and/or threatened species either directly or indirectly through habitat modification. No impact would occur

The surrounding area is characterized by level topography and with a developed street network. Properties to the north and west are zoned M1-1-O, limited manufacturing, and consist of one to two-story structures with retail stores, offices, and a grocery store. The adjacent property to the east is zoned (T)(Q)CM-1-O and consists of a three-story mixed use structure with retail on the first floor and dwelling units on the second and third floor. Properties across Abbot Kinney to the south are zoned C2-1-O-CA, community commercial, and consist of mainly one to two-story mixed use and retail structures. The proposed Project is within a highly urbanized area that does not contain any biological resources or habitat area. Therefore, no impacts would occur.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact - A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The Project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed Project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS). Therefore, no impacts would occur.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact - A significant impact would occur if federally protected wetlands would be modified or removed by a project. The Project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The Project site is located in a highly urbanized area and developed with residential, office, and commercial uses. Therefore, the proposed Project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act

(including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Therefore, no impacts would occur.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact - A significant impact would occur if the proposed Project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the highly urbanized nature of the Project site and surrounding area, and the lack of trees, the Project site does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the proposed Project would not interfere with wildlife movement or impede the use of native wildlife nursery sites, and no impact would occur.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact – A significant impact would occur if the proposed Project would be inconsistent with local regulations pertaining to biological resources. The proposed Project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). The Project site does not contain locally-protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees. The proposed Project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC). Both the MBTA and CDFW protects migratory birds that may use trees on or adjacent to the Project site for nesting, and may be disturbed during construction of the proposed Project. Therefore, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands), and no impacts would occur.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact – The Project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, the proposed Project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☒	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

a) Cause a substantial adverse change in the significance of a historical resource as pursuant to State CEQA Guidelines §15064.5?

Less Than Significant With Mitigation – The subject site is developed with a mixed-use structure, located at the front portion of the lot and a one-story single-family dwelling, located at the rear portion of the lot. The single-family dwelling was identified in SurveyLA, a comprehensive program that identifies and categorizes significant historic resources throughout the City, as a potential historical resource. The structure was identified with status code of 3S (appears eligible for national Register as an individual property through SurveyLA or other survey evaluation), 3CS (appears eligible for California Register as an individual property through SurveyLA or other survey evaluation), and 5S3 (appears to be individually eligible for local listing or designation through SurveyLA or other survey evaluation). According to SurveyLA the rear building on the Project site is a: “Rare remaining example of a streetcar ticket building in Venice. This was a ticket building for the Venice Short Line, a Pacific Electric streetcar line that ran along Electric Avenue. The building’s Asian/Oriental motif is similar to the main train station, called the “Tokio” stop, which was located next to City Hall on Venice Boulevard.”

A Historical Resource Assessment was prepared by SWCA Environmental Consultants, dated December 11, 2019, with a supplemental letter dated January 30, 2020 (Appendix A). The report determined that the rear building is individually eligible for listing in the National Register of Historic Places (NRHP), the California Register of Historic Resources (CRHR), and for designation as a Los Angeles Historic-Cultural Monument (HCM). The building conveys a strong visual sense of the overall historic environment of Abbot Kinney Boulevard during the period of pre-consolidation Venice (Criteria A/1/1) and embodies distinctive characteristics of the Japanese-influenced Craftsman style (Criteria C/3/3).

The *Secretary of the Interior's Standards for Rehabilitation & Guidelines for Rehabilitating Historic Buildings (Standards)* provide guidance for reviewing proposed work on historic properties, with the stated goal of making possible "a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values." The *Standards for Rehabilitation* apply to this Project; an analysis of Preservation Standard Nos. 1 through 8 is provided in Appendix A. Projects that do not comply with the Standards may cause either a substantial or less-than-substantial adverse change in the significance of a historic resource.

The proposed project complies with Preservation Standards Nos. 3 through 8 and does not comply with Preservation Standards 1 and 2. Although the proposed project would have an adverse effect on the spatial relationship of the property, the recommended documentation efforts will sufficiently mitigate the effect. As stated, the proposed Project seeks to elevate and retain in place the rear building. The rear building would be preserved, retaining all historic character-defining features, remove only a recent concrete entry porch addition, and retain the building's south-facing orientation. Retaining all historic elements of the primary façade and secondary façades would ensure that the building retains integrity of design, materials, and workmanship. The structure would be used as a single-family dwelling.

Mitigation Measures CR-1 and CR-2 require documentation of the existing historical resource through archival-quality as-built plans and photographs. Implementation of the mitigation measures would reduce potential impacts on historical resources to a less than significant level.

Mitigation Measures (Cultural Resources)

MM-CR-1 Archival-quality as-built drawings of the rear building at 1639-1641 Abbot Kinney Boulevard shall be produced according to the guidelines established by the National Park Service, Historic Documentation Programs, Historic American Buildings Survey (HABS) (https://www.nps.gov/hdp/standards/HABS/HABSDrawings.pdf). Archival-quality copies of the as-built drawings shall be provided to OHR;

MM-CR-2 Two (2) archival-quality photographs of the rear building at 1639-1641 Abbot Kinney Boulevard shall be produced according to the guidelines established by the National Park Service, Historic Documentation Programs, Historic American Buildings Survey (HABS) (https://www.nps.gov/hdp/standards/PhotoGuidelines.pdf). One photograph should capture a representative view of the building's north façade, and one photograph should capture a representative view of the building's southern and eastern façades. Archival-quality copies of the photographs shall be provided to OHR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?

Less Than Significant – A significant impact would occur if a known or unknown archaeological resource was removed, altered, or destroyed as a result of the proposed Project. Section 15064.5 of the State CEQA guidelines defines significant archaeological resources as resources that meet the criteria for historical resources, or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories.

If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Per regulatory compliance measures, personnel of the proposed Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project Site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, the impact would be less than significant.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant – A significant impact would occur if previously interred human remains would be disturbed during excavation of the Project Site. Human remains could be encountered during excavation and grading activities associated with the proposed Project. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to occur within the Project area, there is always a possibility that human remains can be encountered during construction. If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. If human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to. Therefore, the impact would be less than significant.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

Less Than Significant – The Project would be designed and operated in accordance with the applicable State Building Code Title 24 regulations and City of Los Angeles Green Building Code, which impose energy conservation measures. The majority of the energy usage in the Project consists of lighting and climate control. Adherence to the aforementioned energy requirements will ensure conformance with the State's goal of promoting energy and lighting efficiency. As such, impacts of the Project would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant – The Project involves the addition and renovation to the three-story mixed use building at the front of the Project site and the elevation and rehabilitation of the single-family dwelling at the rear of the Site. As stated above, the Project's improvement and operations would be in accordance with applicable State Building Code Title 24 regulations and City of Los Angeles Green Building Code, which impose energy conservation measures. As such, impacts of the Project would be less than significant.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact – A significant impact would occur if the proposed Project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the Project site and if the Project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the California Department of Conservation Special Studies Zone Map, the Project Site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. As such, the proposed Project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. Therefore, no impacts would occur.

ii. Strong seismic ground shaking?

Less Than Significant – A significant impact would occur if the proposed Project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Consequently, the proposed Project could expose people and structures to strong seismic ground shaking. The design of the Project would be in accordance with the provisions of the latest California Building Code and Los Angeles Building Code (implemented at the time of building permits) and will mitigate the potential effects of strong ground shaking. The design and construction of the Project is required to comply with the most current codes regulating seismic risk, including the California Building Code and the Los Angeles Municipal Code (LAMC), which incorporates the IBC. Compliance with current California Building Code and LAMC requirements will minimize the potential to expose people or structures to substantial risk of loss, injury, or death. Therefore, impacts related to seismic ground shaking will be less than significant.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant – A significant impact would occur if the project would cause personal injury, death or property damage as a result of liquefaction. Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials.

According to the Zone Information and Map Access System (ZIMAS), the subject property is located within a Liquefaction Area. Nevertheless, the project would comply with the current seismic design provisions of the California Building Code (CBC) which incorporates the latest seismic design standards for structural loads and materials to mitigate losses from an earthquake and provide for the latest in earthquake safety. Additionally, the project would be required to adhere to the seismic safety requirements contained in the Los Angeles Building Code as well as the applicable recommendations provided in any geotechnical investigation. Therefore, project

impacts would be less than significant.

iv. Landslides?

No Impact - A significant impact would occur if the proposed Project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. According to ZIMAS and the California Department of Conservation, Division of Mines and Geology, the Seismic Hazard Zones Map for this area shows the Project site is not located within a landslide hazard zone. The Project site and surrounding area are relatively flat. Therefore, the proposed Project would not expose people or structures to potential effects resulting from landslides, and no impacts would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant – A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. Although there is no subterranean development being proposed, construction of the proposed Project would result in minor grading, which could create the potential for soil erosion to occur. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQCB) through the City's Stormwater Management Division. Therefore, the proposed Project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant – A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. Project construction would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide; see VII a.iii-iv for these issues. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit E, the Project site is not identified as being located in an oil field or within an oil drilling area. The proposed Project would be required to implement standard construction practices that would ensure that the integrity of the Project site and the proposed structures is maintained. Construction will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of the Building Code requirements and the recommendations outlined in the Geotechnical Engineering Report, the

potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less than significant.

d) Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant - A significant impact would occur if the proposed Project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for Project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. However, the proposed Project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Compliance with such requirements would reduce impacts related to expansive soils, and impacts would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Less Than Significant - A project would cause a significant impact if adequate wastewater disposal is not available. The Project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The proposed Project would connect to existing sewer lines that serve the Project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, impacts would be less than significant.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact – A significant impact could occur if grading or excavation activities associated with the Project were to disturb unique paleontological resources or unique geologic features that presently exist within the Project site. The Project site is located within an urbanized area that has been subject to grading and development in the past and is not known to contain any unique paleontological resource or site or unique geologic feature. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, there would be no impact.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant – Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and anthropogenic (human generated), that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O), keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the greenhouse effect, the Earth would be a frozen globe with an average surface temperature of about 5°F.The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 179,890). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. As the LAGBC includes applicable provisions of the State's CALGreen Code, a new project that can demonstrate it complies with the LAGBC is considered consistent with statewide GHG reduction goals and policies including AB32 (California Global Warming Solutions Act of 2006). Through required implementation of the LAGBC, the proposed Project would be consistent with local and statewide goals and polices aimed at reducing the generation of GHGs. Therefore, the proposed Project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions. Impacts will be less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant - The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires

the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions that reduce vehicle miles traveled, which contribute to GHG emissions, as required by AB 32. The Project would provide infill residential development proximate to a major transportation corridor (i.e., Lincoln Boulevard) and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. The proposed Project, therefore, would be consistent with statewide, regional and local goals and policies aimed at reducing GHG emissions and would result in a less than significant impact related to plans that target the reduction of GHG emissions.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant – A significant impact would occur if the proposed Project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed Project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the Project would involve the limited use and storage of common hazardous substances typical of those used in multi-family residential and retail/commercial developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. No uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. As a residential and retail/commercial development, the proposed Project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed Project would not create a significant hazard through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant - A significant impact would occur if the proposed Project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The existing mixed use building and single-family dwelling on the Project site were built in 1935 and 1918 and therefore may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). Remodel of the structure would have the potential to release asbestos fibers into the atmosphere if such materials exist and they are not properly stabilized or removed prior to demolition activities. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed by a certified asbestos containment contractor in accordance with applicable regulations prior to demolition. Similarly, it is likely that lead-based paint is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal would be required. With this compliance, the proposed Project would result in a less-than-significant impact related to asbestos and LBP.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant - A significant impact would occur if the proposed Project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed by a certified asbestos

containment contractor in accordance with applicable regulations prior to demolition. Similarly, it is likely that lead-based paint is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal would be required. Additionally, there are no existing or proposed schools within one-quarter mile of the Project site and, therefore, Project impacts would be less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact - A significant impact would occur if the Project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the Project site. Therefore, the proposed Project would not be located on a site that is included on a list of hazardous materials sites or create a significant hazard to the public or the environment, and no impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact – The Project site is not located in an airport land use plan area. Though the Site is 1.5 miles from the Santa Monica Airport airstrip, the proposed Project will not alter the maximum height (30 feet) of the existing buildings on the site. Therefore, no impact would occur.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact - The nearest emergency route is Lincoln Boulevard, approximately 0.6 miles to the northeast of the Project site (City of Los Angeles, *Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems,* Exhibit H, November 1996.) The proposed Project would not require the closure of any public or private streets and would not impede emergency vehicle access to the Project site or surrounding area. Additionally, emergency access to and from the Project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact - A significant impact would occur if the proposed Project exposed people and structures to high risk of wildfire. The Project site is located in a highly urbanized area of the City and the area surrounding the Project site is completely developed. Accordingly, the Project site and the surrounding area are not subject to wildland fires. Therefore, the proposed Project would not expose people or structures to a risk of loss, injury, or death involving wildland fires, and no impact would occur.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i. Result in substantial erosion or siltation on- or off-site;				
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;				
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				
iv. Impede or redirect flood flows?				
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant – A project could have a significant impact on surface water quality if discharges associated with the project were to create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the project would discharge water that does not meet the quality standards of local agencies that regulate surface water quality and water discharge into stormwater drainage systems.

The Project is expected to comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts and the City's Low Impact Development (LID) Ordinance. The purpose of the LID standards is to reduce the peak discharge rate, volume, and duration of flow through the use of site design and stormwater quality control measures. The LID Ordinance requires that the Project retain or treat the first three-quarters of an inch of rainfall in a 24-hour period. LID practices can effectively remove nutrients, bacteria, and metals while reducing the volume and intensity of stormwater flows.

The Project consists of the remodel and addition to a mixed use building and the elevation and rehabilitation of a single-family dwelling in an area characterized by commercial and manufacturing uses. The Project does not involve the introduction of new activities or features that could be sources of contaminants that would degrade groundwater quality. As a result, the Project would not create or contribute runoff water that would exceed the pollutant profile associated with the existing condition of the Project Site and its surroundings. As such, potential water quality impacts from the Project would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant – A significant impact would occur if the proposed project would substantially deplete groundwater or interferes with groundwater recharge. The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. Excavation or grading is not proposed at a depth that would result in the interception of existing aquifers or penetration of the existing water table. Therefore, the impact on groundwater supplies or groundwater recharge would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site;

Less Than Significant – Site-generated surface water runoff would continue to flow to the City's storm drain system. Impermeable surfaces resulting from the development of the Project would not significantly change the volume of stormwater runoff. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, water runoff after development would not exceed the capacity of existing or planned drainage systems. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low Impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution. Therefore, the proposed Project would result in less-than-significant impacts related to existing storm drain capacities or water quality.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Less Than Significant – A project could have a significant impact on surface water hydrology if the project were to result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Project site does not contain, nor is adjacent to, any stream or river. The Project would connect to existing drainage infrastructure and therefore would not alter existing drainage patterns. Impacts would be less than significant.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less Than Significant – A project could have a significant impact on surface water quality if discharges associated with the project were to create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. Runoff from the Project site would be collected on the site and directed towards existing storm drains in the Project vicinity. Pursuant to local practice and City regulations, stormwater retention would be required as part of SUSMP implementation features and the requirements of the Low Impact Development (LID) ordinance requirements. The primary purpose of the LID ordinance is to ensure that development and redevelopment Projects mitigate runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity of stormwater flows. Accordingly, with compliance to the LID ordinance, the Project would not create or contribute to surface runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

iv. Impede or redirect flood flows?

Less Than Significant - The Project site is located in an urbanized area that is currently served by storm drain infrastructure. The Project would not change this local drainage pattern; therefore, the Project would not have the potential to impede or redirect floodwater flows. Impacts would be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant – A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the down slope movement of soil and/or rock under the influence of gravity. The project site and the surrounding areas are not located near a water body to be inundated by seiche nor affected by mudflow. Similarly, the project site and the surrounding areas are located more than 0.5 miles east of the Pacific Ocean. The Project is not located within a Flood Zone. Although the Project is located within a Tsunami Inundation Zone, the existing and proposed structures are subject to the requirements of the Flood Hazard Management Specific Plan which limits development within certain areas and includes construction regulations. Therefore, development of the Project will not expose people or structures to significant risk of loss, injury, or death involving inundation and impacts would be less than significant.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact - A significant impact could occur if the Project includes potential sources of water pollutants that would have the potential to interfere with a water quality control plan or sustainable groundwater management plan. The Project involves the remodel and addition to a mixed use building and the elevation and rehabilitation of a single-family dwelling. As compared to existing conditions, the Project would not introduce different uses or potential sources of water pollutants. Moreover, the Project would comply with the City's Low Impact Development (LID) ordinance, the primary purpose of which is to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity of storm water flows. Therefore, no impacts would occur.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

a) Physically divide an established community?

No Impact - A significant impact would occur if the proposed Project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed Project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed Project, which involves the involves the remodel and addition to a mixed use building and the elevation and rehabilitation of a single-family dwelling in an urbanized area of Los Angeles, would not divide an established community. Therefore, no impact would occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact - A significant impact may occur if a Project is inconsistent with the General Plan or zoning designations currently applicable to the Project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigation. The site is located within the Venice Community Plan Area. It is zoned M1-1-O with a General Plan land use designation of Limited Manufacturing. The proposed Project is seeking a Zone Change from M1-1-O to CM-1-O. The requested CM-1-O zone is consistent with the Limited Manufacturing land use designation which lists CM, M1, MR1, and P as corresponding zones in the Venice Community Plan and Venice Coastal Land Use Plan. The Project would conform to the allowable land uses in the CM zone as well as the regulations of the Los Angeles Municipal Code and Venice Coastal Zone Specific Plan. Therefore, no impact would occur.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact - A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. While the site is located within an Oil Drilling Supplemental Use District, according to the Conservation Element of the City of Los Angeles General Plan, Mineral Resources, Exhibit A, the project site is not classified by the City as containing significant mineral deposits nor is it designated for mineral extraction land use. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact - A significant impact would occur if the proposed Project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The Project Site is not classified by the City as containing significant mineral deposits nor is it designated for mineral extraction land use. In addition, the Project Site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed Project would not result in the loss of availability of any known, regionally- or locally valuable mineral resource, and no impact would occur.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant - The proposed Project consists of the remodel and addition to a mixed use building and the elevation and rehabilitation of a single-family dwelling. Construction noise levels will vary at any given receptor and are dependent on the construction phase, equipment type, duration of use, distance between the noise source and receptor, and the presence or absence of barriers between the noise source and receptor. The Project does not propose to deviate from any requirements of the Noise Element of the General Plan, Section 111 of the L.A.M.C., or any other applicable noise standard. The Project shall comply with the City of Los Angeles Noise Ordinance No. 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. Construction noise is typically governed by ordinance limits on allowable times of equipment operations. The City of Los Angeles limits construction activities to the hours of 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on any Saturday. Construction is not permitted on any national holiday or on any Sunday. Therefore, impacts will be less than significant.

b) Generation of, excessive groundborne vibration or groundborne noise levels?

Less Than Significant - The City of Los Angeles does not address vibration in the LAMC or in the Noise Element of the General Plan. According to the Federal Transit Administration (FTA) ground vibrations from construction activities very rarely reach the level capable of damaging structures. The construction activities that typically generate the most severe vibrations are blasting and impact pile driving. These types of activities are not proposed by the Project. The FTA has published standard vibration velocities for various construction equipment operations. The estimated vibration velocity levels from construction equipment would be well below the significance thresholds. Therefore, Project impacts would be less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact - The Project site is not located in an airport land use plan area. Though the Site is 1.5 miles from the Santa Monica Airport airstrip, the proposed Project will not alter the maximum height (30 feet) of the existing buildings on the site. Construction noise levels will vary at any given receptor and are dependent on the construction phase, equipment type, duration of use, distance between the noise source and receptor, and the presence or absence of barriers between the noise source and receptor. The Project does not propose to deviate from any requirements of the Noise Element of the General Plan, Section 111 of the L.A.M.C., or any other applicable noise standard. The Project shall comply with the City of Los Angeles Noise Ordinance No. 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. Accordingly, the proposed Project would not expose people working or residing in the project area to excessive noise levels from a public airport or public use airport. Therefore, no impact would occur.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact - A potentially significant impact would occur if the proposed Project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The Project proposes an addition and rehabilitation of four residential units and the rehabilitation of one single-family dwelling. The Project proposes no new residential units. The Project will accommodate residential population growth as recommended in the Venice Community Plan land use designations, and would not substantially induce population growth in the Project area, either directly or indirectly. Therefore, no impact would occur.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact - A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Project does not propose the demolition of any dwelling units. The Project will remodel and add square footage to four residential units and rehabilitate one single-family dwelling. The Project does not represent a displacement of substantial numbers of existing housing. Therefore, no impact would occur.

XV. PUBLIC SERVICES

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	☐	☐	☐	☒
b. Police protection?	☐	☐	☐	☒
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☐	☒
e. Other public facilities?	☐	☐	☐	☒

a) Fire protection?

No Impact – A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed Project, necessitating a new or physically altered station. The Project site and the surrounding area are currently served by LAFD Fire Station 63, located at 1930 Shell Avenue, located approximately 0.3 miles northeast of the Project site. The proposed Project involves a 683 square-foot addition of commercial floor area and 695 square-foot addition of residential floor area with no net addition dwelling units, which would not increase the number of emergency calls and demand for LAFD fire and emergency services. Therefore, no impact would occur.

b) Police protection?

No Impact – A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The Project proposes an addition and rehabilitation of four residential units and the rehabilitation of one single-family dwelling. The Project proposes no new residential units. The Project site and the surrounding area are currently served by the LAPD Pacific Community Police Station at 12312 Culver Boulevard, approximately three miles east of the Project site. Given that there is a police station in close proximity to the Project site, it is not anticipated that there would be a need to build a new or expand an existing police station to serve the proposed Project and maintain acceptable service ratios, response times, or other performance objectives for police protection. Therefore, no impact would occur.

c) Schools?

No Impact – A significant impact would occur if the proposed Project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The Project proposes an addition and rehabilitation of four residential units and the rehabilitation of one single-family dwelling. The Project proposes no new residential units. Therefore, the proposed Project would result in no impact to public schools.

d) Parks?

No Impact – A significant impact would occur if the proposed Project would exceed the capacity or capability of the local park system to serve the proposed Project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The Project proposes an addition and rehabilitation of four residential units and the rehabilitation of one single-family dwelling. The Project proposes no new residential units. Additionally, the proposed Project would include private open space in the form of a ground floor patio and rooftop deck. These Project features would reduce the demand for park space created by the proposed Project. Therefore, the Project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities, and no impact to parks would occur.

e) Other public facilities?

No Impact – A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The Project proposes an addition and rehabilitation of four residential units and the rehabilitation of one single-family dwelling. The Project proposes no new residential units, which would not result in increased demand for library services and resources of the LAPL System. Therefore, the proposed Project would result in no impact on library services.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a) Would the project Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?

No Impact – Refer to Response to Checklist Question XV (d) above.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact – Refer to Response to Checklist Question XV (d) above.

XVII. TRANSPORTATION[2]

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d. Result in inadequate emergency access?	☐	☐	☐	☒

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant – A significant impact may occur if the Project conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. In total, the Project will add zero new dwelling units and 683 square-feet of retail floor area. The City of Los Angeles Vehicle Miles Traveled (VMT) Calculator resulted in the proposed Project having a net increase of 22 daily vehicle trips and a net increase of 163 daily VMT due to the added retail floor area; however, it does not reach the net 250 daily trip threshold that requires preliminary review by the Department of Transportation (LADOT) for the potential need of a traffic study (*Appendix B)*. Based on LADOT traffic impact criteria, the proposed Project is not expected to generate significant traffic impacts. Therefore, impacts would be less than significant.

b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

[2] While the new VMT Transportation Thresholds have been adopted, this is in place as an option until July 1, 2020.

Less Than Significant – A significant impact may occur if the proposed Project individually or cumulatively exceeded the service standards of the Los Angeles County Metropolitan Transportation Authority (Metro) Congestion Management Program (CMP). This program was created Statewide as a result of Proposition 111 and has been implemented locally by Metro. The CMP for Los Angeles County requires that the traffic impacts of individual development projects of potential regional significance be analyzed. Specific arterial roadways and all State highways comprise the CMP system, and a total of 164 intersections are identified for monitoring throughout Los Angeles County. The local CMP requires that all CMP monitoring intersections be analyzed where a project would likely add more than 50 trips during either the a.m. or p.m. peak hours. The Project does not exceed the threshold criteria established by the Los Angeles Department of Transportation (LADOT) for preparing a traffic study. Therefore, the Project will not have any significant impacts to traffic. The Project is not expected to add more than 50 trips during both the a.m. or p.m. peak hours. Moreover, the City of Los Angeles VMT Calculator resulted in the proposed Project having a net increase of 22 daily vehicle trips and a net increase of 163 daily VMT. The trip and VMT data did not result in the Project requiring a VMT analysis. Therefore, impacts would be less than significant.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact - A significant impact could occur if a project were to include new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if access or other features were designed in such a way as to create hazard conditions. The Project site is developed with a three-story mixed use structure and a one-story single-family dwelling. No changes are proposed to the surrounding road system. The Project would continue to utilize the rear alley, Irving Tabor Court, for vehicular access and would not include unusual design features. Adherence to all emergency response plan requirements set forth by the City and LAFD would be required through the duration of the Project's construction and operation phases. There would be no impacts regarding hazards due to a design feature.

d) Result in inadequate emergency access?

No Impact - A significant impact may occur if the Project design threatened the ability of emergency vehicles to access and serve the Project site or adjacent uses. The nearest emergency route is Lincoln Boulevard, approximately 0.6 miles to the northeast (City of Los Angeles, General Plan Safety Element Exhibit H, Critical Facilities & Lifeline Systems, 1996). The proposed Project would not require the closure of any public or private streets and would not impede emergency vehicle access to the Project site or surrounding area. Additionally, emergency access to and from the Project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed Project would not result in inadequate emergency access, and no impact would occur.

XVIII. TRIBAL CULTURAL RESOURCES

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?

Less than Significant – A significant impact would occur if the Project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place or object with cultural value to a California Native American tribe, which is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA.

As specified in AB 52, lead agencies must provide notice inviting consultation to California

Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the project site. An informational letter was mailed to a total of 10 Tribes known to have resources in this area, on June 4, 2020. On June 19, 2020, the Gabrieleno Band of Mission Indians – Kizh Nation requested to engage in tribal consultation.

The City concluded consultation on September 25, 2020. A letter dated October 9, 2020 was mailed to Chairman Salas, summarizing the City's efforts to engage in meaningful and good faith consultation and stating the conclusion of the AB 52 consultation process. Furthermore, the project is subject to conditions of approval and regulatory compliance measures that address the inadvertent discovery of tribal cultural resources, human remains, and archaeological or paleontological resources. Thus, impacts related to tribal cultural resources will be less than significant.

The City initiated consultation with Andrew Salas, a representative of the Gabrieleno Band of Mission Indians – Kizh Nation on August 19, 2020. During the course of consultation, no site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place or object with cultural value to a California Native American tribe, which is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k) was identified. As discussed in Section V.a. the Project will maintain, rehabilitate, and improve a single-family dwelling that is eligible for listing in the CRHR or local register and is subject to mitigation measures that reduce any potential impacts to a less than significant level.

b) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Signficant – A significant impact would occur if the Project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place or object with cultural value to a California Native American tribe, which is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential

significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA.

As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the project site. An informational letter was mailed to a total of 10 Tribes known to have resources in this area, on June 4, 2020. On June 19, 2020, the Gabrieleno Band of Mission Indians – Kizh Nation requested to engage in tribal consultation.

The City initiated consultation with Andrew Salas, a representative of the Gabrieleno Band of Mission Indians – Kizh Nation on August 19, 2020. The City concluded consultation on September 25, 2020. A letter dated October 9, 2020 was mailed to Chairman Salas, summarizing the City's efforts to engage in meaningful and good faith consultation and stating the conclusion of the AB 52 consultation process. Furthermore, the project is subject to conditions of approval and regulatory compliance measures that address the inadvertent discovery of tribal cultural resources, human remains, and archaeological or paleontological resources. Thus, impacts related to tribal cultural resources will be less than significant.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant - A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. Prior to any construction activities, the Project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed Project, and any upgrades to the wastewater lines in the vicinity of the Project site that are needed to adequately serve the proposed Project

would be undertaken as part of the Project. Therefore, impacts related to water or wastewater treatment infrastructure would be less than significant.

b) **Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?**

Less Than Significant - A significant impact would occur if the proposed Project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the Project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the proposed Project would not be considered substantial in consideration of anticipated growth. There is no increase in residential units with the proposed Project and would be consistent with Citywide growth, and, therefore, the Project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed Project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet Project demands. Prior to any construction activities, the Project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed Project, and any upgrades to the wastewater lines in the vicinity of the Project site that are needed to adequately serve the proposed Project would be undertaken as part of the Project. Therefore, the proposed Project would have a less-than-significant impact related to water or wastewater infrastructure.

c) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?

Less Than Significant - The Project will maintain two existing structures with a total of five dwelling units and ground floor commercial uses and will be served by the City's sewer system. The Project is not expected to exceed wastewater treatment requirements in the area. Impacts will be less than significant.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant - The proposed Project will be required to comply with current regulations required by the Department of Building and Safety (LAMC Section 99.04.408.1) and the Bureau of Sanitation (LAMC Section 66.32), which requires the recycling and proper disposal of solid waste. Therefore, impacts will be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant - A significant impact could occur if a Project would generate solid waste that was not disposed of in accordance with applicable regulations. These regulations include:

- California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939). AB 939 requires cities and counties to reduce the amount of solid waste entering existing landfills through recycling, reuse, and waste prevention efforts. These efforts have included permitting procedures for waste haulers and handlers.

- California Solid Waste Reuse and Recycling Access Act of 1991 (AB 1327), which requires local jurisdictions to adopt an ordinance requiring commercial buildings to provide an adequate storage area for the collection and removal of recyclable materials. The City of Los Angeles passed such an ordinance in 1997.
- AB 341 of 2012 requires businesses to arrange for recycling services.
- Los Angeles Green Code incorporates the CALGreen Code and is applicable to the construction of new buildings by addressing construction waste reduction, disposal, and recycling.
- Los Angeles Citywide Construction and Demolition Waste Recycling Ordinance requires haulers and contractors responsible for handling C&D waste to obtain a Private Solid Waste Hauler Permit from the Bureau of Sanitation prior to collecting, hauling, and transporting C&D waste, and C&D waste can only be taken to City-certified C&D processing facilities.

The proposed Project must comply with federal, state, and local statutes and regulations relating to solid waste. Therefore, impacts will therefore be less than significant.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact – As discussed above, in Response to Checklist Question IX.f, the project would not cause an impediment along the City's designated disaster routes or impair the

implementation of the City's emergency response plan. Impacts related to the implementation of the City's emergency response plan would be less than significant, and no mitigation measures are required. In addition, pursuant to PCR Section 21083.01(a), analysis of the impacts related wildfire are related to the development of projects located on a site which is classified as state responsibility areas, as defined in Section 4102, and on very high fire hazard severity zones, as defined in subdivision (i) of Section 51177 of the Government Code. The project site is located within an urbanized area of the Venice Community Plan area and is not designated as state responsibility area as defined in Section 4102 or in a very high fire hazard severity zone1 as defined in subdivision (i) of Section 51177 of the Government Code. The project is also not located within a City-designated fire buffer zone. Furthermore, as discussed in Response to Checklist Question VII.a.iv, the project site is not located in a landslide area as mapped by the state or the City of Los Angeles. As such, the project would not substantially impair an emergency response plan or emergency evacuation plan, would not expose project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire, would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk, or expose people or structure to significant risks, including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts would occur.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b. Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a) Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant - Based on the analysis of this Initial Study, the proposed Project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. The Project will maintain a historical resource and is subject to mitigation measures that would reduce any potential impacts to a less than significant level. Compliance with existing regulations would reduce impacts to less than significant levels.

b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant - A significant impact may occur if the proposed Project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. The following projects were or are filed with the Department of City Planning:

PROJECTS WITHIN 1,000 FEET FROM THE SUBJECT SITE			
Address	**Case Number**	**Date Filed**	**Scope of Work**
1633 Abbot Kinney Boulevard	ZA-2012-244-CDP-CUB-SPP	1/30/12	Change of Use and addition of 434 sf of restaurant space.
621 Mildred Avenue	ZA-2013-1814-CDP-ZAA-SPPA-SPP	6/16/13	New 2,895 sf single-family dwelling
1421 Abbot Kinney Boulevard	ZA-2013-1986-CDP-MEL-SPP	6/30/13	Change of Use
2100 Narcisus Court	ZA-2014-3186-CDP-MEL-SPP	8/26/14	New 3,491 sf industrial building
1421 Abbot Kinney Boulevard	ZA-2014-3427-CDP-SPP	9/14/14	Change of Use
1525 Abbot Kinney Boulevard	DIR-2015-2998-CDP-SPP-MEL	8/12/15	New mixed-use building with 2 artist-in-residence units, restaurant, and retail
595 Venice Boulevard	DIR-2016-1621-CDP-SPP-WDI	5/8/16	New mixed-use building with industrial and retail
1630 Crescent Place	DIR-2016-4371-CDP-SPP-MEL	11/14/16	Demolition of single-family dwelling and construction of single-family dwelling
1522 Abbot Kinney Boulevard	DIR-2017-234-CDP-SPP	1/19/17	Change of Use
585 Venice Boulevard	DIR-2017-1067-CDP-SPP	3/12/17	Change of Use
1624 Crescent Place	DIR-2018-6557-CDP-SPP-MEL	11/7/18	Demolition of single-family dwelling and landscape as open lot

1425 Abbot Kinney Blvd.	DIR-2019-2188-CDP-SPP	4/11/19	Change of Use
1635 Abbot Kinney Blvd.	DIR-2019-5672-CDP-SPP	9/23/19	Change of Use

Table 1: Projects within a 1,000-foot radius of the Project Site.

Per Table 1, there were only thirteen projects filed with the Department of City Planning that were approved in the past ten years which involved demolition and/or construction of new residential units or commercial and industrial square-footage and change of use. While there are multiple projects within the vicinity of the Project Site, each project is subject to specific RCMs that, when considered cumulatively, reduce any potential impacts to less than significant; the projects would not result in cumulative impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural, resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and service systems. Although projects may be constructed in the Project vicinity, the cumulative impacts to which the proposed Project would contribute would be less than significant.

c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant - A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of mitigation measures identified and compliance with existing regulations, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.

HISTORICAL RESOURCE ASSESSMENT FOR 1639–1641 ABBOT KINNEY BOULEVARD, CITY AND COUNTY OF LOS ANGELES, CALIFORNIA

December 2020

PREPARED FOR

Thomas S. Shin
Balios Capital, LLC
22 Village Circle
Manhattan Beach, CA 90266

PREPARED BY

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Historical Resource Assessment for 1639–1641 Abbot Kinney Boulevard, City and County of Los Angeles, California

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SWCA CRRD No. 18-518

December 11, 2020

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EXECUTIVE SUMMARY

Purpose and Scope: Thomas S. Shin of Balios Capital, LLC retained SWCA Environmental Consultants (SWCA) to prepare a Historical Resource Assessment (HRA) for the property (Assessor Parcel No. [APN] 4241-036-035) located at 1639–1641 Abbot Kinney Boulevard (subject property) in the City and County of Los Angeles, California (City). Located on the property are two buildings: the older is a one-story wood-clad building constructed in 1918 and located toward the rear of the property, and the other is a three-story building constructed in 1935. Mr. Shin proposes to preserve the rear building onsite by elevating it and creating an open carport below, and to expand the front building. This HRA includes the following: 1) the results of a cultural resource records search and literature review, 2) an intensive-level built environment survey, 3) a site history, 4) an evaluation to determine if the property is eligible for listing in the National Register of Historic Places (NRHP), listing in the California Register of Historical Resources (CRHR), and/or designation as a Los Angeles Historic-Cultural Monument (HCM), and therefore constitutes a historical resource for the purposes of the California Environmental Quality Act (CEQA), and 5) an analysis of the potential impact of the proposed project on any historic register-eligible resource at the project site. The methodology for this HRA complies with best professional practices as well as the current requirements defined by the City of Los Angeles, Department of City Planning, Office of Historic Resources.[1]

Dates of Investigation: SWCA conducted a California Historical Resources Information System (CHRIS) records search (within a 200-foot radius of the subject property) at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton, on June 14, 2018. SWCA conducted an intensive-level survey of the subject property on June 27, 2018 and completed archival research in July 2018.

Survey Findings: According to the CHRIS records search, there was one previous cultural resource study and no previously recorded or evaluated cultural resources within a 200-foot radius of the subject property.

In 2015 SurveyLA identified the property as individually eligible for listing in the NRHP, the CRHR, and for designation as a Los Angeles HCM. Specifically, it was found eligible under Criteria A/1/1 (Event) as a former streetcar ticket booth associated with the Venice Short Line.

The subject property was constructed in 1918 and 1935. As part of the current assessment, SWCA utilized two of the SurveyLA historical contexts: 1) Pre-Consolidation Communities of Los Angeles, 1862-1932 Context; Venice, 1901–1925 Theme, Life in Independent Venice Sub-Theme; Residential-Single Family, Bungalow/House Property Type; and 2) Architecture and Engineering, 1850–1980 Context; Arts and Crafts Movement, 1895–1930 Theme, and Craftsman, 1905–1930 Sub-Theme; Residential-Single-Family Property Type.

Based on the following investigation and analysis, the rear building at 1639–1641 Abbot Kinney Boulevard is individually eligible for listing in the NRHP, the CRHR, and for designation as a Los Angeles HCM. Constructed in 1918 as a single-family dwelling, the rear building on the subject property is individually eligible for the NRHP, the CRHR, and for designation as a Los Angeles HCM under Criteria A/1/1 (Event) for conveying a strong visual sense of the overall historic environment of Abbot Kinney Boulevard during the period of pre-consolidation Venice. Research to date revealed no evidence that the rear building ever functioned as a ticket booth and therefore is not eligible as such. Research to date did not reveal the property to have an association with significant persons (Criteria B/2/2 - Persons). The rear building at the property is individually eligible for the NRHP, the CRHR, and for designation as a Los Angeles HCM under Criteria

[1] City of Los Angeles, Department of City Planning, Office of Historic Resources. July 2017. "Requirements for Phase 1 Historical Resource Assessment Reports."

C/3/3 (Design/Construction) for embodying distinctive characteristics of the Japanese-influenced Craftsman style. The front building does not represent a specific architectural style or type.

The front building at 1639–1641 Abbot Kinney Boulevard is not individually eligible for listing in the NRHP, the CRHR, or for designation as a Los Angeles HCM. Although of historic age and associated with the context of commercial development, it is not eligible under any criteria due to loss of integrity.

Lastly, Criteria D/4 (information potential) is applied most commonly to buildings, structures, or objects that have been used as a source of archaeological data and are believed to contain more, as yet unretrieved data; the subject property was not evaluated under these criteria because evaluation under Criteria D/4 is generally conducted by archaeologists, and this report does not include an evaluation under Criteria D/4 for this reason.

In conclusion, because the front building at the subject property is individually eligible for listing in the NRHP and the CRHR and for designation as a Los Angeles HCM under Criteria A/1/1 and Criteria C/3/3, the property will be considered an historic resource for the purposes of CEQA.

The proposed project scope seeks to elevate and retain in place the rear building and to retain its historic use as a single-family dwelling. Therefore, *The Secretary of the Interior's Standards for Rehabilitation & Guidelines for Rehabilitating Historic Buildings* (*Standards*) apply. The documentation and elevation of the rear building included in the proposed project was determined to comply with Rehabilitation Standards Nos. 3 through 10 and does not comply with Rehabilitation Standards Nos. 1 and 2. As proposed, the change in height would cause a negative effect on the spatial relationships that characterize the building's relationship to its site and to the street. However, it is our recommendation that the additional documentation efforts, archival-quality as-built drawings and archival-quality photographs, proposed for the project will provide sufficient mitigation for this effect.

Disposition of Data: The final HRA and any subsequent related reports will be submitted to Thomas S. Shin; copies will be submitted to the SCCIC at California State University, Fullerton, and retained by SWCA's Pasadena, California, office. All field notes, photographs, and records related to the current study are also on file at the SWCA Pasadena office.

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PHASE I

I. INTRODUCTION

Purpose and Scope: Thomas S. Shin of Balios Capital, LLC retained SWCA Environmental Consultants (SWCA) to prepare a Historical Resource Assessment (HRA) for the property (Assessor Parcel No. [APN] 4241-036-035) located at 1639–1641 Abbot Kinney Boulevard (subject property) in the City and County of Los Angeles, California (City). Located on the property are two buildings: the older is a one-story wood-clad building constructed in 1918 and located toward the rear of the property, and the other is a three-story building constructed in 1935. Mr. Shin proposes to preserve the rear building onsite by elevating it and creating an open carport below, and to expand the front building. This HRA includes the following: 1) the results of a cultural resource records search and literature review, 2) an intensive-level built environment survey, 3) a site history, and 4) an evaluation to determine if the property is eligible for listing in the National Register of Historic Places (NRHP), listing in the California Register of Historical Resources (CRHR), and/or designation as a Los Angeles Historic-Cultural Monument (HCM), and therefore constitutes a historical resource for the purposes of the California Environmental Quality Act (CEQA), and 5) an analysis of the potential impact of the proposed project on any historic register-eligible resource at the project site. The methodology for this HRA complies with best professional practices as well as the current requirements defined by the City of Los Angeles, Department of City Planning, Office of Historic Resources.[2]

SWCA Architectural Historian Nelson White conducted the evaluation and authored this assessment. SWCA Cultural Resource Specialist Joanne Minerbi conducted research and authored the site history. Mr. White has a master's degree in Historic Preservation and Ms. Minerbi has a master's degree in Anthropology and Public Archaeology. SWCA Architectural Historian Victoria Myers, who has a master's degree in History, provided quality assurance/quality control for Phase I of the report. Senior Architectural Historian Anne Oliver, who has a master's degree in Historic Preservation, provided quality assurance/quality control for Phase II of the report. All three meet and exceed the Secretary of the Interior's Professional Qualifications Standards (PQS) for Architectural History. Resumes of key staff follow this report as Appendix A.

PROPERTY LOCATION

The subject property is located in the Venice section of the City and County of Los Angeles, California (Figures 1 through 3). The property occupies a rectangular 0.072-acre parcel on the north side of Abbot Kinney Boulevard, between Rialto Avenue on the west and Venice Boulevard on the east. The parcel consists of Lot 34 and a small portion of Lot 35, Block 23, in the Venice of America Tract.

II. CURRENT HISTORIC STATUS

The subject property at 1639–1641 Abbot Kinney Boulevard is not listed individually in the NRHP, CRHR, nor designated as a Los Angeles HCM. The California Historical Resources Information System (CHRIS) records search indicates that prior to SurveyLA (the historic resources survey for the City of Los Angeles), the subject property has not been recorded or evaluated. The property is located in the Venice Community Plan Area (CPA) for SurveyLA. The survey of the Venice CPA was conducted between November 2013 and February 2014. SurveyLA found the one-story building in the rear of the lot eligible for listing in the NRHP, the CRHP, and for designation as a Los Angeles HCM under Criteria A/1/1 as a "rare remaining

[2] City of Los Angeles, Department of City Planning, Office of Historic Resources. July 2017. "Requirements for Phase 1 Historical Resource Assessment Reports."

example of a streetcar ticket booth building in Venice."[3] The three-story building was not recorded by SurveyLA. Additionally, the subject property is located within SurveyLA's Abbot Kinney Boulevard Commercial Planning District. This area of commercial development "does not retain sufficient integrity or cohesion to qualify as a historic district, [although] it may warrant special consideration for local planning purposes."[4]

[3] Historic Resources Group, *Venice Report: Individual Resources.* (Prepared for SurveyLA, City of Los Angeles, Department of City Planning, Office of Historic Resources, April 2015), 263-265.

[4] Historic Resources Group, *Venice Report: Historic Districts, Planning Districts and Multi-Property Resources*. (Prepared for SurveyLA, City of Los Angeles, Department of City Planning, Office of Historic Resources, April 2015).

Figure 1. Project vicinity map, 1:800,000 scale.

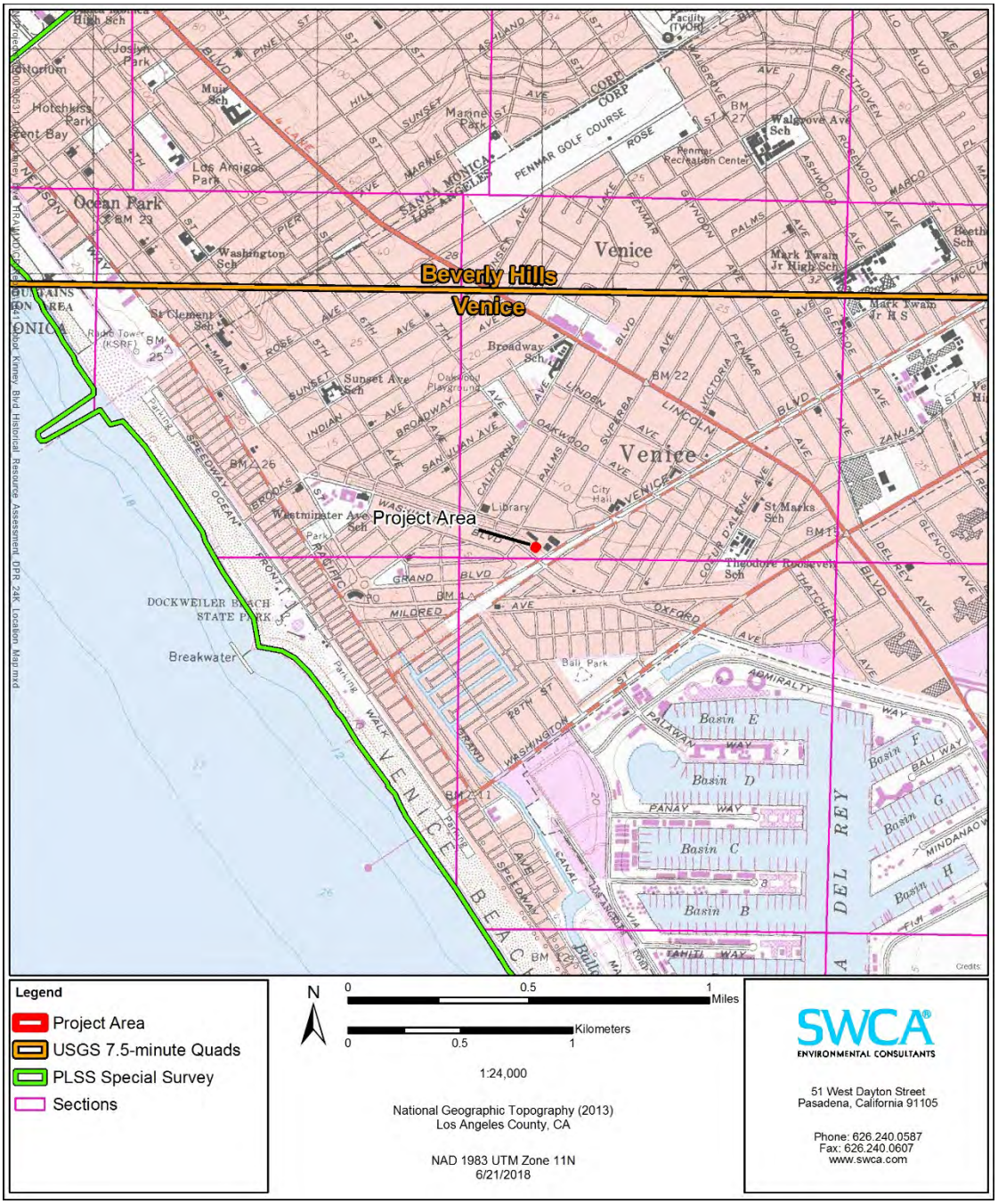

Figure 2. Project location on the USGS 7.5-minute quadrangle, Venice, California.

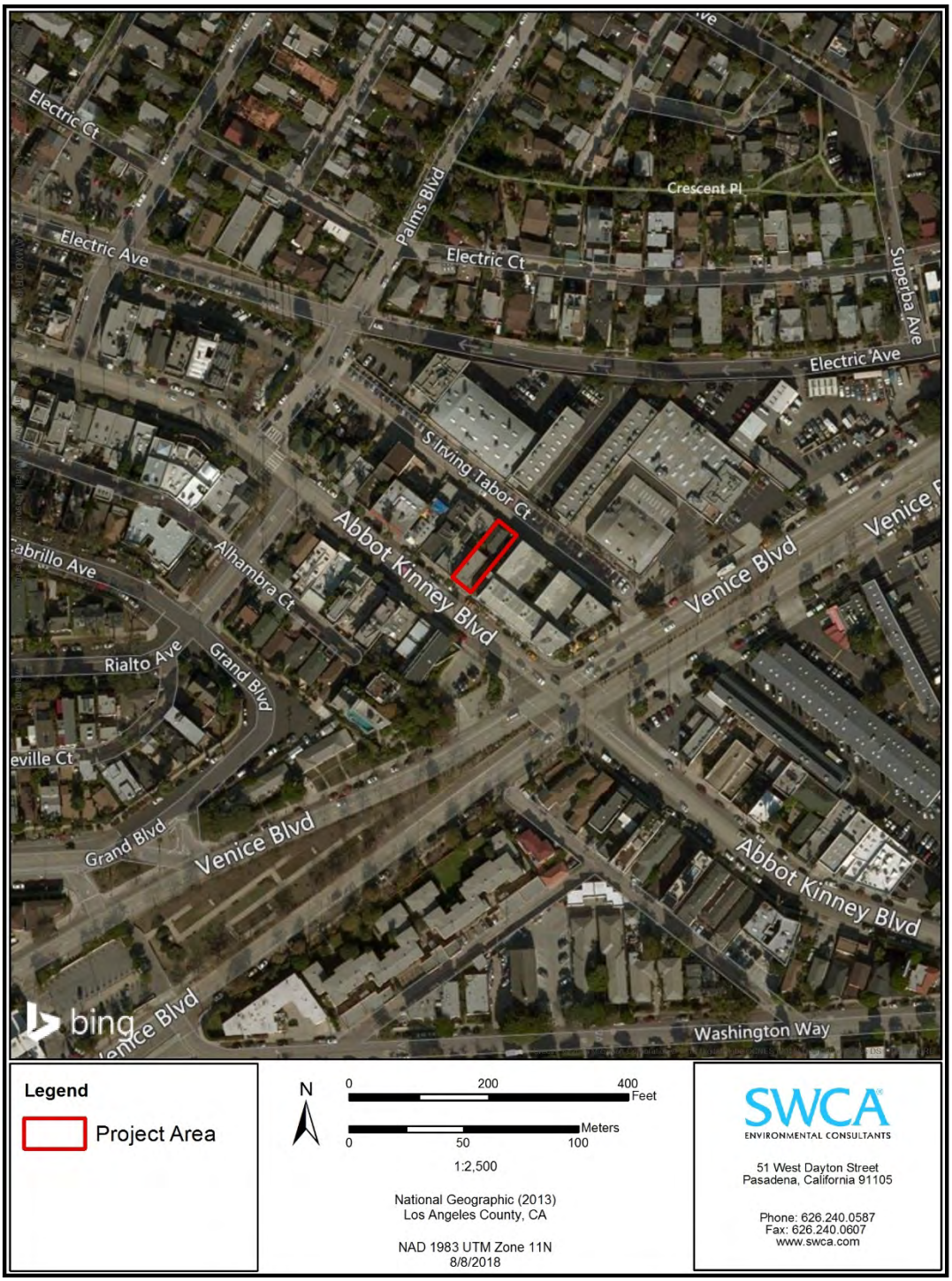

Figure 3. Project location on 2013 aerial photography with local streets, 1:2,500 scale.

III. REGULATORY SETTING

This section discusses the applicable federal, state, and local laws, ordinances, regulations, and standards informing the identification of eligible historical resources.

Federal Regulations

NATIONAL REGISTER OF HISTORIC PLACES (NRHP)

The NRHP was established by the National Historic Preservation Act of 1966 as "an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment" (36 Code of Federal Regulations [CFR] 60.2). The NRHP recognizes properties that are significant at the national, state, and local levels. In general, a resource must be 50 years of age to be considered for the NRHP, unless it satisfies a standard of exceptional importance. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the NRHP if it is significant under one or more of the following criteria:

- Criterion A: It is associated with events that have made a significant contribution to the broad patterns of our history;
- Criterion B: It is associated with the lives of persons who are significant in our past;
- Criterion C: It embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; and/or
- Criterion D: It has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting these criteria, a property must retain historic integrity, which is defined in National Register Bulletin 15 as the "ability of a property to convey its significance."[5] In order to assess integrity, the National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven qualities:

1. Location – the place where the historic property was constructed or the place where the historic event occurred;
2. Design – the combination of elements that create the form, plan, space, structure, and style of a property;
3. Setting – the physical environment of a historic property;
4. Materials – the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property;

[5] National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: National Park Service, 2002).

5. Workmanship – the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory;

6. Feeling – a property's expression of the aesthetic or historic sense of a particular period of time; and

7. Association – the direct link between an important historic event or person and a historic property.

State Regulations

CALIFORNIA REGISTER OF HISTORICAL RESOURCES (CRHR)

Created in 1992 and implemented in 1998, the CRHR is "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change."[6] Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys, or designated by local landmarks programs may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria:

- Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

- Criterion 2: It is associated with the lives of persons important in our past.

- Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

- Criterion 4: It has yielded, or may be likely to yield, information important in history or prehistory.[7]

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity does not meet NRHP criteria may still be eligible for listing in the CRHR.

Local Regulations

LOS ANGELES HISTORIC-CULTURAL MONUMENTS (HCM)

Local landmarks in the City of Los Angeles are known as HCMs and are under the aegis of the City of Los Angeles, Department of City Planning, Office of Historic Resources (OHR). An HCM, monument, or local landmark is defined in the Cultural Heritage Ordinance as follows:

> [A] Historic-Cultural Monument (Monument) is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural

[6] Public Resources Code, Sections 21083.2 and 21084.1.

[7] Public Resources Code, Section 15024.1(c).

> significance to the City of Los Angeles, including historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified; or which is identified with historic personages or with important events in the main currents of national, State or local history; or which embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or a notable work of a master builder, designer, or architect whose individual genius influenced his or her age.[8]

HISTORIC PRESERVATION OVERLAY ZONES (HPOZ)

As described by the OHR, "to identify and protect neighborhoods with distinct architectural and cultural resources, the City…developed an expansive program of Historic Preservation Overlay Zones.... HPOZs, commonly known as historic districts, provide for review of proposed exterior alterations and additions to historic properties within designated districts." The HPOZ Ordinance was adopted in 1979 and amended in 2004. With regard to HPOZ eligibility, City of Los Angeles Ordinance No. 175891 states that features designated as contributing shall meet one or more of the following criteria:

- adds to the Historic architectural qualities or Historic associations for which a property is significant because it was present during the period of significance, and possesses Historic integrity reflecting its character at that time; or

- owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city; or

- retaining the building, structure, Landscaping, or Natural Feature, would contribute to the preservation and protection of an Historic place or area of Historic interest in the City.[9]

Regarding effects on federal and locally significant properties, the Los Angeles Municipal Code declares the following:

> The department shall not issue a permit to demolish, alter or remove a building or structure of historical, archaeological or architectural consequence if such building or structure has been officially designated, or has been determined by state or federal action to be eligible for designation, on the National Register of Historic Places, or has been included on the City of Los Angeles list of historic cultural monuments, without the department having first determined whether the demolition, alteration or removal may result in the loss of or serious damage to a significant historical or cultural asset. If the department determines that such loss or damage may occur, the applicant shall file an application and pay all fees for the California Environmental Quality Act Initial Study and Check List, as specified in Section 19.05 of the Los Angeles Municipal Code. If the Initial Study and Check List identifies the historical or cultural asset as significant, the permit shall not be issued without the department first finding that specific economic, social or other considerations make infeasible the preservation of the building or structure.[10]

[8] Los Angeles Municipal Code, Section 22.171.7 (Added by Ordinance No. 178,402. Effective 4/2/07).

[9] Los Angeles Municipal Code, Section 12.20.3.

[10] Los Angeles Municipal Code, Section 91.106.4.5 (Permits for Historical and Cultural Monuments).

SURVEYLA, CITY OF LOS ANGELES, DEPARTMENT OF CITY PLANNING, OFFICE OF HISTORIC RESOURCES (OHR)

SurveyLA is a citywide survey of Los Angeles overseen by the OHR. Conducted between 2010 and 2017, field surveys were completed in three phases by Community Plan Area, incorporating over 880,000 legal parcels and nearly 500 square miles. SurveyLA staff, volunteers, and consultant teams developed multiple-property documentation-driven historic context statements for themes and property types throughout Los Angeles. These themes include architecture, city planning, social history, ethnic heritage, politics, industry, transportation, commerce, and entertainment, among others. These contexts define associated themes, property types, eligibility standards, character-defining features, and integrity considerations to be used when evaluating properties.

IV. RESEARCH AND FIELD METHODOLOGY

This evaluation was conducted and completed in accordance with the practices described in the Secretary of the Interior's *Standards and Guidelines for Historic Preservation*, including standards for planning, identifying, evaluating, and documenting resources. In addition, this report was prepared according to the requirements of the OHR for historical resource evaluations. Applicable national, state, and local level criteria were considered, as well as the context-driven methods and framework used by SurveyLA documentation efforts.

Cultural Resource Record Search

SWCA conducted a California Historical Resources Information System (CHRIS) records search (within a 200-foot radius of the subject property) at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton on June 14, 2018. In addition to official maps and records, the following sources of information were consulted as part of the records search:

- National Register of Historic Places (NRHP)
- California Register of Historical Resources (CRHR)
- California State Historical Landmarks
- California Points of Historical Interest
- California Historic Resources Inventory (HRI)
- City of Los Angeles Historic-Cultural Monuments (HCMs)

PREVIOUSLY CONDUCTED CULTURAL RESOURCE STUDIES

The CHRIS records search identified one cultural resource study has been previously conducted within a 200-foot radius of the subject property.

Table 1. Previously Conducted Cultural Resource Studies within a 200-foot radius of the Subject Property.

SCCIC Report Number	Title of Study	Author: Affiliation	Year	Proximity to Project Area
LA-09678	*Cultural Resource Survey Report, Penmar Water Quality Improvement and Runoff Reuse Project, Prop O - Clean Water Bond Program, Community of Venice, City of Los Angeles, Los Angeles County, California. W.O. No. EW40019F*	Loftus, Shannon L. and Robin D. Turner, ArchaeoPaleo Resource Management Inc.	2009	Within (within 200-foot buffer)

PREVIOUSLY RECORDED RESOURCES

The CHRIS records search of 2018 identified no cultural resources within a 200-foot radius of the subject property that had been previously recorded or evaluated.

Additional Research

SWCA performed further property and neighborhood-specific research to confirm and/or inform building construction dates of the subject property and characterize the historical development of the surrounding area. In addition to reviewing building permits on file with the City of Los Angeles, Department of Building and Safety, SWCA consulted the following digital archives and organizations to identify relevant historic photographs, newspaper articles, city directories, and maps:

- Ancestry.com
- Calisphere
- Huntington Digital Library
- Los Angeles Public Library
- Online Archive of California
- ProQuest
- Sanborn fire insurance maps
- University of Southern California Digital Library
- University of California Los Angeles Library, Digital Collections

As part of the HRA, Ms. Minerbi conducted a built environment survey of the subject property on June 27, 2018. The purpose of the survey was to identify and photograph the subject property and to inform its historical significance evaluation. The field survey consisted of a visual inspection of the existing building and any associated features. The building was recorded on California Department of Parks and Recreation (DPR) 523 series forms, which are included in Appendix B of this report. Ms. Minerbi also performed a reconnaissance survey of the surrounding area to determine the potential for any historic districts and to identify other similar property types. All field notes, photographs, and records related to the current study are on file at the SWCA Pasadena office.

V. ARCHITECTURAL DESCRIPTION

The subject parcel is rectangular and measures 34 feet wide by 101 feet deep. Situated on the property are two buildings (Figures 4–16). At the rear (north) end of the property is a one-story building constructed in 1918 and at the front end is a three-story building constructed in 1935. Both buildings are rectangular in plan. The architectural description for both buildings begins with the primary (south) façade and continues clockwise to the west and north façades, ending with the east façade.

Rear Building

The Japanese-inspired Craftsman style rear building is one-story with a rectangular footprint. It was originally built as a single-family residence, converted to commercial purposes, and is presently configured as a dwelling but vacant. Exterior cladding consists of vertical board and batten siding with alternating horizontal batten accents. A continuous horizontal band extends across the exterior at roughly 2 feet beneath the roof. Fenestration consists primarily of wood-framed casement-type windows. The building is topped by a multi-form gable-on-hip roof, evocative of the Japanese "irimoya-yane" style, finished with composition shingles. The wide eaves feature exposed curved rafters and an upward flare at each of the roof's four corners. The gables feature simple bargeboards that accentuate the upward-flare of the roof's ridgeline. The architectural description will begin with the west (primary) façade and continue counterclockwise with the north, east, and south façades.

The west (primary) façade is asymmetrical (Figures 5–6) and faces the east (rear) façade of the front building. To the left is a corner-recessed concrete porch occupying roughly one-quarter of the façade. The porch is approached from the south by three concrete steps with a simple wood handrail on the right. A square wood post topped with a scalloped capital evocative of Japanese post-and-beam joinery supports the porch at the western corner. The porch railing is a single, horizontal rail extending from the post to the building. Both the south- and west-facing facets of the porch feature a single non-original wood and glass panel door. Centered on the remainder of the façade are two French casement windows, with three lites per sash. Three planter boxes are attached under the windows.

The north façade is obstructed by wood fencing/gates at both ends and was not visible at the time of the survey.

The east (rear) façade (Figure 7) abuts the property line along S. Irving Tabor Court and is symmetrical with irregular fenestration. There is a single, metal door slightly right of center approached by two concrete steps. To the right of the door is a small, metal-framed sliding window set within a larger, potentially filled-in original opening, indicating it is a replacement. Metal security bars are attached to the building over the window and a single planter box is attached below.

The south façade (Figures 8–9) is nearly symmetrical with fenestration consisting of three evenly-spaced windows. At left is a single casement window. A French casement window, matching those on the front façade, is located left of center. A final single casement window sits within a half filled-in opening to the right of the façade. Other details of this façade may have been obstructed by a metal and fabric canopy to the left and a wooden enclosure for a washer and a dryer to the right.

Front Building

The vernacular-style front commercial and residential building is three stories and largely clad in stucco. Fenestration consists entirely of non-original windows primarily of a metal-framed sliding type and some fixed windows of unknown material. A parapet, topped with Spanish-style clay tile laid end to end, wraps all four sides of the flat roof. The architectural description will begin with the west (primary) façade and continue counterclockwise with the north, east, and south façades.

The west (primary) façade (Figure 10) is roughly symmetrical and visually reads as two stories. A non-original storefront consists of a centered, recessed entry with a glass door and two-lite fixed transom above. The side walls of the entry alcove feature eight-lite fixed glass. To either side of the entry are ten-lite glass. The upper story is largely covered by a vertical garden wall. At left is a two-lite fixed window of unknown material. To the right is a three-lite fixed window of unknown material. Forming an outer edge of the façade's sides and top is a three-step molding vaguely evocative of the Art Moderne style.

The first and second stories of the west façade (Figure 11) abut the adjacent building and were not visible at the time of the survey. The third story of the façade features five sliding windows of various sizes in an asymmetrical arrangement.

The east (rear) façade (Figure 12) displays all three levels. The right half of the ground story features a clapboard-clad bump-out with four eight-lite glass doors, the middle two French. The bump-out is topped by a roof with exposed rafters that mimics the roof of the building at the rear of the subject property. The left end of the roof is supported by a wood column identical to one on the rear building. Positioned left of the bump-out and partially under the roof is a metal framed six-lite casement window flanked on both sides by a three-lite fixed window. All are trimmed together. The visual middle level features six sliding windows arranged in four bays. The outer two bays each consist of a single small sliding window, and the center two bays each consist of a single tall and narrow window with a single small sliding window towards the center. The third visual level features a cantilevered projection of 3 to 5 feet. A stucco clad beam supports each end. Symmetrically arranged on this section of the façade are two large sliding windows.

The south façade (Figure 13) is straight and also displays all three levels. At the far-left corner is an eight-lite fixed window that acts as the wrap-around of the store front on the west (primary) façade. Roughly centered on the façade is a ground-floor entryway leading to an internal staircase rising to the west into the building and dividing the second story into halves. Entry to the staircase is obstructed by a metal security gate. Set high in the wall at the visual middle level and asymmetrically grouped above the staircase entry are five slider windows. From left to right are a single small window and four identical larger windows. Fenestration on the third visual level consists of five identical sliding windows asymmetrically spaced across the length of the façade.

Where the buildings on the subject property do not abut the property boundaries (north and south boundaries) the property is enclosed by wood fencing. The property is entirely hardscaped with concrete (Figures 4 and 14).

The property is located on an urban commercial block, surrounded by one- and two-story commercial and mixed-use buildings of various styles and periods of construction (Figures 15–16).

Figure 4. Overview of subject property at 1639-1641 Abbot Kinney Boulevard, view east (SWCA, 2018).

Figure 5. West (primary) façade of the rear building, view northeast (SWCA, 2018).

Figure 6. Detail of entry porch on the west (primary) façade of the rear building, view north (SWCA, 2018).

Figure 7. East (rear) façade of the rear building, view south (SWCA, 2018).

Figure 8. West end of south façade of the rear building, view north (SWCA, 2018).

Figure 9. East end of south façade of the rear building, view northwest (SWCA, 2018).

Figure 10. West (primary) and south façades of the front building, view east (SWCA, 2018).

Figure 11. View of the second story of the north façade of the front building, view southeast (SWCA, 2018).

Figure 12. East (rear) façade of the front building, view northwest (SWCA, 2018).

Figure 13. South façade of the front building, view northwest (SWCA, 2018).

Figure 14. Detail of the east (rear) façade of the front building and the west (primary) façade of the rear building, view north (SWCA, 2018).

Figure 15. Overview of Abbot Kinney Boulevard with subject property at left in the background, view southeast from Rialto Avenue (SWCA, 2018).

Figure 16. Overview of Abbot Kinney Boulevard with subject property at right in the midground, view northeast from Venice Boulevard (SWCA, 2018).

VI. HISTORIC AND NEIGHBORHOOD CONTEXT

Venice

The subject project is located in the neighborhood of Venice within the city of Los Angeles on the border of Culver City and Santa Monica. In the early nineteenth century, the land began to be used for cattle grazing by the Machado family. Augustin Machado and his wife immigrated to Los Angeles from Sonora in 1781 and were the first family to settle in the Ballona area in 1819.[11] The Machado family had sole rights to the area until 1839, when Augustin Machado partnered with brothers Felipe and Tomas Talamantes.[12] The Machado and Talamantes families stocked Rancho La Ballona with cattle, planted vineyards and other crops, and built houses on the land. It is reported that Native Americans who lived near the Machado adobe and near present-day Loyola University supplied much of the labor for these projects.[13]

The Mexican-American War and an influx of new people brought many changes to the ranchos of Los Angeles, including Rancho La Ballona. As the population of the greater Los Angeles area rapidly expanded, the price of beef rose dramatically, and crime increased throughout the area.[14] The change in government also led to logistical problems for rancho owners who were forced to engage in difficult and lengthy legal processes in order to re-secure the title of their land under American authorities. All of these issues, coupled with a floundering cattle business, forced many rancho owners to sell off their land by the late nineteenth and early twentieth centuries.[15] In 1874 the Machado family sold most of the 861 acres of their land south of Pico Boulevard and east of the Pacific Ocean to Nancy Lucas, a widow. The land stayed in Lucas' hands until she died in 1881, after which it was passed on to her heirs.

The first major development project in the Ballona area was an attempt by the Santa Fe Railroad to build a harbor. Work began in 1887 with the construction of a railroad, the dredging of the wetland, and the construction of two wharfs.[16] This investment in infrastructure led to the birth of several towns in the area; however, the initial venture was a failure, the town and port were never built, and dredging was halted because of its impracticality.[17] This episode represents the beginning of the end for the Ballona wetlands, which were decimated by further development in the area during the end of the nineteenth and the beginning of the twentieth centuries.

As the area became more popular among tourists, one well-to-do tobacco tycoon turned developer saw a golden opportunity to create a lucrative beach resort town. Originally from New Jersey, Abbot Kinney made his wealth working in his older brother's tobacco company. In 1880 he decided to relocate to Southern California, where he became interested in land development.[18] After a failure in Pacific Palisades, Kinney and his partner bought Ocean Park Casino and the surrounding tract of land in 1891. Most of Ocean Park,

[11] Clementia Marie, "The First Families of La Ballona Valley." *The Historical Society of Southern California Quarterly*. 37, no. 1 (1955), 52.

[12] Paula A. Scott, *Santa Monica: A History on the Edge* (Mt. Pleasant, SC: Arcadia Publishing, 2004), 27.

[13] Marie, 53.

[14] Scott, 32.

[15] Scott, 34.

[16] Brian D. Dillon, Archaeological Impact Assessment of the Price-Costco Plaza Project 18.4 +/- Acres in Culver City, Los Angeles County, California. Prepared for Christopher A. Joseph & Associates, On-file at Southern Central Coastal Information Center, 1996, 28.

[17] Fred E. Basten, *Santa Monica Bay: The First 100 Years: a pictorial history of Santa Monica, Venice, Ocean Park, Pacific Palisades, Topanga, & Malibu* (Los Angeles: General Publishing Group, 1974), 12, and Dillon, 28.

[18] Tom Moran, "In Kinney's Own Words." www.veniceofamerica.org/pdf/mar_apr_2004_newsletter.pdf. Also, Rob Sullivan, "An Intimate Look at History." *Los Angeles Times*. October 7, 1990.

as it came to be known, was subdivided into part of the Golden Bay tract which was recorded in 1902.[19] The Golden Bay tract was developed with a unique layout that included separate streets dedicated for automobile and pedestrian use. This development method resulted in a parallel plan of "drive streets," "walk streets," and alleys or "courts." Many subdivisions of Venice that were developed by Kinney exhibit this plan; however, the walk streets in northern Venice are likely the earliest examples of its implementation. The plan has been described as an effort on the part of the developers to cut costs, but they also resulted in a courtyard effect for the small lots and provided children a safe place to play.[20]

Eventually Kinney and his partners dissolved their property, with Kinney maintaining ownership of the undeveloped southern half, which included present-day Venice. With this land, Kinney decided to build Venice of America, a recreation of Venice, Italy, complete with dredged canals, a Venetian-style business district, and an auditorium.[21] In 1990, West Washington Boulevard between Main Street and Washington Street was renamed Abbot Kinney Boulevard in his honor.[22]

The introduction of the Pacific Electric streetcar allowed easier access to Venice of America, resulting in increased tourism in the area.[23] The Pacific Electric car ran along Venice Boulevard and was known as the "Venice Short Line." This section, constructed in 1897 by the Pasadena & Pacific Railway Company and later taken over by Pacific Electric in 1911, was the most used beach line within the Los Angeles metro system at the time.[24] Despite the success of the rail line, Kinney's Venice of America was on a downward spiral. In 1912 the California State Board of Health condemned Kinney's beloved canals as a health hazard and Kinney was forced to deed them to the City of Venice, who could provide better maintenance; however, by the 1920s the canals had become no more than public nuisance. In 1924, the City of Venice decided to adapt the canal system to better fit modern transportation infrastructure, filling them and converting them to roadways. Though residents fought the plan for several years, during which time Venice was annexed by the City of Los Angeles, the canals were paved in 1929.[25]

Kinney's death in 1920, coupled with the beginning of Prohibition, were the final nails in the coffin for incorporation of the small resort town. Political infighting within Venice's government for so many years had grated on the residents. This climate, coupled with the deteriorating state of public infrastructure, ultimately led the city trustees to call for a special annexation election on October 2, 1925. The final tally was 3,130 in favor of incorporation and 2,215 opposed, with some historians theorizing the vote was a result of resident's displeasure with the inept government.[26] The consolidation with the City of Los Angeles in 1925 resulted in many improvements in city services as well as the construction of many prominent buildings such as Venice High School.[27]

Even as urbanization continued into the 1920s, development was concentrated in relatively discrete areas along Lincoln Boulevard, primarily to the south, and along Venice Boulevard and the Pacific Electric route,

[19] Historic Resources Group. *Historic Resources Survey Report: Venice Community Plan Area*. Prepared for City of Los Angeles, Department of City Planning, Office of Historic Resources, March 2015. Also, Jeffrey Stanton, *Venice California: "Coney Island of the Pacific"* (Los Angeles*:* Donahue Publishing, 1993), 9.

[20] *Ibid.*

[21] Helaine Olen, Break on Through, Abbot Kinney: Venice, California. *The Baffler*, 2014, 158. Also, Tom Moran, "In Kinney's Own Words." accessed February 1, 2018, www.veniceofamerica.org/pdf/mar_apr_2004_newsletter.pdf.

[22] Lisbet Nilson, "A Venice Street Is Named for a Visionary," *Los Angeles Times*, October 7, 1990.

[23] Friends of the Ballona Wetlands, "Early History," accessed February 1, 2018, http://www.ballonafriends.org/history.html#7.

[24] Electric Railway Historical Association (ERHA) of Southern California, "Venice Short Line," accessed: February 1, 2018, http://www.erha.org/pewvs.htm.

[25] Historic Resources Group, 13.

[26] Stanton, 134.

[27] Historic Resources Group, 14; Olen, 159; Stanton, 143.

primarily to the west. The northern half of Venice was still characterized by agricultural plots, once part of grazing lands within the historic Rancho La Ballona. Historical aerial photographs show the agricultural fields and open lots in the northern half of Venice standing in stark contrast to encroaching developments. The land use and partitioning pattern established in the 1920s persisted in its basic form into the 1930s, as depicted in aerial photographs and survey maps created by the Works Progress Administration.

The 1920s brought a new type of development to the area through the growth of the aviation industry.[28] The area where the Santa Monica Airport is now located, just north of Venice, was used as a landing strip as early as 1917. Though at this early time the runway and landing strip was only a grassy flat area, an official airport was commissioned by the Army in 1922 and named Clover Field in honor of an American pilot killed in World War I.[29] The area came under ownership of the City of Santa Monica in 1927 and was then renamed Santa Monica Airport.[30] One of the major companies in the aeronautics field at the time was Douglas Aircraft Company, which operated out of Santa Monica Airport. Douglas Aircraft became known world-wide when its World Cruiser biplane became the first aircraft to successfully circumnavigate the globe in the 1920s.

World War II and the growth of the aeronautics industry resulted in a population boom in Venice and surrounding neighborhoods including West L.A., Culver City, and Santa Monica. The war brought a new urgency to the aerospace industry, exemplified by the growth of Douglas Aircraft and its intense schedule. During these years the company employed 44,000 people in three shifts 24 hours a day, seven days a week. Housing for all the employees became a necessity, resulting in a massive investment in single family residential homes in the area surrounding the airport.[31]

By the end of the war, Santa Monica, Culver City, Palms, and adjacent areas were bustling blue-collar neighborhoods and Lincoln Boulevard, Venice Boulevard, and Washington Boulevard had become main thoroughfares. By 1964 all of the former agricultural lands had been converted into housing tracts or recreational facilities, the latter of which includes the Penmar Golf Course and Park.

Abbot Kinney Boulevard

Abbot Kinney Boulevard was so named in 1990. It was originally known as Lake Street and then sometime before 1918 the name was changed to Washington Boulevard.[32] The development of the street was, like much of Venice, greatly influenced by the many rail lines and spurs that physically divided the city into sections.[33] Present-day Abbott Kinney Boulevard ran immediately south of the Inglewood Line which followed present-day South Irving Tabor Court and Electric Avenue. The Inglewood Line was built in 1892 primarily as a freight-hauling steam railroad before eventually being electrified for service as an interurban passenger railroad. [34] In addition to the Inglewood Line, Abbot Kinney Boulevard was also served by the

[28] Friends of the Ballona Wetlands 2017; Nathan Masters, "CityDig: When Santa Monica Airport Was Clover Field." *Los Angeles Magazine*, 2014, accessed February 1, 2018, http://www.lamag.com/citythinkblog/citydig-when-santa-monica-airport-was-clover-field/.

[29] Masters.

[30] *Ibid.*

[31] City of Santa Monica, "Rich in Aviation History and Heritage." https://www.smgov.net/Departments/Airport/Airport_History.aspx. Date accessed, February 1, 2018.

[32] Daniel Prosser, *Los Angeles Citywide Historic Context Statement; Context: Pre-Consolidation Communities of Los Angeles, 1862-1932* (Prepared for: City of Los Angeles, Department of City Planning, Office of Historic Resources, July 2016), 174; Sanborn Map Company, *Sanborn Fire Insurance Maps: Los Angeles, Venice District* (1918), sheets 76, 77, 81, 82, 84, 89, 90; Nancy Hill-Holtzman, "Part of Washington Blvd. to Be Renamed," *Los Angeles Times*, February 25, 1990; Nilson.

[33] Prosser, 153.

[34] Prosser, 151.

Venice Miniature Railway, a passenger-carrying narrow-gauge steam railway commissioned by Abbot Kinney. The railway, which operated from 1905 to 1924, ran in a loop between Abbot Kinney Boulevard and the Grand Basin at Windward Avenue.[35]

The 1918 Sanborn *Insurance Maps: Los Angeles, Venice District*, the earliest to record the section of Abbot Kinney Boulevard between Brooks Avenue and Venice Boulevard, reveals relatively sparse development. Even though Venice was over a decade old, roughly two-thirds of the lots on the street remained vacant. Of those lots that had been developed, the majority were single-family dwellings, with considerably fewer multi-family dwellings and commercial buildings.[36] The most substantial edifice along the street was the Venice Grammar school on the site of the present-day Westminster Avenue Elementary School.

During this building boom after World War I Abbot Kinney Boulevard began to shift from a primarily residential district to a more mixed character "with modest Craftsman cottages from the teens and 1920s alongside one- to three-story vernacular brick buildings from the 1920s."[37] During these years, the street became "the general purpose business district that Venice had previously lacked."[38] SurveyLA calls out the 1923 Bundy Building at 1327-1335 Abbot Kinney Boulevard as "a particularly elegant example" of this era of the street's commercial development.[39]

From the beginning of the city's development, Abbot Kinney Boulevard and the Inglewood Line divided the primarily white neighborhood of Venice of America to the south from the neighborhood of Oakwood to the north, where blacks were permitted to live. Washington Boulevard served as such a hard racial barrier that when Abbott Kinney died in 1920 and willed his home on the Grand Canal to his personal chauffeur, Irving Tabor, Tabor had to move the house to Oakwood in order to live in it.[40] One African American resident, James Thomas, who lived in Oakwood from the 1930s to the 2000s recalled, "…you didn't cross Washington. Never! We just knew we were outside of where we was supposed to be."[41]

The 1940 WPA Land Use Survey of Abbot Kinney Boulevard, between Venice Avenue and Brooks Avenue, revealed the effects of these early boom years. While the number of single-family dwellings along the street stayed relatively constant between 1918 and 1940, the number of multi-family dwellings rose from 4 to 23. Even more spectacular was the growth of commercial buildings, which rose from only 6 in 1918 to 50 in 1940. Unsurprisingly, the number of vacant lots decreased substantially over the same period.[42]

Unfortunately, many of the 1950 Sanborn maps for the street are unavailable; however, the small surviving section covering three blocks along the north side of the street between Venice Boulevard and California Avenue suggests that the patterns seen in 1940 continued through the following decade. The most marked change in this small section of the neighborhood was in commercial development, which grew from only 1 building in 1918, to 12 in 1940, and to 17 in 1950. Meanwhile, the number of single-family dwellings in

[35] Historic Resources Group, 9.
[36] Sanborn (1918), sheets 76, 77, 81, 82, 84, 89, 90.
[37] Historic Resources Group, 28, 46.
[38] Prosser, 167-168.
[39] Prosser, 168.
[40] Andrew Deener, "The 'Black Section' of the Neighborhood: Collective Visibility and Collective Invisibility as Sources of Place Identity," *Ethnography: Its Traditions and Its Future* 11, no. 1 (March 2010): 49-50.
[41] Deener, 50.
[42] Sanborn (1918), sheets 76, 77, 81, 82, 84, 89, 90; City of Los Angeles, Department of City Planning, *WPA Land Use Survey Map for the City of Los Angeles* (1940).

the small sample area, which had nearly tripled between 1918 and 1940, remained effectively unchanged between 1940 and 1950.[43]

By the 1950s, the older residential quality of the street had fully given way to a neighborhood-serving commercial character. About the commercial character of the street, the *Historic Resources Survey Report: Venice Community Plan Area* says: "Primarily serving the African-American residents of nearby Oakwood, offerings included a beauty salon, markets, repair shops, artist studios, wholesale businesses, and secondhand thrift stores. The diversity of operations was due in part to the economic limitations of the surrounding community; 'merchants had a difficult time surviving solely from retail sales. Many stores on the street were a mixture of wholesale and retail, and others provided a range of services to increase their profits and consumer base.' "[44] The limited economic desirability of the neighborhood also made the area attractive to artists. Among the most famous of those who set up shop along West Washington were the designers Charles and Ray Eames, who, from 1943 to 1988, kept their studio in the former Bay Cities Garage at present-day 901 Abbot Kinney Boulevard.

By 1990, the *LA Times* described the street as having "contained an eclectic mix of artists' studios, funky boutiques, antique stores, restaurants and residences."[45] A more recent news article in the *Times* describes the street in the 1980s as being marked by an uneasy mixture of "struggling artists" and gang violence.[46] The street was renamed Abbot Kinney Boulevard in 1990, in part to reduce the confusion of the multiple streets named "Washington" in the immediate area, and because of the efforts of the Abbot Kinney Boulevard Merchants Association.[47] Most recently the street has experienced large amounts of commercial development as it has become a magnet for high-end fashion, dining, and retail, all part of a larger trend of socio-economic change in Venice that many scholars and neighborhood activists have called "gentrification."[48]

Venice of America

The subject property is legally defined as Lot 34 of Block 23 in the Venice of America tract. The tract was subdivided in 1905 by the Abbot Kinney Company (Figure 17). The irregularly shaped tract was roughly bounded on the west by the Pacific Ocean, on the east by the Los Angeles Pacific Railroad right-of-way, on the north by Westminster Avenue, and on the south by Mildred Avenue and the Los Angeles Pacific Railroad right-of-way. There were 24 blocks and approximately 617 lots, with additional lots not to be dedicated. Most lots were rectangular. Lot size varied in shape and size. The typical size lot was 30 feet wide by 95 feet deep. Arguably chief among its characteristics was the network of six canals (now filled in). The 1918 Sanborn *Insurance Maps of Santa Monica, Including Venice*, the earliest available to record the tract, illustrates sparse development throughout. Historical aerial images reveal that by 1928, the majority of the tract had been developed. By 1963 the Venice of America tract was heavily developed and by 1977 roads appear to have replaced rail lines.

[43] Sanborn (1918), sheets 89, 90; Sanborn Map Company, *Sanborn Fire Insurance Maps: Los Angeles, Venice District* (1950), sheets 89, 90; City of Los Angeles, Department of City Planning (1940).
[44] Historic Resources Group, 16.
[45] Hill-Holtzman, 1990.
[46] Martha Groves, "Abbot Kinney Boulevard's Renaissance a Mixed Blessing," *Los Angeles Times*, October 25, 2013.
[47] Hill-Holtzman, 1990.
[48] Helaine Olen, "Break on Through, Abbot Kinney: Venice, California," *The Baffler*, no. 25 (2014): 156-163.

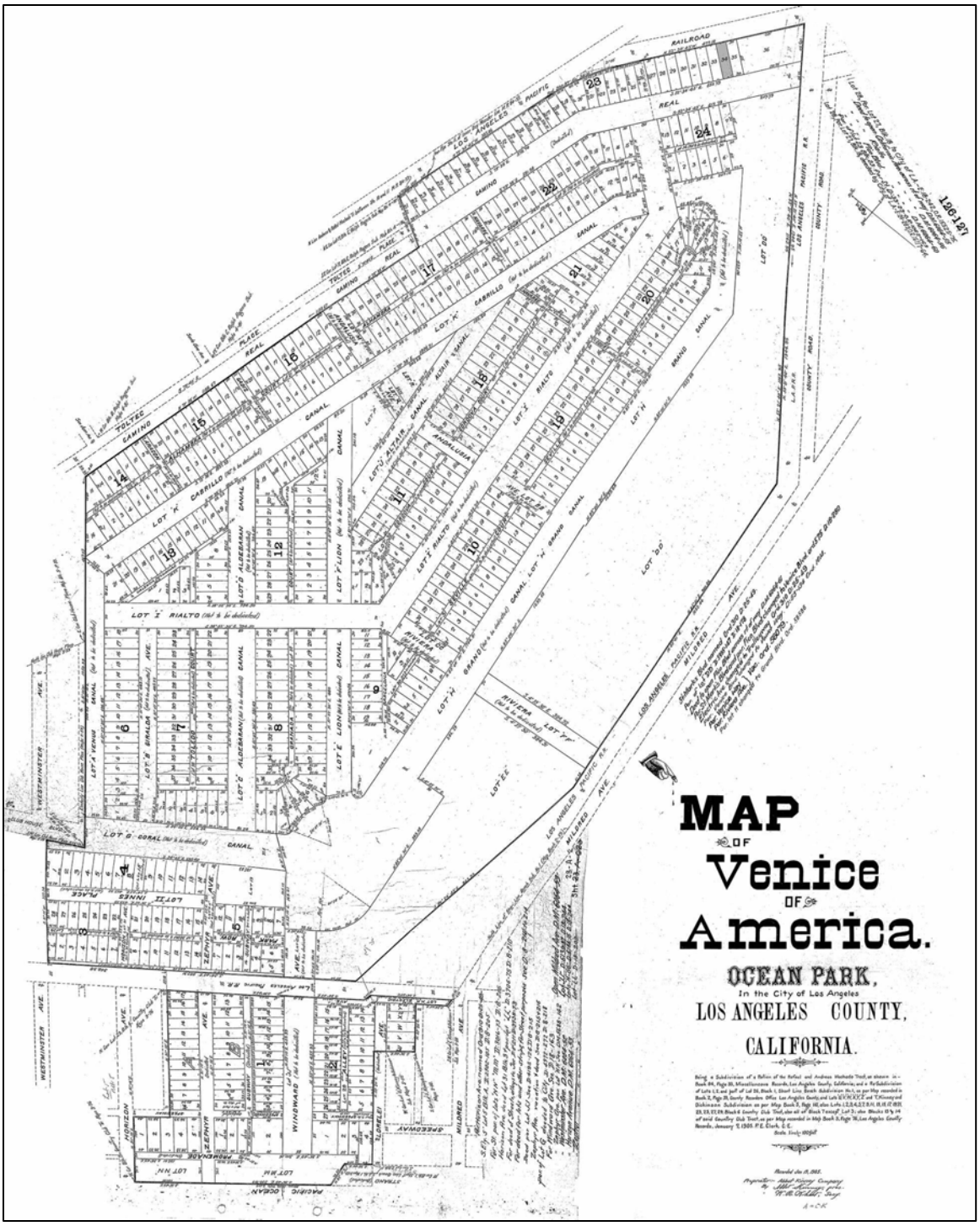

Figure 17. Venice of America tract, subdivided 1905. Subject property (Lot 34, Block 23) at upper right shaded in gray (County of Los Angeles, Department of Public Works).

Venice Short Line

Because in 2015 SurveyLA identified the rear building on the subject property as a streetcar ticket booth, a historical overview of the Venice Short Line is presented here.[49] This material is excerpted from the website of the Electric Railway Historical Association of Southern California.[50]

> ROUTE: From Hill Street Station via Hill Street, 16th Street (Venice Boulevard) and private way to Vineyard (5.48 Miles); thence on private way to Culver Junction (9.19 miles), Palms (9.99 miles), Venice City Hall (13.76), Windward Avenue (Venice) (14.75 miles), Pier Avenue Ocean Park (15.60 miles), to Santa Monica Boulevard. & Broadway, Santa Monica (16.96 miles). From Vineyard to Santa Monica the only stretches of street running were on Pacific Avenue, Venice, from Venice Boulevard to Windward Avenue, and on Ocean Avenue, Santa Monica, from Pico Boulevard to the terminus at Broadway. The VSL was double tracked throughout, plus two very short passing sidings in Los Angeles on Venice Boulevard. at Berendo Street and at Second Avenue.
>
> HISTORY: That portion of this line from Hill & 4th Street to Vineyard was constructed in 1897 by Pasadena & Pacific Railway Company, a predecessor of Los Angeles Pacific. It was then known as the W. 16th Street Division and extended through from Vineyard to Beverly Hills. In 1902 LAP built the Palms Division from Vineyard to Ocean Park; this line was practically level, had few curves and traversed a much more direct route to the west beaches than did the line through Beverly Hills. In 1903, a connection was built between Venice City Hall and the Lagoon Line and the development of Venice a year later found LAP ready with fast, direct car service to the new resort. In 1908, this line was standard gauged, and LAP's biggest interurban cars commenced operating over it in trains which sometimes reached five cars in length. This line immediately became the heaviest travelled beach line out of Los Angeles and retained that distinction for many years. In 1911, PE took over this line.
>
> Under the Pacific Electric flag, the Venice Short Line continued to be a spectacular performer in hauling crowds to the shore. However, dense traffic encountered in Los Angeles and the rise of competing bus lines gradually caused patronage to drop. The oft proposed Vineyard Subway would probably save this line; without it, the eventual conversion to busses was inevitable. The VSL was the "big" line of the Western District. It was the shortest, most direct rail route to the western beaches and traffic hauled on good beach days reached the highest points recorded on the entire PE system. Had the Vineyard Subway been built, and had this line been four-tracked (as was intended), the Venice Short Line undoubtedly would have become the trunk line of a comprehensive rapid transit system for western Los Angeles. Final abandonment of rail service occurred on September 1, 1950 when busses were substituted; rails were removed with the exception of a short piece of the inbound main adjacent to the Culver City Station.
>
> ABANDONMENT: By 1948, years of deferred maintenance caught up with the VSL. It was then estimated that in order to continue any type of rail service, an immediate expenditure of $615,960 would be required to put track in acceptable condition. If PCC cars were to be placed in operation on the VSL, a further expenditure over a five-year period of $694,110 would be necessary, due to this type of car's being unable to operate to

[49] Historic Resources Group, *Venice Report: Individual Resources.* (Prepared for SurveyLA, City of Los Angeles, Department of City Planning, Office of Historic Resources, April 2015), 263-265.

[50] "Venice Short Line." http://www.erha.org/pewvs.htm. Accessed July 11, 2018.

best advantage over any but a rigid, well maintained roadbed. Further, to equip this line with PCC cars, a total of 39 units would have been necessary; at $40,000 per car, the total expenditure for new equipment would have been about $1,560,000. Thus, a total of about $2,870,000 would have been required plus $10,000 more for crossing signal coordination and an undetermined amount to rehabilitate the well run down Ocean Park Carhouse.

VII. ARCHITECTURAL TYPE

Craftsman, 1905–1930

The following presents a historical overview of Craftsman architecture in Los Angeles; this material is excerpted from the *Los Angeles Citywide Historic Context Statement: Architecture and engineering: Arts and Crafts Movement, 1895–1930*, completed by GPA Consulting on behalf of OHR for SurveyLA in 2016.

> Craftsman architecture reflected the Arts and Crafts movement's conscious search for the supposed simplicity of a pre-industrial time when objects revealed the skill and craftsmanship of the laborer and, further, a rejection of the highly ornamented Victorian aesthetic. The Craftsman style applied to more than the building envelope; architects designed everything in harmony, from the furniture and fixtures to the landscape. The "ultimate bungalows" of the Craftsman style were usually two stories in height and custom designed by architects working closely with local artisans.[51] Later, the aesthetics of the Craftsman style would be adapted to single-story, mass-produced bungalows grouped in neighborhoods for the middle class.
>
> The style is most closely associated with the work of brothers Charles and Henry Greene of Pasadena. Both followed developments within the British Arts and Crafts movement as well as American publications featuring Craftsman work. The Gamble House in Pasadena (1908) is one of the most venerated examples of Craftsman architecture, incorporating influences from all cultures and historical periods celebrated by the Arts and Crafts movement. The work of Greene and Greene and contemporary architects in the region demonstrates how the Craftsman style came to fruition in Southern California. Many accomplished local architects, such as Sumner Hunt, Frank and Arthur S. Heineman, contributed to the development of the style in Los Angeles. The Craftsman style is characterized by a degree of eclecticism because of the numerous influences on the architects of the movement including Swiss, Japanese, and English architecture.
>
> The body of work by Greene and Greene represents the variations found within the style, though most remaining examples are located in the city of Pasadena. Greene and Greene designed very few houses in Los Angeles. The only remaining example of their work is the Lucy Wheeler House. Constructed in 1905, it is one of the earliest examples of Craftsman architecture in Los Angeles and is located in the Harvard Heights Historic Preservation Overlay Zone. It was a precursor of the two-story Craftsman house, sometimes referred to as an "ultimate bungalow." Initially a tongue-in-cheek term that called attention to the quality and expense of construction, the ultimate bungalow is generally considered a high-style variation of the Craftsman aesthetic. As opposed to smaller developer-built or

[51] Although the term "ultimate bungalow" is used in the scholarly and popular literature of the Arts and Crafts movement to describe large, often custom-designed style houses, SurveyLA uses the term "bungalow" to refer to one to one-and a half-story Craftsman dwellings.

prefabricated bungalows, two-story Craftsman houses were often commissioned for wealthy residents and designed specifically with the homeowner's needs and the physical site in mind. They generally feature a low-pitched, gabled roof, oversized eaves with massive exposed rafter tails, and windows placed in groups or bands, not singly, as is common with simpler bungalows. A high-style Craftsman house is distinguished by the quality of the materials and complexity of design and may feature custom-designed, elaborate woodwork, stained glass, and other fixtures.

The influence of Japanese architecture in the work of Greene and Greene was profound, but understated compared with other designers. The house at 5357 Victoria Avenue in the Park Mesa Heights neighborhood is a case in point. Constructed in 1912, the primary elevation of this two-story house is distinguished by two massive stone piers that support the roof of the front entry porch. The roof is pagoda-like with its many gables that peak at the apex and flare at the ends. This not so subtle reference to Japanese architecture can be found in Craftsman houses, both large and small, throughout Los Angeles.

Craftsman style buildings may also exhibit Swiss chalet design references. Landscape architect Andrew Jackson Downing introduced the Swiss chalet to American architecture. In his 1850 book *The Architecture of Country Houses* Downing discussed the merits of the style for hillside properties. William S. B. Dana rejuvenated Downing's ideas and expressed other contemporary concepts. In Dana's 1913 *The Swiss Chalet Book*, he noted the chalet should "rest on a stone foundation" and "all or part of the main story wall may be constructed of masonry." He also mentioned the wood walls (inside and out) should be treated but not painted, and the eaves should be broad as though protecting the "almost human face of the wall below." Dana, like Downing, stressed that the building should harmonize with the landscape and have a rustic feel.[52] Fundamentally an architecture of stained wood, the Swiss chalet was well suited to the goals of the Arts and Crafts movement. However, chalet style influences rarely found their way into the Craftsman style houses of Los Angeles. Although Downing thought the style was fitting for hillside locations, in Los Angeles most examples are found in neighborhoods with flat topography like West Adams. Craftsman houses influenced by chalet architecture are a single, rectangular volume covered by a front-facing gabled roof. The street-facing elevation is often symmetrically arranged, and usually features a second story balcony defined by flat balusters with decorative cutouts. Brackets and bargeboards are typically more decorative than those found in other variations of Craftsman architecture.[53]

The Craftsman bungalow dates from the early 1900s through the 1920s. The bungalow's simplicity of form, informal character, direct response to site, and extensive use of natural materials—particularly wood—was a regional interpretation of the socio-economic and aesthetic reforms espoused by the Arts and Crafts movement's founder, William Morris. Craftsman bungalows generally have rectangular or complex plans, and are one to one-and-a-half stories tall. They have wood clapboard or shingle exteriors and are defined by their horizontality with broad front porches, often composed with stone, clinker brick, or stuccoed porch piers. Other character-defining features include low-pitched front-facing gabled roofs, and overhanging eaves with exposed rafter tails.

The Craftsman airplane bungalow sub-type dates from the early 1900s and reached a peak of popularity in the late 1910s. The Craftsman airplane bungalow is similar to the

[52] William S.B. Danna, *The Swiss Chalet Book* (New York: The William T. Comstock Company, 1913).

[53] Bricker et al., *Multiple Property Documentation Form, the Residential Architecture of the Arts and Crafts Period in Pasadena, 1895-1918.* National Register of Historic Places Form, 1998, F29.

Craftsman bungalow in plan and is characterized by a "pop up" second floor or half floor, usually one or two rooms in size that "floats" over the larger first story. Rooflines on both the first and second floors have low-pitched gabled roofs, oversized eaves with exposed rafter tails, and bands of windows. The influence of Japanese architecture is quite common in airplane bungalows, achieving an Asian-inspired aesthetic by simplifying the post and beam gable support to a Shinto torii (gate) form and converting the chalet overhang into a pagoda roofline with wide curving bargeboard.[54]

Multi-family residences were sometimes constructed in the Craftsman style, the most common of which was the fourplex. There are many examples found in the neighborhoods around Downtown Los Angeles and their features have much in common with the chalet sub-type. The apartment building at 1401 Carroll Avenue in the Angelino Heights Historic Preservation Overlay Zone is a typical Craftsman fourplex. Two stories in height, the rectangular volume is covered by a front-facing gabled roof with broad overhanging eaves. The street-facing elevation is symmetrically arranged with two battered stone piers flanking a front entry porch and balcony.

Designers and builders in Southern California created a local body of work whose elements became hallmarks nationwide of the Craftsman style. Architecture and building firms that worked extensively in Los Angeles included Hudson and Munsell, Meyer and Holler, Heineman and Heineman, Hunt and Eager, Train and Williams, Frank Tyler, and the Tifal Brothers.

Sumner Hunt (1865-1938) came to California in 1889 after being trained as an architect in New York. He opened his own practice in 1893, and at various points in his career worked in partnership with three other architects: Theodore Eisen, A.W. Eager, and Silas Burns. Hunt was extremely active in the architectural community and belonged to several professional organizations, serving as the president of the Southern California Chapter of the American Institute of Architects. He was responsible for the design of many residences and a variety of institutional buildings including museums, social clubs, and schools. Hunt's work—representing several architectural styles including Mission Revival, Shingle Style, Tudor Revival, and Craftsman—was viewed as quite modern in comparison to the late Victorian styles of the turn of the century.

Shortly after opening his office, Hunt was selected by Charles Fletcher Lummis to take charge of the restoration of several California missions. The work was conducted under the auspices of the Landmarks Club, which was founded by Lummis, Hunt, and others. During this period, Hunt and Lummis collaborated on a series of articles in praise of adobe construction and the Mission Revival style. For Lummis' collection of Native American artifacts, Hunt designed the Southwest Museum. The property is listed as a landmark under national, state, and local designation programs.

Although Hunt was instrumental in popularizing the Mission Revival style, it reflected his broader interest in creating an architecture that harmonized with the climate and landscape of Southern California. His contribution to the Craftsman idiom is less well known because many major examples of his work have been demolished. The Arthur Bent House in the Highland Park-Garvanza Historic Preservation Overlay Zone not only represents a now rare example of Hunt's residential work, but also reflects the eclecticism that can be found in many Craftsman houses. Designed in 1904 with A.W. Eager, the Bent House is two

[54] Merry Ovnick, *Los Angeles: End of the Rainbow* (Los Angeles: Balcony Press, 1994), 149.

stories in height with stone on the first story and stucco with half-timbering on the second story. Many Craftsman style houses feature half-timbering on the second story or in gable ends, a reference to the Tudor Revival style.

The Craftsman-Tudor Revival hybrid was perfected by another local architect, Frank Tyler (1976-1961). Born in Kansas, he moved to Los Angeles with his family when still a boy. His father, Marcus Tyler, was a builder, and no doubt assisted his son in launching his career as an architect. His educational background is unknown. Although Tyler designed many Shingle style and Craftsman houses for the upper crust, his real impact as a designer was in the middle-class neighborhoods of the West Adams area where he lived. The house at 2892 W. 15th Street is one of many by Tyler in the Harvard Heights Historic Preservation Overlay Zone, most of which blend the Craftsman and Tudor Revival styles.

These hybrids typically have a vertical orientation, a gabled roof with a moderate pitch, and half-timbering in the gable ends—hallmarks of the Tudor Revival. However, they are almost always sheathed in shingle or clapboard and feature spacious front porches, elements of the Craftsman style. Yet another example is the house at 2857 S. Van Buren Place, which is a contributor to the Van Buren Place National Register Historic District and is Los Angeles Historic-Cultural Monument No. 678. Tyler was responsible for hundreds of such houses in neighborhoods developed between 1905 and 1910.

Brothers Arthur S. and Alfred Heineman (1878–1972 and 1882–1974) had no formal training in architecture, which at the time was fairly common. They began as speculators in the real estate and land business before becoming architects. Eventually, Arthur was formally certified as an architect, and Alfred was the firm's "associate," but both were involved in various stages of planning and design. The Gless House in the Windsor Square Historic Preservation Overlay Zone is one of their most important works outside Pasadena. The 1913 house has half-timbering on the exterior, linking it to the Tudor Revival. Art glass in the interior was designed by Alfred Heineman and created by the Judson Studios. Characteristic of many of their works are downward-curved gables, suggestive of thatched Cotswold cottages. In addition to creating commissioned work for wealthy clients, the brothers' early designs appeared in bungalow books. The designs in such books, however, were seldom credited to them. Other examples of their work in Los Angeles include houses for Mary E. Smith (1909) at 1186 W. 27th Street, Lucien and Blanche Gray (1909) at 2525 4th Avenue, and Dr. Smith (1911, West Adams Terrace Historic Preservation Overlay Zone) at 2523 4th Avenue.

The Craftsman style is primarily represented in residential architecture; however, rare examples of institutional architecture are extant in Los Angeles. Several local examples of Craftsman style institutional buildings are women's clubs, including the 1917 Van Nuys Woman's Club and the Eagle Rock Women's Twentieth Century Club. The Eagle Rock Women's Twentieth Century, located on the corner of Hermosa Avenue and Colorado Boulevard in the heart of Eagle Rock's commercial district, is cross-gabled with a hip-on-gable roofline and features an outdoor patio area shaded by trellises, drawing the outside into the interior of the building.

By World War I, the Craftsman style declined in popularity and was outpaced by Period Revival styles. Part of this may be attributed to a change in tastes; heavy, dark wood interiors, and paneling so commonly associated with the Craftsman aesthetic was deemed gloomy and dismal. The Craftsman bungalow continued to be built through the 1920s, but

was often painted lighter colors and stripped of its dark wood interior in favor of plaster walls.

VIII. SITE HISTORY

As recorded by the Los Angeles County Assessor, Walter H. Earle acquired Lot 34, Block 23, in either 1914 or 1917 (illegible notation in Assessor's map books). Original building permits were issued before Venice was annexed by the City of Los Angeles in 1925 and are not on file with the City of Los Angeles, Department of Building and Safety. The Assessor's records indicate the subject property was first recorded with an improvement, valued at $250 in 1918. That same year the Sanborn *Fire Insurance Maps of Santa Monica, Including Venice* recorded a modest one-story dwelling with a small, covered porch in the southwest corner (Figure 18). This footprint and size resembles the present-day rear building at the subject property.

Research to date revealed little on the life history of Walter H. Earle. He may have been in real estate, as one mention of a real estate transfer was documented in the *Los Angeles Times* from himself and Adeline P. Earle to another party and one was reported in the *Riverside Daily Press* from Earle to another party.[55]

In 1920 Mr. Earle sold the property to Lewis M. Winters. Sometime between 1920 and 1933, Mr. Winters sold the property to Annette M. Jenkins. Research to date has revealed neither biographical information about these early owners or indication any of the three resided at the subject property. In 1932 Ms. Jenkins sold the property to Libby and J. Hummel. In 1933 title transferred to the Marine Bank of Santa Monica and in 1935 Johannes and Harmke Hummel obtained the title.

Johannes Hummel (1891–1987) and Libby Hummel (1885–1984) were siblings and Dutch immigrants. In 1912 Johannes married Harmke Bot and the following year the couple came to the U.S. Johannes and Harmke Hummel appear to have first settled in Idaho, where they had sons Jenne and Dick, before coming to Los Angeles sometime after 1920. As of 1927 the *Santa Monica City Directory* listed the Hummels residing at the property. The 1930 U.S. Federal Census listed the Hummel family (minus son Jenne who died in 1929) residing at the property as the owners although the Assessor's records indicate that they did not purchase the property until 1932. Mr. Hummel identified himself as a plaster contractor working on his own account. On November 15, 1934 Mr. Hummel became a naturalized citizen. The 1940 U.S. Federal Census recorded that the couple resided at the property. Mr. Hummel identified himself as a building contractor employing others.[56]

On November 20, 1934 the City of Los Angeles issued a building permit to Mr. Hummel to move the existing dwelling to the rear of the lot, making space to build a store at the front of the lot.[57] The existing dwelling was recorded as measuring 32 by 24 feet, with a maximum height of 16 feet. The total estimated cost was $70. On January 4, 1935 Mr. Hummel received a permit to construct a one-story, two-room store, and private garage.[58] The building was to measure of 50 × 25 feet, with a maximum height of 16 feet. The exterior walls were to be clad in stucco. The roof material was not specified. Total cost was to be $1,000. While no architect was listed, Mr. Hummel was listed as the contractor. On February 20, 1935 Mr. Hummel received another permit, to add a second story on to the commercial building.[59] The second floor was to

[55] "Real Estate Transfers," *Los Angeles Times*, May 20, 1904, p. 18; and "Transfers During Week," *Riverside Daily Press*, May 31, 1919, No. 130, Part2, p. 1.

[56] Ancestry.com

[57] LADBS, Permit No. 15876, November 20, 1934.

[58] LADBS, Permit No. 222, January 4, 1935.

[59] LADBS, Permit No. 2746, February 20, 1935.

contain two dwelling units with a total of 10 rooms. It was to measure 23 by 53 feet and cost $2,000. Mr. Hummel was again listed as the contractor.

In 1936 two permits were issued. The first permit, issued to Mr. Hummel on April 20, was for tile setting. Neither the building nor the cost was specified.[60] Mr. Hummel acted as the contractor. The second permit was issued on May 27 to the Louis Barber Shop to install an awning, with rope pull, to cost $17.[61] Owens Awning Shop was listed as the contractor.

On April 8, 1958 Mr. Hummel sold the property to Karel and Petronella Opsteegh.

Very little information could be obtained for the Opsteeghs, who were natives of the Netherlands. Karel Opsteegh (1913–1997) married Petronella (née Kuiter) on July 13, 1939 in Dodreght, Holland. The couple immigrated to the U.S. in 1953. Mr. Opsteegh became a naturalized citizen in 1964 while a resident at the subject property.[62] On his petition for naturalization, his occupation is listed as thread roller for aircraft fasteners.

On July 22, 1965 the Opsteeghs sold the property to Clarence and Mandy Coburn. Three years later on July 18, 1968 the Coburns sold the property to George and Anne Smith.

On July 23, 1968, Mr. Smith received two permits for unspecified work to comply with Venice Rehabilitation File No. X15996 and X25996.[63] Mr. Smith was listed as the contractor for both permits. The estimated valuation for the former was $175, and $600 for the latter.

During the 1980s and 1990s the property changed hands numerous times. On May 16, 1985 the Smiths sold the property to Mark and Alexandra Garrett. On January 20, 1987 the Garretts sold the property to James P. Argyropoulos. He in turn sold it on August 17, 1988 to West Washington Properties. On March 25, 1993 West Washington sold the property to Mildred P. Gates.

On April 9, 2007 the property transferred to Robert P. Gates. Mr. Gates sold the property the next year on November 26, 2008 to Jay R. Goodfader.

On September 6, 2017 Mr. Goodfader received a permit to install a new wall sign on the primary (south) façade of the front building.[64] It was to measure 5 by 4 feet. The sign was to cost $2,000. TDI Signs was the listed contractor.

On September 15, 2017 Mr. Goodfader received a second permit to install a live wall-mounted landscape to the primary (south) façade of the front building.[65] Timothy Pleger was listed as the architect. It was to cost $50,000.

On April 26, 2018 Mr. Goodfader received a permit for interior and exterior renovations to the rear building.[66] Included in the scope of work was remodeling an existing bathroom to install a new shower, to add a kitchen sink and cabinets, and to replace windows with same size and location. West Coast Designs and Renovations was listed as the contractor. Total cost was to be $12,000.

[60] LADBS, Permit No. 9360, April 20, 1936.
[61] LADBS, Permit No. 12846, May 27, 1936.
[62] Ancestry.com
[63] LADBS, Permit No. 73452W and 73453W, July 23, 1968.
[64] LADBS, Permit No. 17048-30000-01805. September 6, 2017.
[65] LADBS, Permit No. 17016-10000-17736, September 15, 2017.
[66] LADBS, Permit No. 17016-30000-30219, April 26, 2018.

The subject property has received several alterations since construction of the rear building in 1918 and the construction of the front building in 1935.

Rear Building: Known alterations to the rear building include relocating it to the rear of the property (1935), installation of two non-original glass doors on the porch (date unknown), installation of the concrete front porch and steps (date unknown), filling in of a window on the south façade (post-1989), the filling in of an opening on the east (rear) façade (date unknown), and the installation of a replacement window on the east (rear) façade (2018).

Front Building: Known alterations to the front building include the possible enclosure of the southwest corner (date unknown); the installation of replacement windows on all four façades (dates unknown); installation of bump-out, French doors, and roof on east (rear) façade (date unknown); installation of replacement store front (date unknown); the installation of a live wall and sign on the west (primary) façade (2017).

The 1918, 1950, and 1970 fire insurance maps provide a visual record of the property (Figures 18–20). The latter two show both the front and rear building on the subject property. A historical photo from 1989 provides a visual record of the rear building (Figure 21). Details on construction and alterations are provided in Table 2, which lists all available building permits. Key building permits are provided in Appendix C.

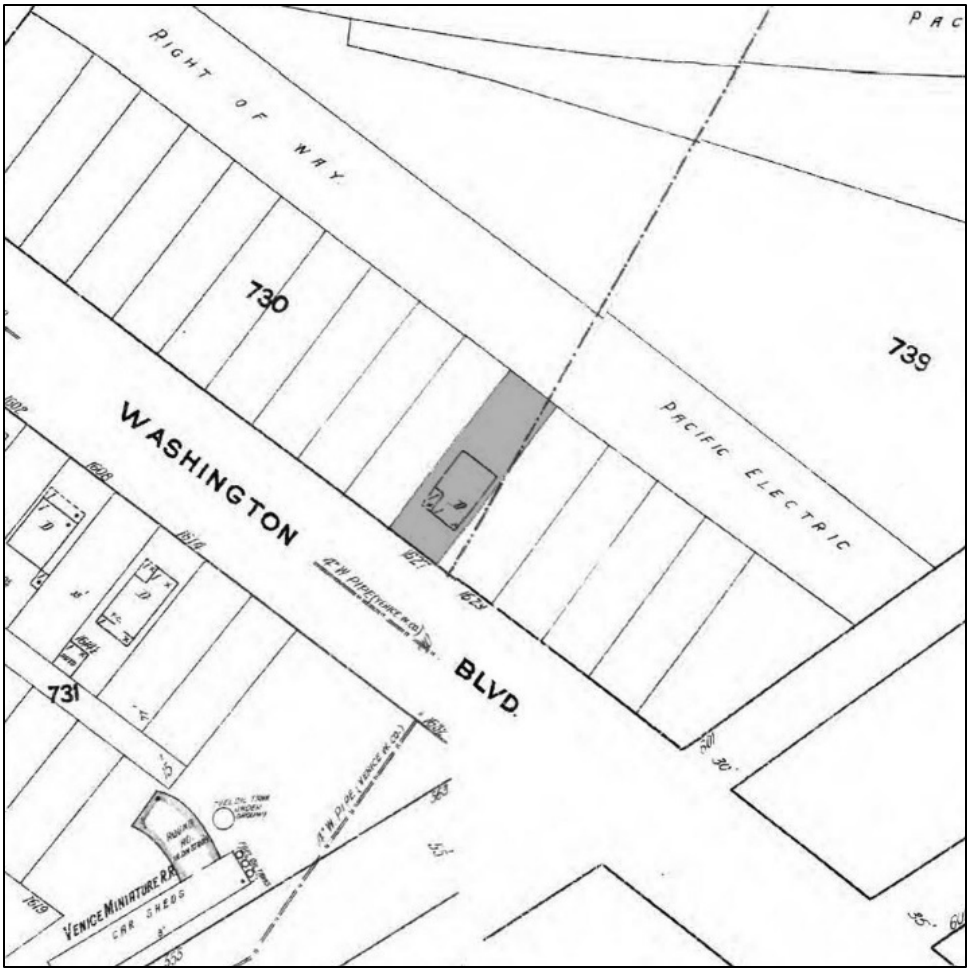

Figure 18. 1639–1641 Abbot Kinney Boulevard (previously known as Washington Boulevard), as depicted in the 1918 Sanborn *Fire Insurance Maps of Santa Monica, Including Venice.* Subject property shaded in gray (Sanborn Fire Insurance Map Company 1918; sheets 84, 89, and 90).

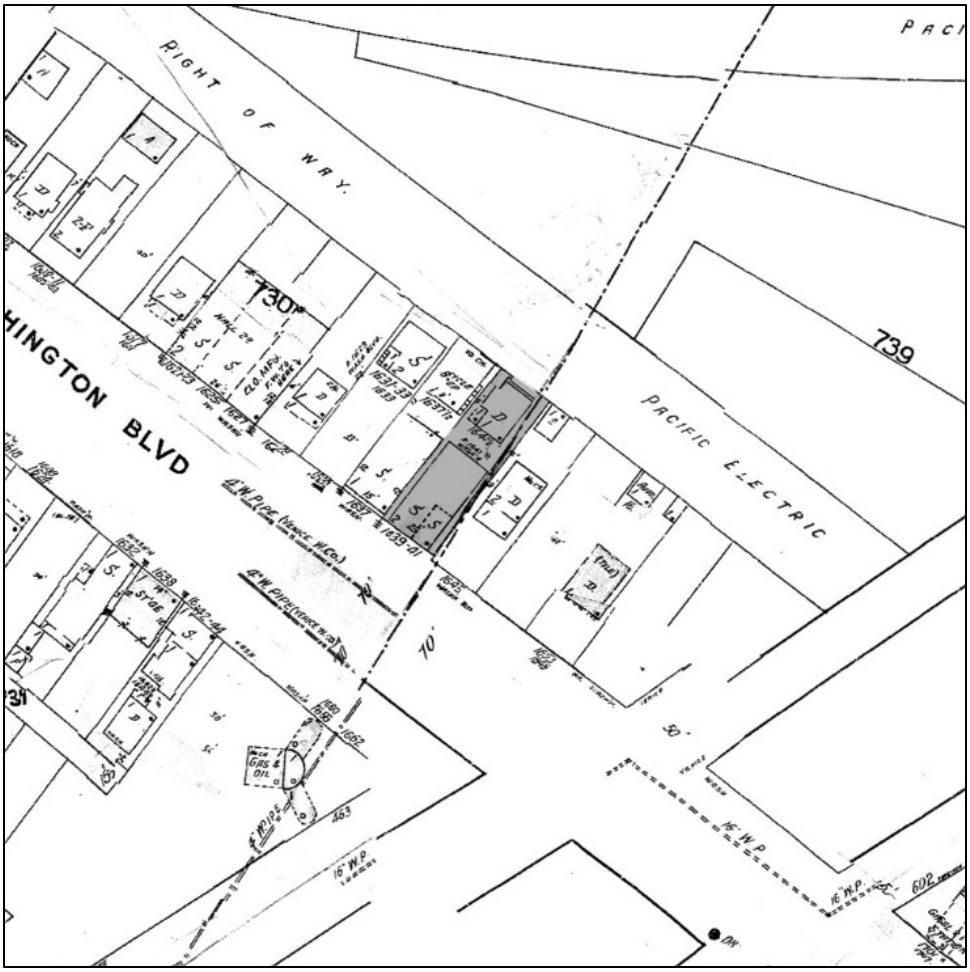

Figure 19. 1639–1641 Abbot Kinney Boulevard (previously known as Washington Boulevard), as depicted in the 1950 Sanborn *Fire Insurance Maps of Los Angeles, Venice District.* Subject property is shaded in gray (Sanborn Fire Insurance Map Company 1950; sheets 84, 89, and 90).

Figure 20. 1639–1641 Abbot Kinney Boulevard (previously known as Washington Boulevard), as depicted in the 1970 Sanborn *Fire Insurance Maps of Los Angeles, Venice District*. Subject property is shaded in gray (Sanborn Fire Insurance Map Company 1970; sheets 84, 89, and 90).

Figure 21. Rear building at subject property, view north (Courtesy of Ray Long, 1989).

Table 2. Building Permits on File with City of Los Angeles, Department of Building and Safety.

Date	Permit Number	Owner	Architect	Contractor	Cost	Description
November 20, 1934	15876	J. Hummel	N/A	J. Hummel	$70	**Alteration:** Move existing house to rear of lot in order to make space for commercial structure at front of lot.
January 4, 1935	222	J. Hummel	N/A	J. Hummel	$1,000	**Construction:** Construction of a one-story, two-room store, and private garage, 50 x 25 ft., maximum height of 16 ft. Stucco exterior walls.
February 20, 1935	2746	Joe Hummel	N/A	Joe Hummel	$2000	**Construction:** Addition of second story (23 x 53 ft.) for two residential units with a combined total of 10 rooms.
April 20, 1936	9360	Joe Hummel	N/A	Joe Hummel	Unspecified	**Alteration:** Tile setting.
May 27, 1936	12846	Louis Barber Shop	N/A	Owens Awning Shop	$17	**Alteration:** Installation of one awning with rope pull.
July 23, 1968	73452W	George Smith	N/A	George Smith	$175	**Alteration:** Compliance with the Venice Rehabilitation, File No. X15996.
July 23, 1968	73453W	George Smith	N/A	George Smith	$600	**Alteration:** Compliance with the Venice Rehabilitation, File No. X25996.
September 15, 2017	17016-10000-17736	Jay R. Goodfader Trust	Timothy Pleger	Owner	$50,000	**Alteration:** Repaint exterior; add live wall-mounted landscape to primary (south) wall of front building; new interior finishes.
September 9, 2017	17048-30000-01805	Jay R. Goodfader Trust	N/A	TDI Signs	$2,000	**Alteration:** Install one new wall sign to primary (south) façade of front building, 5 x 4 feet.
April 26, 2018	17016-30000-30219	Jay R. Goodfader Trust	N/A	West Coast Designs and Renovations	$12,000	**Alteration:** In rear building remodel bathroom to include a shower; addition of a kitchen sink and cabinets; same size and location window replacement.

Research Results

As discussed in section II. Current Historic Status, in 2015 the *Venice Report: Individual Resources*, prepared by Historic Resources Group for SurveyLA, identified the rear building at the subject property as a "remaining example of a streetcar ticket building … for the Venice Short Line, that ran along Electric Avenue." The finding goes on to say the building's Asian/Oriental motif is similar to the main train station, called the *Tokio* stop, which was located next to City Hall on Venice Boulevard." While the building does resemble the streetcar stop, research to date suggests that it may have been architecturally inspired by the *Tokio* but never functioned as a streetcar ticket station.

As discussed in section VIII. Site History, while original building permits are not available for the subject property, other records provide details of its construction and earliest use. As recorded by the Los Angeles County Assessor, Walter H. Earle acquired Lot 34, Block 23, in either 1914 or 1917 (illegible notation in Assessor's map books) and the subject property was first recorded with an improvement, valued at $250 in 1918. That same year the Sanborn *Fire Insurance Maps of Santa Monica, Including Venice* recorded a modest one-story dwelling at the front of the property with a footprint and porch matching the extant rear building. The 1950 and 1970 Sanborn maps also recorded the rear building as a dwelling. In 1927, the earliest available directory to include the property, the Hummels are listed as occupants. Mr. Hummel acquired the property in 1932 and is known to have resided there through the 1950s. Research to date has revealed no information to suggest that the property ever functioned as a ticket station. Further, research has not revealed evidence that any building or building element had been moved to or from the subject property.

IX. EVALUATION

SurveyLA

SWCA utilized the methodology and framework employed by OHR for the citywide historical resources survey, SurveyLA. In addition to a consideration of all applicable criteria, two relevant Context/Theme/Property Type frameworks and their associated eligibility standards and integrity thresholds were identified and applied to this evaluation.

1. **Context: Pre-Consolidation Communities of Los Angeles, 1862–1932, Theme: Venice, 1901–1925; Sub-Theme: Life in Independent Venice; Property Type: Residential Single-Family.**

   Under this context, a property meeting the eligibility standards and retaining integrity is eligible under Criteria A/1 and B/2 in the areas of significance of Settlement, Social History, Community Planning and Development.

   Period of Significance: 1901–1925

   Period of Significance Justification: The community that became Venice received its first interurban stop in 1901. Venice consolidated with Los Angeles in 1925.

   Eligibility Standards: Represents a resource dating from the pre-consolidation period of Venice. Is associated with the formation, settlement, and/or development of Venice. May be related to Abbot Kinney (Criterion B/2/2) and Venice of America.

   Character-Defining/Associate Features: Retains most of the essential physical features from the period of significance. Related to the life of pre-consolidation Venice by showing how residents lived, worked, shopped, and socialized. May be associated with amusement architecture in general and Abbot Kinney and Venice of America in particular. May be associated with individuals/groups important in Venice's early ethnic/cultural history. For historic districts:

   - Conveys a strong visual sense of overall historic environment from the period of significance.
   - Typically associated with streetcar residential or commercial development and may also be significant within these themes.
   - Must retain the majority of the original planning features and design concepts, particularly in the "walk streets" of residential neighborhoods.

   Integrity Considerations: Should retain integrity of Design, Location, Feeling, and Association from the period of significance. Should maintain original location; for local HCM eligibility, may have been relocated within Sawtelle for preservation purposes. Setting may have changed (surrounding buildings and land uses). Some original materials may have been altered, removed, or replaced. Original use may have changed. Because resources from this time are now rare, a greater degree of alterations or fewer extant features may be acceptable, particularly under local HCM criteria. For Historic Districts:

   - District as a whole should retain integrity of Location, Setting, Design, Feeling, and Association from the period of significance.
   - May include some infill of resources constructed outside the period of significance.

Evaluation: The rear building at the subject property is individually eligible for listing in the NRHP, the CRHR, and for designation as a Los Angeles HCM under Criteria A/1/1. The rear building on the subject property was constructed in 1918, within the 1901–1925 period of significance for pre-consolidation Venice. Although it is not among the earliest constructed within the tract, which was subdivided in 1905, or within Venice as a whole, it is one of the few extant dwellings with a high degree of integrity remaining on Abbot Kinney Boulevard. The property conveys a strong visual sense of the overall historic environment of this street from this period, and therefore embodies an association with the formation, settlement, and/or development of Venice. The building at the front of the subject property was constructed in 1935, outside of the period of significance for pre-consolidation Venice. Therefore, the subject property is individually eligible under Criteria A/1/1 for listing in the NRHP, the CRHR, and for designation as a Los Angeles HCM.

2. **Context: Architecture and Engineering, 1850–1980; Theme: Arts and Crafts Movement, 1895–1930; Sub-Theme: Craftsman, 1905–1930; Property Type: Residential; Property Sub-Type: Single-Family Residence.**

   Under this context a property meeting the eligibility standards and retaining integrity is eligible under Criteria C/3/3 in the area of significance of Architecture.

   Period of Significance: 1905–1930

   Period of Significance Justification: While Craftsman style features began to creep into the architectural vocabulary as early as 1895, the true expressions of the style were not constructed until 1905. Thus, the period of significance begins in 1905 with the earliest extant examples of the style in its true form. While larger Craftsman style houses were generally not constructed after 1915, the style continued to be used in the design of bungalows through the 1920s.

   Eligibility Standards: Exemplifies the tenets of Arts and Crafts movement and the Craftsman style. Was constructed during the period of significance. Exhibits quality craftsmanship.

   Character-Defining/Associate Features: Retains most of the essential character-defining features of the style. One or two stories in height. Building forms that respond to the site. Shingled exteriors, occasionally clapboard or stucco. Low-pitched gabled roofs. Broad, overhanging eaves with exposed structural members such as rafter tails, knee braces, and king posts. Broad front entry porches of half or full-width, with square or battered columns, sometimes second-story sleeping porches. Extensive use of natural materials for columns, chimneys, retaining walls, and landscape features. Casement windows situated in groups. Represents an early or rare example of the style in the community in which it is located.

   If Airplane, then has a “pop up” second story with one or two rooms.

   If Japanese-influenced, then may have multi-gabled roofs or gables that peak at the apex and flare at the ends

   If Chalet-influenced, then may have single, rectangular building forms, front-facing gabled roofs, second story balconies, flat balusters with decorative cutouts or decorative brackets and bargeboards.

   Integrity Considerations: Should retain integrity of Design, Workmanship, Feeling, Setting, and Materials from the period of significance. Craftsman style buildings that have been stuccoed are excluded from individual listing under C/3/3, if they were originally shingled or clapboarded. The most common alteration is the replacement of windows and the enclosure of porches. Some window

replacement may be acceptable if the openings have not been resized, particularly windows associated with kitchens and bathrooms on rear and side elevations. The enclosure of porches is an acceptable alteration so long as the features such as piers and posts have not been removed. Brick or stonework may have been painted; acceptable as it is reversible. Building may have been moved for preservation purposes. Original use may have changed.

Evaluation: The rear building at the subject property is individually eligible for listing in the NRHP, the CRHR, and for designation as a Los Angeles HCM under Criteria C/3/3 as an example of a Craftsman single-family residence. The rear building retains the primary character-defining features of the Japanese-influenced Craftsman style: a low-pitched, gable roof that peaks at the apex and flares at the ends Like all Craftsman, the eaves are broad and overhang with exposed rafters. While the dwelling does not otherwise exhibit the array of Craftsman character-defining features, within Venice it is a rare extant example of a single-family dwelling in the Japanese-influenced, Craftsman style constructed during the period of significance. Therefore, it is individually eligible under Criterion C/3/3 for listing in the NRHP, the CRHR, and for designation as a Los Angeles HCM.

NRHP, CRHR, and HCM Eligibility

Criteria A/1/1: In 2015 SurveyLA identified the property as individually eligible for listing in the NRHP, the CRHR, and for designation as a Los Angeles HCM. Specifically, it was found eligible under Criteria A/1/1 (Event) as a former streetcar ticket booth associated with the Venice Short Line. Research to date revealed no evidence that the rear building ever functioned as a ticket booth and therefore is not eligible as such.

However, as previously discussed, the subject property and its structures do have a strong association with events or patterns that have made a significant contribution to broad patterns of national, state, or local history. The property was developed during a period of residential growth in pre-consolidation Venice, and the rear building is individually able to convey this period or pattern. The front building was constructed outside of the period of significance for pre-consolidation Venice. Therefore, the subject property is individually eligible under Criteria A/1/1 for listing in the NRHP, the CRHR, and for designation as a Los Angeles HCM.

Criteria B/2/2: As previously discussed, research to date did not reveal the subject property or its structures to have an association with the lives of significant persons in our past. None of the owners associated with the property prior to 1968 (Earle, Winters, Jenkins, the Hummels, the Opsteeghs or the Coburns) appear to have been significant in national, state, or local history. Therefore, the subject property is not individually eligible under Criteria B/2/2 for listing in the NRHP, the CRHR, or for designation as a Los Angeles HCM.

Criteria C/3/3: As previously discussed, the rear building on the subject property is a rare surviving example of the Japanese-influenced Craftsman style within Venice. The most distinctive characteristics of the rear building are the peaked roof with flaring ends and overhanging eaves with exposed rafter tails. The rear building at the subject property is individually eligible under Criteria C/3/3 for listing in the NRHP, the CRHR, and for designation as a Los Angeles HCM. The vernacular building at the front of the subject property is not eligible for listing in the NRHP. The CRHR, or for designation as a Los Angeles HCM. It exhibits only one distinctive architectural detail in the form of an Art Moderne-inspired trim around the edge of the primary (south) façade and otherwise does not embody any specific architectural style. Otherwise, it is very non-descript and heavily altered with fenestration consisting entirely of replacement windows in non-original openings and a non-original primary façade/store front.

Criteria D/4: These criteria are applied most commonly to buildings, structures, or objects that have been used as a source of archaeological data and are believed to contain more, as yet unretrieved data; the subject

property was not evaluated under these criteria because evaluation under Criteria D/4 is generally conducted by archaeologists, and this report does not include an evaluation under Criteria D/4 for this reason.

Several historic districts exist within Venice as identified by SurveyLA. The survey identified the 1600 block of Abbot Kinney Boulevard as a part of the Abbot Kinney Boulevard Commercial Planning District, although this area does not qualify as a historic district. Per SurveyLA the area "does not retain sufficient integrity or cohesion to qualify as a historic district, [although] it may warrant special consideration for local planning purposes."[67] Therefore, the subject property does not appear to be a contributor to a potential district.

X. SIGNIFICANCE EVALUATION CONCLUSION

Based on the preceding investigation and analysis, the rear building at 1639–1641 Abbot Kinney Boulevard is individually eligible for listing in the NRHP, the CRHR, and for designation as a Los Angeles HCM. Constructed in 1918 as a single-family dwelling, the rear building on the subject property is individually eligible for the NRHP, the CRHR, and for designation as a Los Angeles HCM under Criteria A/1/1 (Event) for conveying a strong visual sense of the overall historic environment of Abbot Kinney Boulevard during the period of pre-consolidation Venice. Research to date revealed no evidence that the rear building ever functioned as a ticket booth and therefore is not eligible as such. Research to date did not reveal the property to have an association with significant persons (Criteria B/2/2 - Persons). The rear building at the property is individually eligible for the NRHP, the CRHR, and for designation as a Los Angeles HCM under Criteria C/3/3 (Design/Construction) for embodying distinctive characteristics of the Japanese-influenced Craftsman style. The front building does not represent a specific architectural style or type.

The front building at 1639–1641 Abbot Kinney Boulevard is not individually eligible for listing in the NRHP, the CRHR, or for designation as a Los Angeles HCM. Although of historic age and associated with the context of commercial development, it is not eligible under any criteria due to loss of integrity.

Lastly, Criteria D/4 (information potential) is applied most commonly to buildings, structures, or objects that have been used as a source of archaeological data and are believed to contain more, as yet unretrieved data; the subject property was not evaluated under these criteria because evaluation under Criteria D/4 is generally conducted by archaeologists, and this report does not include an evaluation under Criteria D/4 for this reason.

[67] Historic Resources Group, *Venice Report: Historic Districts, Planning Districts and Multi-Property Resources*. (Prepared for SurveyLA, City of Los Angeles, Department of City Planning, Office of Historic Resources, April 2015).

PHASE II

XI. PROJECT IMPACTS ANALYSIS

Proposed Project Description

The proposed project entails three distinct components, which are described in detail below (Figures 22-23). In summary, these would be 1) to renovate the historic rear building to include elevating it in place to enable parking underneath, to add two balconies, and to remodel the interior; 2) to add exterior stairs to access the rear building; and 3) to renovate and enlarge the non-historic front building.

Rear Building:

Lifting: The proposed project would create new onsite parking by elevating the historic rear building in place. As-built architectural drawings have been drawn for the rear building and, prior to lifting, detailed photos would be taken of the exterior and interior of the building to document pre-elevation conditions (for more detail, see the recommended mitigation measures at the end of Section XI: Project Impacts Analysis).

Once this task has been completed, the one-story, approximately 720-square-foot rear building would be elevated approximately 13 feet, 5 inches with a new floor elevation of 15 feet, 9 inches. It would be supported primarily by four steel moment frames (eight columns, four beams) along with additional steel members for support / bracing as required. There would be no cladding at the ground level. The result would enable up to six parking spaces at grade and up to six parking spots on car lifts. For contextual reference, the rear building would sit in between the second and third floors of the front building.

Exterior: The proposed project would largely retain and preserve the exterior cladding. All existing windows would be replaced with new wood-framed triple-glazed windows to match existing in operation type, dimensions, and muntin patterns of each window opening. The only two exceptions are that the non-original window on the east façade would be replaced with a casement window to match existing and the north-facing door on the west façade would be replaced with a casement window to match existing. On the south and north façades, new balconies would be added on top of the new beams below. On the south façade, only a portion of the balcony would be By-Right with the remainder proposed via Entitlement Request. The existing middle window would be removed and then the opening would be expanded vertically to create a new doorway. A single wood-framed door with glass would be installed and trimmed to match existing. On the north façade, there would be another proposed balcony via Entitlement Request. This would be accessed via the new stairs and entry landing (discussed later). Both balconies would be constructed of concrete-filled metal decks supported by the moment frames referenced earlier. Railings would be of painted steel posts, flat bar or cable railings, and tube steel top rail to match those of the proposed new stairs (discussed later). On the east (rear) façade, the existing non-original door would be removed and infilled. Exterior cladding would be added to match existing. The non-original window would be removed and replaced with a wood-framed casement window to match existing elsewhere on the building. On the west (primary) façade, the non-original porch and stairs would be removed.

Interior: The proposed project would reconfigure the interior space to continue serving as a single-family dwelling.

Stairs:

The proposed project would remove and replace the existing non-original porch and stairs of the rear building. In their place would be a new switchback stair first ascending to the south a few steps to a landing and then turning 180 degrees to ascend north approximately eight steps to another landing. It would then

turn 90 degrees to ascend east approximately eight steps to a final entry landing (replacing the existing porch). The materials would be steel pan/stringers, concrete-filled treads.

Front Building:

The proposed project would renovate both the exterior and interior of the front building. Portions of the west (primary) façade would be removed and replaced, while the south façade would be removed and extended to the south approximately 10 feet, 8 inches. All existing windows would be replaced. On the interior, non-structural demising walls on all three floors would be demolished and replaced. The programmatic result would be 1) on the ground floor, an increase from one commercial unit to two, 2) on the second floor, two reconfigured residential units, 3) on the third floor, two reconfigured residential units, and 4) on the roof, a new deck added to the south half and solar panels added to the north half.

Significance Thresholds

The thresholds for determining the significance of environmental effects on historical resources identified below are derived from the CEQA Guidelines as defined in §15064.5 and the *City of Los Angeles CEQA Thresholds Guide*.[68] Pursuant to this guidance, a project that would physically detract, either directly or indirectly, from the integrity and significance of an historical resource such that its eligibility for listing in the National Register, California Register or as a City Monument would no longer be maintained, is considered a project that would result in a significant impact on the historical resource. Adverse impacts, which may or may not rise to a level of significance, result when one or more of the following occurs to a historical resource: demolition, relocation, conversion, rehabilitation, or alteration, or new construction on the site or in the vicinity.

As outlined in Section IX: Evaluation, the rear building at 1639–1641 Abbot Kinney Boulevard is individually eligible for listing in the NRHP, the CRHR, and for designation as a Los Angeles HCM under Criteria A/1/1 and Criteria C/3/3. The rear building on the subject property conveys a strong visual sense of the overall historic environment of Abbot Kinney Boulevard during the period of pre-consolidation Venice (Criteria A/1/1) and embodies distinctive characteristics of the Japanese-influenced Craftsman style (Criteria C/3/3). Therefore, the property is considered an historical resource for the purposes of CEQA. As such, the impacts analysis will attempt to determine how the proposed project may impact the eligibility of the property for listing in the NRHP and the CRHR, and for designation as a Los Angeles HCM.

[68] California Code of Regulations, Title 14, Chapter 3, *Determining the Significance of Impacts to Archeological and Historical Resources*, http://www.parks.ca.gov/pages/1054/files/california%20code%20of%20regulations.pdf, accessed on March 14, 2018; and City of Los Angeles, *City of Los Angeles CEQA Thresholds Guide*.

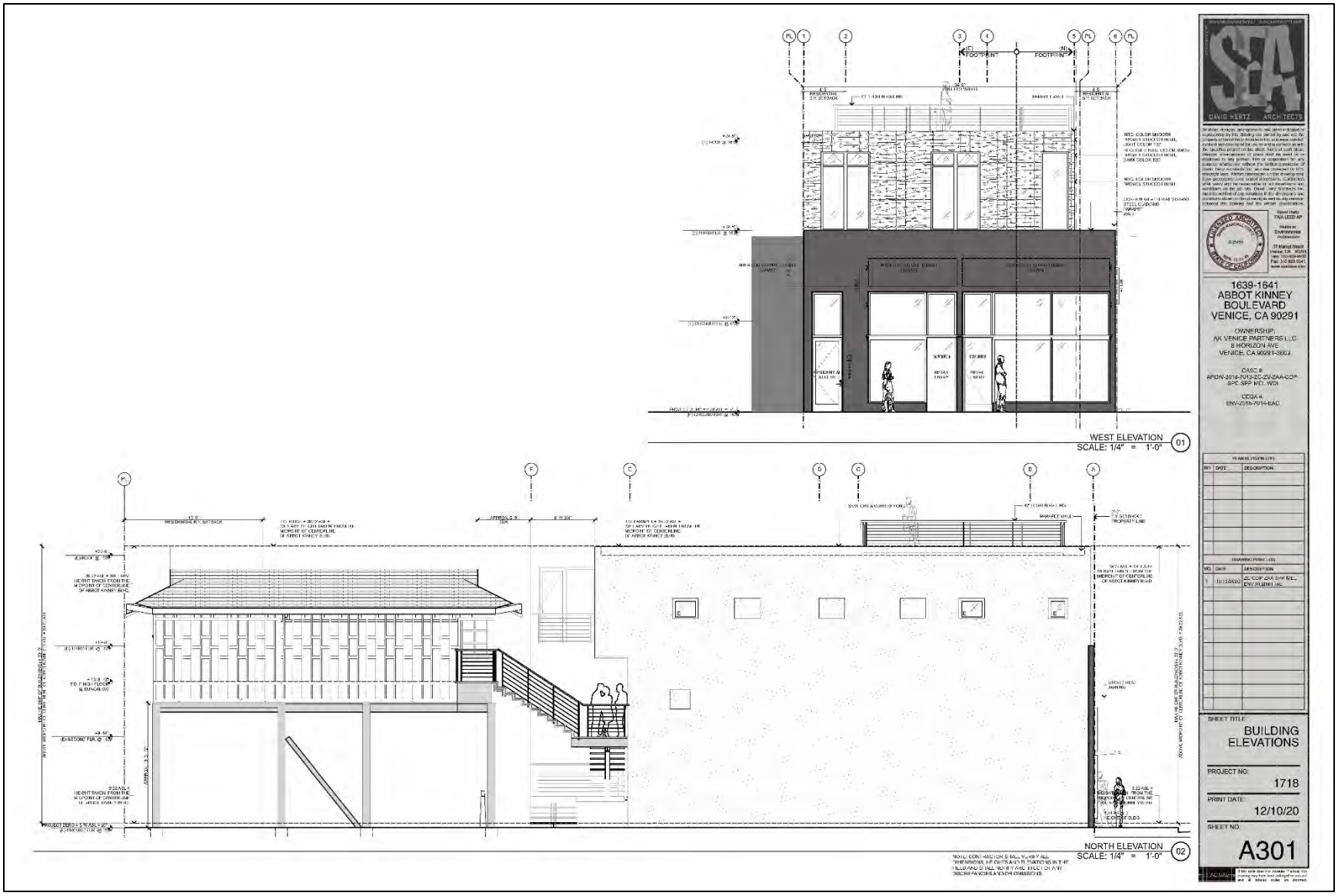

Figure 22. Proposed north elevation of rear building.

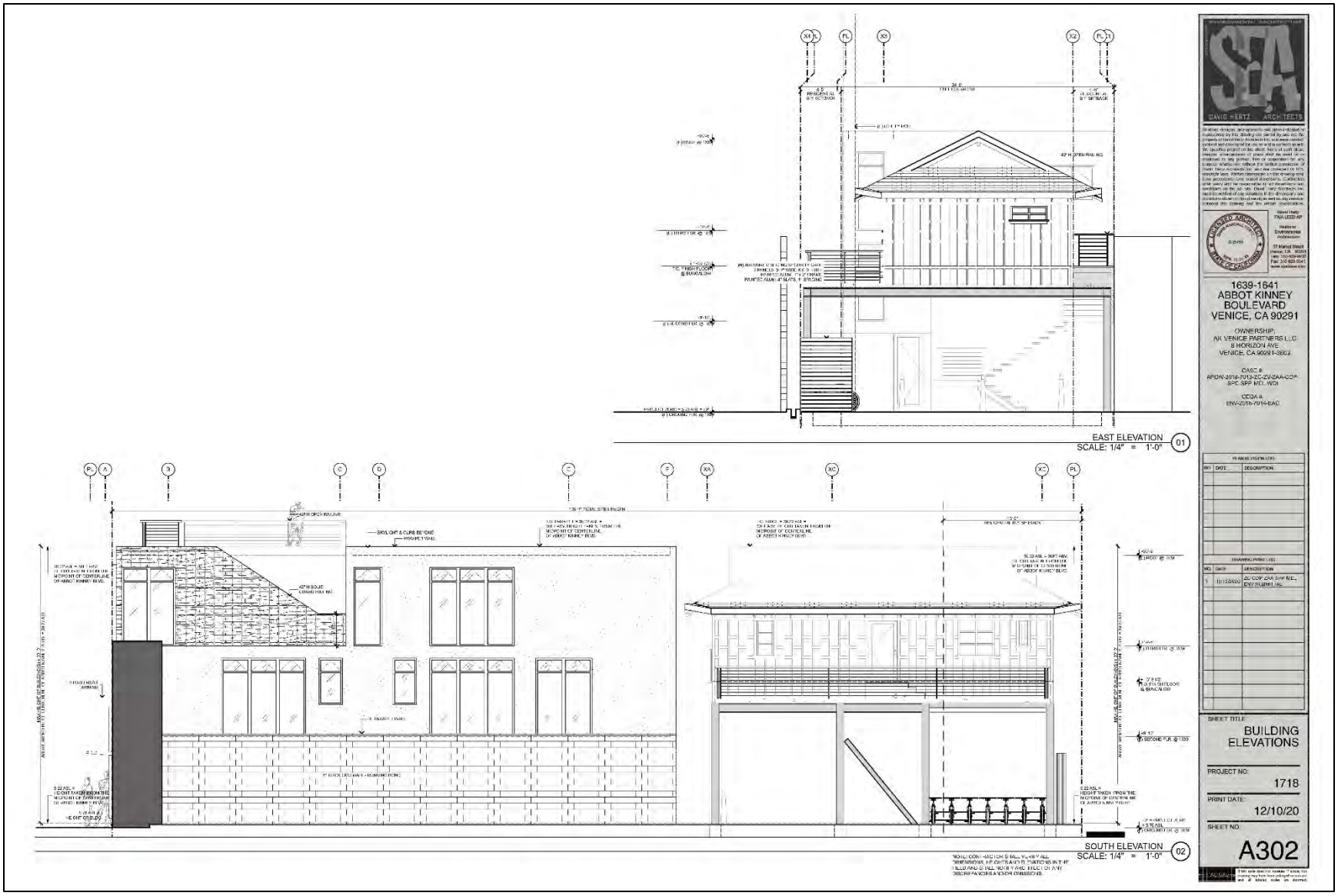

Figure 23. Proposed east and south elevations of rear building.

CEQA Guidelines

According to the State CEQA Guidelines, Section 15064.5(b) a project involves a "substantial adverse change" in the significance of a historic resource when one or more of the following occurs:

- Substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.
- The significance of a historical resource is materially impaired when a project:

  a. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register of Historical Resources; or

  b. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the PRC or its identification in a historical resources survey meeting the requirements of Section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

  c. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

The *L.A. CEQA Thresholds Guide* states that a project would normally have a significant impact on a significant resource if it would cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines when one or more of the following occurs:

- Demolition of a significant resource that does not maintain the integrity and significance of a significant resource;
- Relocation that does not maintain the integrity and significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings ("Standards"); or
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.

Under CEQA, a proposed development must be evaluated to determine how it may impact the potential eligibility of a structure(s) or a site for designation as a historic resource.

Secretary of the Interior's Standards Analysis

The Secretary of the Interior's Standards for Rehabilitation & Guidelines for Rehabilitating Historic Buildings (Standards) provide guidance for reviewing proposed work on historic properties, with the stated goal of making possible "a compatible use for a property through repair, alterations, and additions while

preserving those portions or features which convey its historical, cultural, or architectural values."[69] The *Standards* are used by federal agencies in evaluating work on historic properties. The *Standards* have also been adopted by local government bodies across the country for reviewing proposed rehabilitation work on historic properties under local preservation ordinances. The *Standards* are a useful analytic tool for understanding and describing the potential impacts of substantial changes to historic resources. Projects that comply with the *Standards* benefit from a regulatory presumption that they would have a less-than-significant adverse impact on a historic resource.[70] Projects that *do not* comply with the *Standards* may cause either a substantial or less-than-substantial adverse change in the significance of a historic resource.

The *Standards* offers four sets of standards to guide the treatment of historic properties: Preservation, Rehabilitation, Restoration, and Reconstruction. The four distinct treatments are defined as follows:

- **Preservation:** The *Standards for Preservation* "require retention of the greatest amount of historic fabric, along with the building's historic form, features, and detailing as they have evolved over time."
- **Rehabilitation:** The *Standards for Rehabilitation* "acknowledge the need to alter or add to a historic building to meet continuing new uses while retaining the building's historic character."
- **Restoration:** The *Standards for Restoration* "allow for the depiction of a building at a particular time in its history by preserving materials from the period of significance and removing materials from other periods."
- **Reconstruction:** The *Standards for Reconstruction* "establish a limited framework for recreating a vanished or non-surviving building with new materials, primarily for interpretive purposes."

Typically, one set of standards is chosen for a project based on the project scope. In this case, the proposed project scope seeks to alter the rear building while preserving its overall exterior and use as a single-family dwelling. Therefore, the *Standards for Rehabilitation* will be applied.

ANALYSIS OF REHABILITATION STANDARDS

Rehabilitation Standard No. 1: *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationship.*

Discussion: As designed, the proposed project does not comply with Rehabilitation Standard No. 1.

The rear building at 1639–1641 Abbot Kinney Boulevard was constructed as a private single-family dwelling. Once elevated it would continue to be used as a single-family residence and would retain most character-defining features of the exterior. The orientation of the building will be retained with its primary entrance facing west. However, elevating the building approximately 13 feet, 5 inches will have a negative effect on the spatial relationships. Therefore, the proposed project does not comply with Rehabilitation Standard No. 1.

Rehabilitation Standard No. 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alterations of features, spaces and spatial relationships that characterize a property will be avoided.*

Discussion: The proposed project does not comply with Rehabilitation Standard No. 2.

[69] National Park Service, *The Secretary of the Interior's Standards for Treatment of Historic Properties*, accessed online at https://www.nps.gov/tps/standards.htm on December 9, 2020.

[70] CEQA Guidelines subsection 15064.5(b)(3).

Along the west (primary) façade, the proposed project would retain the overall character. The project would replace the existing windows with new wood-framed triple-glazed windows to match existing in operation type, dimensions, and muntin patterns of each window opening. In the case of the non-original sliding window on the east façade, new casement windows will be installed to match existing. The north-facing non-original door at the primary entry would be replaced with a single casement window to match existing. The non-historic concrete entry porch would be removed and replaced with a new exterior switchback staircase. All cladding would be retained. The overall spatial relationship to the front building and neighboring properties would change due to the approximate 13-foot, 5-inch elevation of the rear building. Therefore, the proposed project does not comply with Rehabilitation Standard No. 2.

Rehabilitation Standard No. 3: *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.*

Discussion: The proposed project complies with Rehabilitation Standard No. 3.

The exterior of the building would be largely retained in its existing state. The new entry stairs will be of contemporary design to meet appropriate codes and will be visually distinguishable from the historic materials. No conjectural features or elements of other historic properties will be added. Therefore, the project complies with Rehabilitation Standard No. 3.

Rehabilitation Standard No. 4: *Changes to a property that have acquired significance in their own right will be retained and preserved.*

Discussion: As designed, the proposed project complies with Rehabilitation Standard No. 4.

The building includes several known alterations. The building was relocated to the rear of the property in 1935, but all other alterations to the building are from the recent past. Known alterations include installation of two non-original glass doors on the entry porch (post-1990), installation of the concrete front porch and steps (date unknown), filling in of a window on the south façade (post-1989), filling in of an opening on the east (rear) façade (date unknown), and the installation of a replacement window on the east (rear) façade (2018). As recent alterations, none have acquired significance in their own right. Therefore, the proposed project complies with Rehabilitation Standard No. 4.

Rehabilitation Standard No. 5: *Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

Discussion: As designed, the proposed project complies with Rehabilitation Standard No. 5.

On the exterior, the proposed project would retain all of the distinctive materials, features, finishes, and examples of craftsmanship that characterize the property and its distinctive, intact Craftsman style. The historic elements of the primary (south) façade would be retained. Therefore, the proposed project complies with Rehabilitation Standard No. 5.

Rehabilitation Standard No. 6: *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match*

the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

Discussion: As designed, the proposed project complies with Rehabilitation Standard No. 6.

There are no distinctive features of the historic property that are deteriorated to such a degree that they need to be repaired or replaced. The extant windows are arguably not sufficiently deteriorated to require replacement; however, the project would replace them with new wood-framed triple-glazed windows to match existing in operation type, dimensions, and muntin patterns of each window opening. The existing cladding would be retained. Therefore, the proposed project complies with Rehabilitation Standard No. 6.

Rehabilitation Standard No. 7: *Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

Discussion: As designed, the proposed project complies with Rehabilitation Standard No. 7.

With regards to the primary (west) façade, the proposed project does not envision the use of invasive treatment approaches that might harm materials and features. All rehabilitation/restoration work could be carried out in accordance with *The Secretary of the Interior's Standards for Treatment of Historic Properties*. Therefore, the project complies with Rehabilitation Standard No. 7.

Rehabilitation Standard No. 8: *Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measure will be undertaken.*

Discussion: As designed, the proposed project complies with Rehabilitation Standard No. 8.

The proposed project includes excavation work in previously disturbed soils. If archaeological material is encountered during the course of general construction for the proposed project, construction should be halted and standard procedures for treatment of archaeological materials should be adhered to. Presuming these procedures are followed in the case of an encounter with archaeological material, the proposed project complies with Rehabilitation Standard No. 8.

Rehabilitation Standard No. 9: *New additions, exterior alterations or related new construction will not destroy historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.*

Discussion: As designed, the proposed project complies with Rehabilitation Standard No. 9.

The proposed new moment frame system, exterior staircase, and balconies would attach to the building without removing historic materials or otherwise altering the scale, massing, and proportion of the dwelling. Although it would be elevated 13 feet, 5 inches, the dwelling itself would remain unchanged in its overall historic materials, size, scale, massing, and proportion. Therefore, the project complies with Rehabilitation Standard No. 9.

Rehabilitation Standard No. 10: *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Discussion: As designed, the proposed project complies with Rehabilitation Standard No. 10.

The proposed new height of the building atop the moment frame system, exterior staircase, and balconies would be entirely reversible. Thus, the building could be returned to its position at grade, with the stairs and balconies removed, and its overall form and integrity as a historic property would be unimpaired. Therefore, the project complies with Rehabilitation Standard No. 10.

Summary of Standards Compliance

The proposed project complies with *Rehabilitation Standards* Nos. 3 through 10 and does not comply with *Rehabilitation Standards* Nos. 1 and 2. Although the proposed project would have an adverse effect on the spatial relationship of the property, the recommended documentation efforts will sufficiently mitigate the effect (the recommended mitigation measures are described in detail later). Therefore, SWCA recommends that proposed project will not have an adverse effect on the historic property.

Analysis of Direct Impacts

The proposed project would elevate the rear building in place. It would retain all historic character-defining features, remove only a recent concrete entry porch addition, and retain the building's south-facing orientation. Retaining all historic elements of the primary façade and secondary façades would ensure that the building retains integrity of design, materials, and workmanship.

In order to retain integrity under Criteria A/1/1 and C/3/3 and remain eligible for the NRHP, a historical resource is expected to retain most or all aspects of historic integrity, in particular in the areas of location, design, materials, and workmanship. Therefore, the proposed project would not affect the historical resource's eligibility for historic designation at the federal, state, or local level under Criteria A/1/1 and C/3/3.

Analysis of Cumulative Impacts

The subject property at 1639–1641 Abbot Kinney Boulevard is located on an urban commercial block, surrounded by one- and two-story commercial and mixed-use buildings of various styles and periods of construction. The rear building is an early part of the larger Abbot Kinney Boulevard Commercial Planning District, originally developed as the Venice of America tract in 1905 by the Abbot Kinney Company, consisting of 24 blocks and approximately 617 irregular lots. The Planning District is significant "as an example of early-20th century neighborhood commercial development in Venice."[71] SurveyLA documented that the area does not retain sufficient integrity or cohesion to qualify as a historic district. As the proposed project entails preserving the rear building in place by elevating it, causing an adverse effect on spatial relationships, the recommended documentation efforts would sufficiently mitigate this effect. Therefore, it would not have an adverse cumulative impact on the otherwise diminished integrity of the Planning District.

Analysis of Indirect Impacts

There are two historical resources within a 200-foot radius of the subject property. The closest individual historic resource is approximately 85 feet to the north: 1625 Abbot Kinney Boulevard. Approximately 150 feet north on Abbot Kinney Boulevard is 1617 Abbot Kinney Boulevard. There are no historical resources immediately adjacent to the project site, i.e., historical resources that share a property line.

[71] Historic Resources Group, *Venice Report: Historic Districts, Planning Districts and Multi-Property Resources*, 265.

1625 Abbot Kinney Boulevard – F.O.E.

The two-story former meeting hall at 1625 Abbot Kinney Boulevard is located four buildings north of the subject property. This Renaissance Revival-style brick building was constructed in 1925. In 2014 SurveyLA assigned the property California Historical Resource Status Codes 3S, 3CS, and 5S3, indicating the property is eligible for listing in the NRHP, the CRHR, and for designation as a Los Angeles HCM "as an excellent example of a 1920s fraternal organization building in Venice."[72]

Although the proposed project would partially result in a higher building height, this alteration would not be visible from the street or in direct sight of 1625 Abbot Kinney Boulevard. Therefore, this change would not be expected to result in a significant adverse impact such that material impairment would result, and the property would no longer be eligible for individual listing in the NRHP, the CRHR, and for designation as a Los Angeles HCM.

Therefore, no significant adverse indirect impacts would be expected.

1617 Abbot Kinney Boulevard

The one-story former single-family dwelling at 1617 Abbot Kinney Boulevard is located five buildings north of the subject property. This Craftsman-style brick building was constructed in 1921. In 2014 SurveyLA assigned the property California Historical Resource Status Codes 3S, 3CS, and 5S3, indicating the property is eligible for listing in the NRHP, the CRHR, and for designation as a Los Angeles HCM under Criteria A/1/1 as a "rare example of early residential development on Abbot Kinney Boulevard …. which is now a neighborhood commercial district; one of few remaining examples from this period."[73]

This property appears to exhibit some alterations, with a large two-story building either immediately attached to it or very closely behind it. The property is also immediately adjoined to the north and south by two-story buildings. The increased height proposed by the project would not change the setting and feeling of 1617 Abbot Kinney Boulevard, and therefore would not be expected to result in a significant adverse impact such that material impairment would result, and it would no longer be eligible for individual listing in the NRHP, the CRHR, and for designation as a Los Angeles HCM.

Therefore, no significant adverse indirect impacts would be expected.

Summary

For these reasons, the proposed project would not demolish or materially alter in an adverse manner the physical characteristics of these nearby historical or potentially historical resources that convey their historical significance and that justify their eligibility. No mitigation measures are necessary.

Recommended Mitigation Measures

As the project would have an adverse effect on the rear building located at 1639–1641 Abbot Kinney Boulevard, the following stipulations are proposed as part of project implementation in order to mitigate the adverse effects of elevating the rear building. OHR shall ensure that the following measures are carried out prior to project implementation:

I. Archival-quality as-built drawings of the rear building at 1639–1641 Abbot Kinney Boulevard shall be produced according to the guidelines established by the National Park Service, Historic

[72] "1625 Abbot Kinney Boulevard." *Historic Places LA: Los Angeles Historic Resources Inventory*. http://www.historicplacesla.org/reports/aed7b38d-289e-41fa-83ce-632cf0becd04. Accessed December 7, 2020.

[73] "1617 Abbot Kinney Boulevard." *Historic Places LA: Los Angeles Historic Resources Inventory*. http://www.historicplacesla.org/reports/09fe37d1-9851-434d-9bc8-3032608e5c1c. Accessed December 7, 2020.

Documentation Programs, Historic American Buildings Survey (HABS) (https://www.nps.gov/hdp/standards/HABS/HABSDrawings.pdf). Archival-quality copies of the as-built drawings shall be provided to OHR;

II. Two (2) archival-quality photographs of the rear building at 1639–1641 Abbot Kinney Boulevard shall be produced according to the guidelines established by the National Park Service, Historic Documentation Programs, Historic American Buildings Survey (HABS) (https://www.nps.gov/hdp/standards/PhotoGuidelines.pdf). One photograph should capture a representative view of the building's north façade, and one photograph should capture a representative view of the building's southern and eastern façades. Archival-quality copies of the photographs shall be provided to OHR.

Potential Project Alternatives

A subterranean garage in this location may not be feasible. The proposed project complies with the *Secretary of the Interior's Standards for Rehabilitation* Nos. 3 through 10, and offers mitigation measures for Rehabilitation Standards No. 1 and 2. These would provide sufficient mitigation for this effect. It is our recommendation that the additional documentation efforts proposed for the project would provide sufficient mitigation for this effect.

XII. CONCLUSION

Based on the preceding investigation and analysis, the rear building at 1639–1641 Abbot Kinney Boulevard is individually eligible for listing in the NRHP, the CRHR, and for designation as a Los Angeles HCM. Constructed in 1918 as a single-family dwelling, the rear building on the subject property is individually eligible for the NRHP, the CRHR, and for designation as a Los Angeles HCM under Criteria A/1/1 (Event) for conveying a strong visual sense of the overall historic environment of Abbot Kinney Boulevard during the period of pre-consolidation Venice. Research to date revealed no evidence that the rear building ever functioned as a ticket booth and therefore is not eligible as such. Research to date did not reveal the property to have an association with significant persons (Criteria B/2/2 - Persons). The rear building at the property is individually eligible for the NRHP, the CRHR, and for designation as a Los Angeles HCM under Criteria C/3/3 (Design/Construction) for embodying distinctive characteristics of the Japanese-influenced Craftsman style. The front building does not represent a specific architectural style or type.

The front building at 1639–1641 Abbot Kinney Boulevard is not individually eligible for listing in the NRHP, the CRHR, or for designation as a Los Angeles HCM. Although of historic age and associated with the context of commercial development, it is not eligible under any criteria due to loss of integrity.

Lastly, Criteria D/4 (information potential) is applied most commonly to buildings, structures, or objects that have been used as a source of archaeological data and are believed to contain more, as yet unretrieved data; the subject property was not evaluated under these criteria because evaluation under Criteria D/4 is generally conducted by archaeologists, and this report does not include an evaluation under Criteria D/4 for this reason.

The proposed project scope seeks to elevate and retain in place the rear building and to retain its historic use as a single-family dwelling. Therefore, *The Secretary of the Interior's Standards for Rehabilitation & Guidelines for Rehabilitating Historic Buildings* (*Standards*) apply. The documentation and elevation of the rear building included in the proposed project was determined to comply with *Rehabilitation Standards* Nos. 3 through 10 and does not comply with *Rehabilitation Standards* Nos. 1 and 2. As proposed, the change in height would cause a negative effect on the spatial relationships that characterize the building's relationship to its site and to the street. However, it is our recommendation that the additional documentation

efforts, archival-quality as-built drawings and archival-quality photographs, proposed for the project will provide sufficient mitigation for this effect.

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Appendix A.
Resumes of Key Staff

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NELSON WHITE, M.S.H.P., ARCHITECTURAL HISTORIAN / PROJECT MANAGER

Nelson White is an architectural historian and project manager with 12 years of professional experience. A resident of California for 13 years, his projects include work throughout Northern and Southern California. He is knowledgeable in the history and development of American cities and suburbs, with a focus on residential development and design, and is a federally qualified professional (36 Code of Federal Regulations [CFR] 61) in the fields of architectural history and historic preservation. His statewide experience includes managing and conducting dozens of historical resource surveys and evaluations in compliance with the California Environmental Quality Act (CEQA) and local ordinances. He has prepared numerous cultural resource studies that have utilized federal, state, and local designation criteria to evaluate properties for eligibility as a historic resource for local consideration, for the purposes of CEQA, and as a historic property under Section 106 of the National Historic Preservation Act (NHPA).

Mr. White utilizes his understanding of the *Secretary of the Interior's Standards* to facilitate effective project compliance and design review for adaptive reuse and new construction projects within urban and suburban settings. He works closely with clients and architects to preserve character-defining features of buildings, and he is a member of the California Preservation Foundation (CPF) and the Society of Architectural Historians. He is a frequent volunteer for CPF and has twice served on its annual conference steering committee; he currently serves on its education committee.

YEARS OF EXPERIENCE

12

EXPERTISE

Architectural History

Historic Preservation

Historical Resource Assessments

Project Impacts Analysis

EDUCATION

M.S., Historic Preservation; School of the Art Institute of Chicago, Illinois; 2006

B.A., Architectural History and Urban Design; DePaul University, Chicago, Illinois; 1999

Postgraduate Certificate Program: Public Interest Design; Archeworks; Chicago, Illinois; 2000

Certificate Program: Landscape Architecture; Harvard School of Design, Cambridge, Massachusetts; 1998

REGISTRATIONS / CERTIFICATIONS

Meets and exceeds requirements in the Secretary of the Interior's Professional Qualification Standards in Architectural History and Historic Preservation

MEMBERSHIPS

Steering Committee 2011 and 2017, California Preservation Foundation

SELECTED PROJECT EXPERIENCE

1639-1641 Abbot Kinney Historical Resource Assessment and Impacts Analysis; Balios Capital, LLC; Venice, Los Angeles County, California. Balios Capital, LLC retained SWCA to prepare an Historical Resource Assessment (HRA) for a mixed-use property with a two- and three-story 1935 vernacular-style commercial building at the front of the parcel and a 1918 Craftsman-style bungalow at the rear. Balios Capital proposed to enlarge the commercial building towards the rear of the property and to create surface parking. In order to preserve the historic bungalow Balios proposed to either elevate it one story or to relocate to a nearby park and donate it to a local history non-profit. SWCA evaluated the property under federal, state, and local criteria and prepared a project impacts analysis using the *Secretary of the Interior's Standards for Preservation*. *Role: Project Manager. Conducted intensive-level field survey, archival research, evaluation, project review, and impacts analysis. Co-authored HRA. Prepared California Department of Parks and Recreation (DPR) 523 series resource forms.*

War Memorial Gymnasium Historical Resource Evaluation; University of San Francisco; San Francisco, San Francisco County, California. The University of San Francisco retained SWCA to prepare an Historical Resource Evaluation (HRE) for the Mid-Century Modern-style War Memorial Gymnasium located at 2335 Golden Gate Avenue in the City and County of San Francisco, California. USF proposed to build an entry lobby at the southwest corner; a club/event space and sports history museum; and a premium seating area for spectators and associated facilities. SWCA evaluated the gymnasium under federal, state, and local criteria. Ten additional campus buildings were also surveyed. *Role: Project Manager. Conducted intensive-level field survey, archival research, and evaluation. Co-authored HRE. Prepared California Department of Parks and Recreation (DPR) 523 series resource forms.*

SCE Special Use Permitting Support; Southern California Edison Company; Multiple Counties in California. Under a three-year on-call contract, SWCA provides environmental compliance and management support for thousands of operations and maintenance projects across SCE's transmission and distribution system and generation facilities across multiple counties. As a result of a construction non-compliance for one of these projects, SWCA conducted archaeological and architectural historical mitigation for the Historic Kernville Cemetery. SWCA conducted archaeological excavations, a ground-penetrating radar survey of the cemetery and the surrounding area, and evaluated the cemetery under federal and state criteria. Archival research was conducted at the Kernville historical society, of the historic Kernville cemetery records, and other ethnographic and historical sources to aid in evaluation. *Role: Conducted intensive-level field survey, archival research, and evaluation. Co-authored report.*

664 Haddon Road Historical Resource Evaluation and Preservation Services; Kaiser Permanente; Oakland, Alameda County, California Kaiser Permanente retained SWCA to prepare an Historical Resource Evaluation (HRE) for the Italian Renaissance-style former home of founder Henry J. Kaiser, which was designed by a master architect and completed in 1924. Kaiser proposed to use the facility for corporate and community events. SWCA evaluated the property under federal, state, and local criteria. Following the HRE Kaiser Permanente again retained SWCA to prepare nominations for the National Register of Historic Places (NRHP) and for City of Oakland landmark designation. *Role: Project Manager. Conducted intensive-level field survey, archival research, and evaluation. Co-authored HRE. Prepared California Department of Parks and Recreation (DPR) 523 series resource forms. Prepared nominations and provided support services through the listing and designation processes.*

438 Mesa Street Historical Resource and Archaeological Assessment; City of Los Angeles, Department of Public Works - Bureau of Engineering; Los Angeles County, California. LADPW - BOE retained SWCA, in accordance with the requirements of the California Environmental Quality Act (CEQA) for City-owned property, to prepare a Historical Resources and Archaeological Assessment in support of the City's proposed plan to sell the surplus property at auction. The property included a 1912 Classical Revival-style Southern California Edison (SCE) transformer station that in 1950 was remodeled into a Mid-Century Modern-style fire station. SWCA evaluated the property under federal, state, and local criteria. *Role: Architectural Historian. Conducted intensive-level field survey, archival research, and evaluation; co-authored report; and prepared California Department of Parks and Recreation (DPR) 523 series resource forms.*

Roberts Apartments Historic-Cultural Monument Nomination; Morris Landa Apartments, LLC; City of Los Angeles, Los Angeles County, California. Morris Landa Apartments, LLC, retained SWCA to prepare a City of Los Angeles Cultural-Heritage Monument (CHM) nomination for a 1966 Mid-Century Modern-style hillside apartment building located at 1780 North Griffith Park Boulevard. *Role: Project Manager. Prepared nomination and provided support services through the designation process.*

Silver Lake Boulevard Cultural Resource Services; City of Los Angeles, Department of Public Works - Bureau of Engineering; Los Angeles, Los Angeles County, California. LADPW - BOE retained SWCA to prepare a project impacts analysis of a proposed security, grading, and drainage improvement project involving the 1934 single span Silver Lake Boulevard underpass, which was designated in 1981 as Historic-Cultural Monument [HCM] No. 236. LADPW – BOE proposed to regrade the road to address drainage issues, to enclose the two arcades with metal security fencing panels, and to construct new alternate sidewalks resulting in a narrow roadway. *Role: Architectural Historian. Conducted intensive-level field survey, archival research, design consultation, and impacts analysis. Authored report.*

Historical Resource Assessment and Impacts Analysis; Confidential; Los Angeles, Los Angeles County, California. The client retained SWCA to prepare an Historical Resource Assessment (HRA) for a 2.15-acre historic residential estate in Los Angeles. The estate featured several Georgian Revival-style buildings designed by a master architect. The client proposed the demolition and replacement of one building and the demolition and replacement of a wing with a larger wing. SWCA evaluated the property under federal, state, and local criteria and prepared a project impacts analysis using the *Secretary of the Interior's Standards for Rehabilitation*. *Role: Project Manager. Conducted intensive-level field survey, archival research, evaluation, design consultation, and impacts analysis. Co-authored HRA. Prepared California Department of Parks and Recreation (DPR) 523 series resource forms.*

Appendix B.

State of California Department of Parks and Recreation Series 523 Forms

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State of California — The Resources Agency **Primary #**
DEPARTMENT OF PARKS AND RECREATION **HRI #**

PRIMARY RECORD

Trinomial
NRHP Status Code 3S, 3CS, 5S3

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 6 ***Resource Name or #:** 1639-1641 Abbot Kinney Boulevard

P1. Other Identifier: N/A

***P2. Location:** ☐ **Not for Publication** ■ **Unrestricted** ***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Venice, CA **Date:** 1964 **T** 2S ; **R** 15W **Sec** Unsectioned**;** M.D. **B.M.**

c. Address: 1639-1641 Abbot Kinney Boulevard City: Los Angeles Zip: 90291

d. UTM: Zone: 11S; 364877 mE/ 3761972 mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
APN: 4241-036-035

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The subject parcel is rectangular and measures 34 feet wide by 101 feet deep. Situated on the property are two buildings. At the rear (north) end of the property is a one-story building constructed in 1918 and at the front end is a three-story building constructed in 1935. Both buildings are rectangular in plan. The architectural description for both buildings begins with the primary (south) façade and continues clockwise to the west and north façades, ending with the east façade.

See continuation sheet.

***P3b. Resource Attributes:** (List attributes and codes) HP3. Multiple family property; HP6. 1-3 story commercial building.
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #)
Overview of subject property, view north, June 27, 2018, #7306.

***P6. Date Constructed/Age and Sources:** ■ Historic ☐ Prehistoric ☐ Both
1918 (rear building) Source: Los Angeles County Office of the Assessor. 1935 (front building). Source: Los Angeles Building and Safety

***P7. Owner and Address:**
Thomas S. Shin
Balios Capital, LLC
22 Village Circle
Manhattan Beach, CA 90266

***P8. Recorded by:** (Name, affiliation, and address)
Nelson White
SWCA Environmental Consultants
51 W. Dayton Street
Pasadena, CA 91105

***P9. Date Recorded:** October 25, 2018

***P10. Survey Type:** (Describe) Intensive

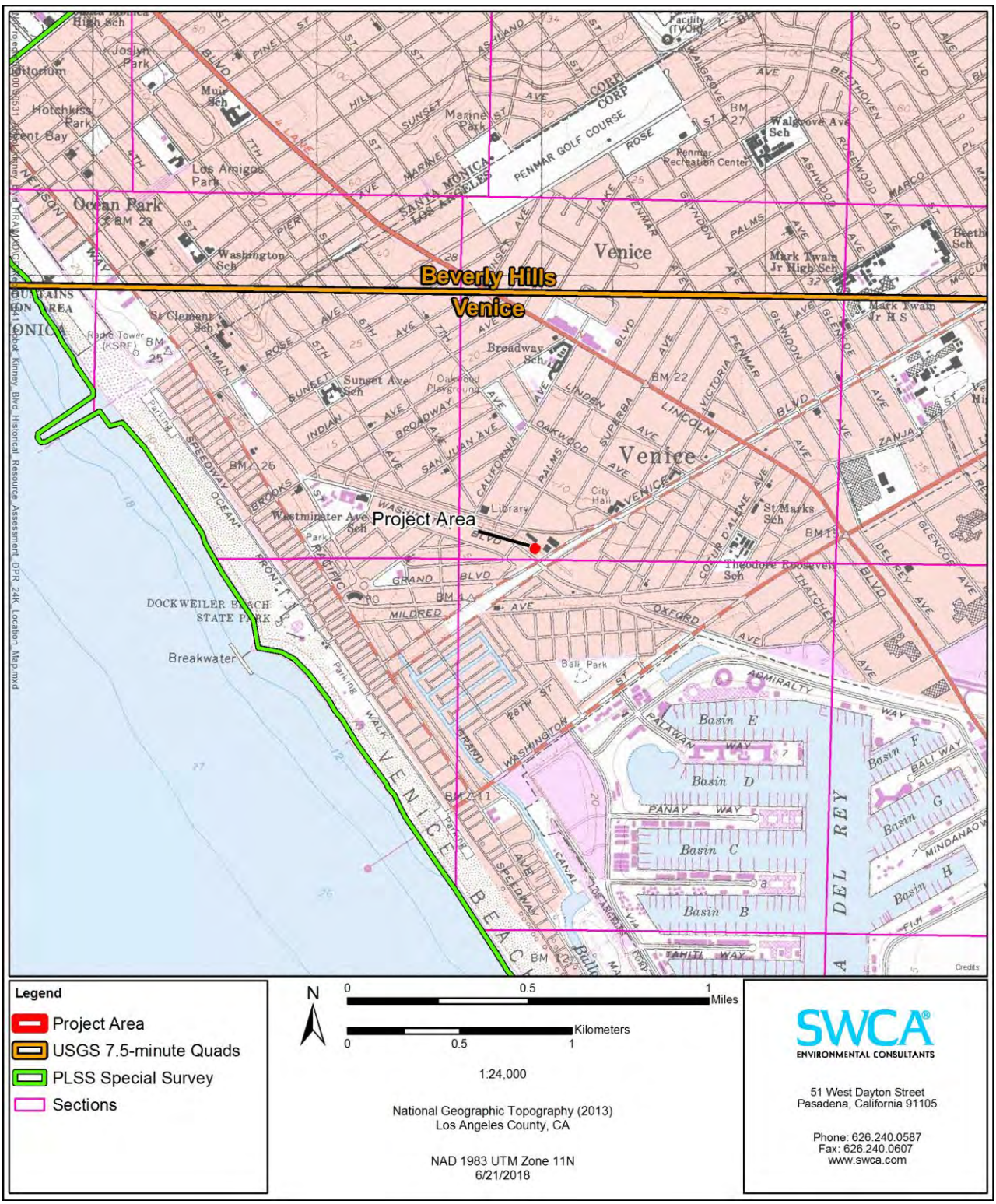
***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Historical Resource Assessment for 1639-1641 Abbot Kinney Boulevard, City and County of Los Angeles, California,* (SWCA Environmental Consultants 2018).

***Attachments:** ☐ NONE ■ Location Map ☐ Sketch Map ■ Continuation Sheet ■ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):

State of California — The Resources Agency	Primary #
DEPARTMENT OF PARKS AND RECREATION	HRI#
LOCATION MAP	Trinomial

Page 2 **of** 6 ***Resource Name or #:** 1639-1641 Abbot Kinney Boulevard

***Map Name:** Venice, CA ***Scale:** 1:24,000 ***Date of Map:** 1964



BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S, 3CS, 5S3

***Resource Name or #** (Assigned by recorder) 1639-1641 Abbot Kinney Boulevard

B1. Historic Name: None

B2. Common Name: 1639-1641 Abbot Kinney Boulevard

B3. Original Use: Single-family dwelling B4. Present Use: Multi-family Residential and Commercial

***B5. Architectural Style:** Vernacular and Craftsman

***B6. Construction History:** (Construction date, alterations, and date of alterations) According to records on file with the Los Angeles County Office of the Assessor, the rear building was constructed in 1918 and according to the Los Angeles Department of Building and Safety the front building was constructed in 1935. *Rear Building:* Known alterations to the rear building include relocating it to the rear of the property (1935), installation of two non-original glass doors on the porch (date unknown), installation of the concrete front porch and steps (date unknown), filling in of a window on the east façade (post-1989), the filling in of an opening on the rear (north) façade (date unknown), and the installation of a replacement window on the rear (north) façade (2018). *Front Building:* Known alterations to the front building include the possible enclosure of the southeast corner (date unknown); the installation of replacement windows on all four façades (dates unknown); installation of bump-out, French doors, and roof on rear (north) façade (date unknown); installation of replacement store front (date unknown); the installation of a live wall and sign on the primary (south) façade (2017).

***B7. Moved?** ☐ **No** ■ **Yes** ☐ **Unknown** **Date:** 1918 & 1934 **Original Location:** 1918 dwelling moved from front of lot to rear of lot.

***B8. Related Features:**

B9a. Architect: Unknown b. Builder: Unknown

***B10. Significance**: 1) Historical patterns and 2) Architecture **Theme:** 1) Pre-Consolidation Venice and 2) Residential Architecture

Area: 1) A/1/1 and 2) C/3/3

Period of Significance: 1) 1901-1925 and 2) 1905-1930 **Property Type:** Multi-family and Commercial

Applicable Criteria: N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

See continuationation sheet.

B11. Additional Resource Attributes: (List attributes and codes) None

***B12. References:**

Ancestry.com

City of Los Angeles, Department of Building and Safety. Various dates. Building Permits.

Historic Resource Group. *Historic Resources Survey Report: Venice Community Plan Area*. Prepared for City of Los Angeles, Department of City Planning, Office of Historic Resources, March 2015.

Historic Resources Group. *Venice Report: Individual Resources*. Prepared for SurveyLA, City of Los Angeles Department of City Planning, Office of Historic Resources, April 2015.

McAlester, Virginia and Lee McAlester. *A Field Guide to American Houses*. 2nd ed. New York: Alfred A. Knopf, 2013.

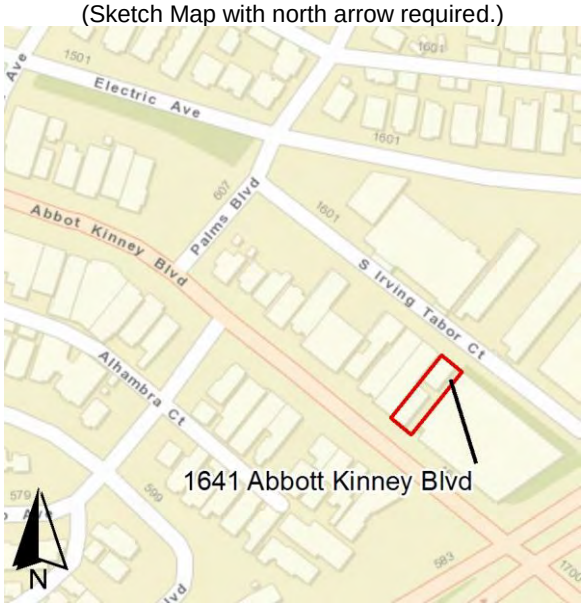
SWCA Environmental Consultants. *Historical Resource Assessment for 1639-1641 Abbot Kinney Boulevard, City and County of Los Angeles, California.* 2018.

B13. Remarks:

***B14. Evaluators:** Nelson White, SWCA Environmental Consultants

***Date of Evaluation:** September 25, 2018

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

*Required information

*P3a. Description:

Rear Building

The Japanese-inspired Craftsman style rear building is one-story with a rectangular footprint. Exterior cladding consists of vertical board and batten siding with alternating horizontal batten accents. A continuous horizontal band extends across the exterior at roughly two feet beneath the roof. Fenestration consists primarily of wood-framed casement type windows. The building is topped by a multi-form gable-on-hip roof, evocative of the Japanese "irimoya-yane" style, finished with composition shingles. The wide eaves feature exposed curved rafters and an upward flare at each of the roof's four corners. The gables feature simple bargeboards that accentuate the upward-flare of the roof's ridge-line.

The primary (south) façade is asymmetrical and faces the rear (north) façade of the front building. To the left is a corner-recessed concrete porch occupying roughly one-quarter of the façade. The porch is approached from the south by three concrete steps with a simple wood handrail on the right. A square wood post topped with a scalloped capital evocative of Japanese post-and-beam joinery supports the porch as the western corner. The porch railing is a single, horizontal rail between the post to the building. Both the south- and west-facing facets of the porch feature a single non-original wood and glass panel door. Centered on the remainder of the façade are two French casement windows, with three lites per sash. Three planter boxes are attached under the windows.

The west façade is obstructed by wood fencing/gates at both ends and was not visible at the time of the survey.

The rear (north) façade abuts the property line along S. Irving Tabor Court and is symmetrical with irregular fenestration. There is a single, metal door slightly right of center approached by two concrete steps. To the right of the door is a small, metal-framed sliding window set within a larger potentially filled-in original opening indicating it is a replacement until. Metal security bars are attached to the building over the window and a single planter box is attached below.

The east façade is nearly symmetrical with fenestration consisting of three evenly-spaced windows. At left is a single casement window, a French casement window, matching those on the front façade, is located left of center, and a final single casement window sits within a half filled-in opening to the right of the façade. Other details of this façade may have been obstructed by a metal and fabric canopy to the left and a wooden enclosure for a washer and a dryer to the right.

Front Building

The vernacular-style front commercial building is three stories and largely clad in stucco. Fenestration consists entirely of non-original windows primarily of a metal-framed sliding type and some fixed windows of unknown material. A parapet, topped with Spanish-style clay tile laid end to end, wraps all four sides of the flat roof.

The primary (south) façade is roughly symmetrical and reads as two stories. A non-original storefront consists of a centered, recessed entry with a glass door and two-lite fixed transom above. The side walls of the entry alcove feature eight-lite fixed glass. To either side of the entry are ten-lite glass. The upper story is largely covered by a vertical garden wall. At left is a two-lite fixed window of unknown material. To the right is a three-lite fixed window of unknown material. Forming an outer edge of the façade's sides and top is a three-step molding vaguely evocative of the Art Moderne style.

The first and second stories of the west façade abut the adjacent building and was not visible at the time of the survey. The second story of the façade features five sliding windows of various sizes in an asymmetrical arrangement.

The rear (north) façade displays all three levels. The right half of the ground story features a clapboard-clad bump-out with four eight-lite glass doors, the middle two French. The bump-out is topped by a roof with exposed rafters that mimics the roof of the building at the rear of the subject property. The left end of the roof is supported by a wood column identical to one on the rear building. Positioned left of the bump-out and partially under the roof is a metal framed six-lite casement window flanked on both sides by a three-lite fixed window. All are trimmed together. The visual middle level features six sliding windows arranged in four bays. The outer two bays each consist of a single small sliding window, and the center two bays each consist of a single tall and narrow window with a single small sliding window towards the center. The third visual level features a cantilevered projection of 3 to 5 feet. A stucco clad beam supports each end. Symmetrically arranged on this section of the façade are two large sliding windows.

The east façade is straight and also displays all three levels. At the far-left corner is an eight-lite fixed window that acts as the wrap-around of the store-front on the primary (south) façade. Roughly centered on the façade is a ground floor entryway leading to an internal staircase rising to the west into the building and dividing the second story into two halves. Entry to the staircase is obstructed by a metal security gate. Set high in the wall at the visual middle level and asymmetrically grouped above the staircase entry are five slider windows. From left to right are a single small window and four identical larger windows. Fenestration on the third visual level consists of five identical sliding windows asymmetrically spaced across the length of the façade.

Where the buildings on the subject property do not abut the property boundaries (west and north boundaries) the property is enclosed by wood fencing. The property is entirely hardscaped with concrete.

The property is located on an urban commercial block, surrounded by one- and two-story commercial and mixed-use buildings of various styles and periods of construction.

***B10. Significance:**

SurveyLA

The rear building at the subject property is individually eligible for listing in the NRHP, CRHR, and for designation as a Los Angeles HCM under Criteria A/1. The rear building on the subject property was constructed in 1918, within the 1901–1925 period of significance for pre-consolidation Venice. Although it is not among the earliest constructed within the tract, which was subdivided in 1905, or within Venice as a whole, it is one of the few extant dwellings with a high degree of integrity remaining on Abbot Kinney Blvd. The property conveys a strong visual sense of the overall historic environment of this street from this period, and therefore embodies an association with the formation, settlement, and/or development of Venice. The building at the front of the subject property was constructed in 1935, outside of the period of significance for pre-consolidation Venice. Therefore, the subject property is individually eligible under Criteria A/1 for listing in the NRHP, the CRHR, and for designation as a Los Angeles HCM.

The rear building at the subject property is individually eligible for listing in the NRHP, CRHR, and for designation as a Los Angeles HCM under Criteria C/3/3 as an example of a Craftsman single-family residence. The rear building retains the primary character-defining features of the Japanese-influenced Craftsman style: a low-pitched, gable roof that peaks at the apex and flares at the ends Like all Craftsman, the eaves are broad and overhang with exposed rafters.While the dwelling does not otherwise exhibit the array of Craftsman character-defining features, it , within Venice it is a rare extant example of a single-family dwelling in the Japanese-influenced, Craftsman style constructed during the period of significance. Therefore, it is individually eligible under Criterion C/3 for listing in the NRHP, the CRHR, and for designation as a Los Angeles HCM. **NRHP, CRHR, and HCM Eligibility**

Criteria A/1/1: As previously discussed, the subject property and its structures does have a strong association with events or patterns that have made a significant contribution to broad patterns of national, state, or local history. The property was developed during a period of residential growth in pre-consolidation Venice, and the rear building is individually able to convey this period or pattern. The front building was constructed outside of the period of significance for pre-consolidation Venice. Therefore, the subject property is individually eligible under Criteria A/1/1 for listing in the NRHP, the CRHR, and for designation as a Los Angeles HCM.

Criteria B/2/2: As previously discussed, research to date did not reveal the subject property or its structures to have an association with the lives of significant persons in our past. None of the owners associated with the property prior to 1968 (Earle, Winters, Jenkins, the Hummels, the Opsteeghs or the Coburns) appear to have been significant in national, state, or local history. Therefore, the subject property is not individually eligible under Criteria B/2/2 for listing in the NRHP, the CRHR, or for designation as a Los Angeles HCM.

Criteria C/3/3: As previously discussed, though the rear building on the subject property is a rare surviving example of the Japanese-influenced Craftsman style within Venice. The most distinctive characteristics of the rear building are the peaked roof with flaring ends and overhanging eaves with exposed rafter tails. The vernacular building at the front of the subject property is not eligible for listing in the NRHP. The CRHR, or for designation as a Los Angeles HCM. It exhibits only one distinctive architectural detail in the form of an Art Moderne-inspired trim around the edge of the primary (south) façade and otherwise does not embody any specific architectural style. Otherwise it is very non-descript and heavily altered with fenestration consisting entirely of replacement windows in non-original openings and a non-original primary façade/store front. The rear building at the subject property is individually eligible under Criteria C/3/3 for listing in the NRHP, the CRHR, and for designation as a Los Angeles HCM.

Criteria D/4: The property has not yielded, nor does it appear to possess potential to yield information important in history or prehistory. Therefore, the subject property is not individually eligible under Criteria D/4/4 for listing in the NRHP, the CRHR, or for designation as a Los Angeles HCM.

*P5a Photo or Drawing:

Figure 1. Primary (south) façade of the rear building, view north (SWCA, 2018).

Figure 2. East façade of the rear building, view west (Ray Long, 1989).

Appendix C.
Key Building Permits

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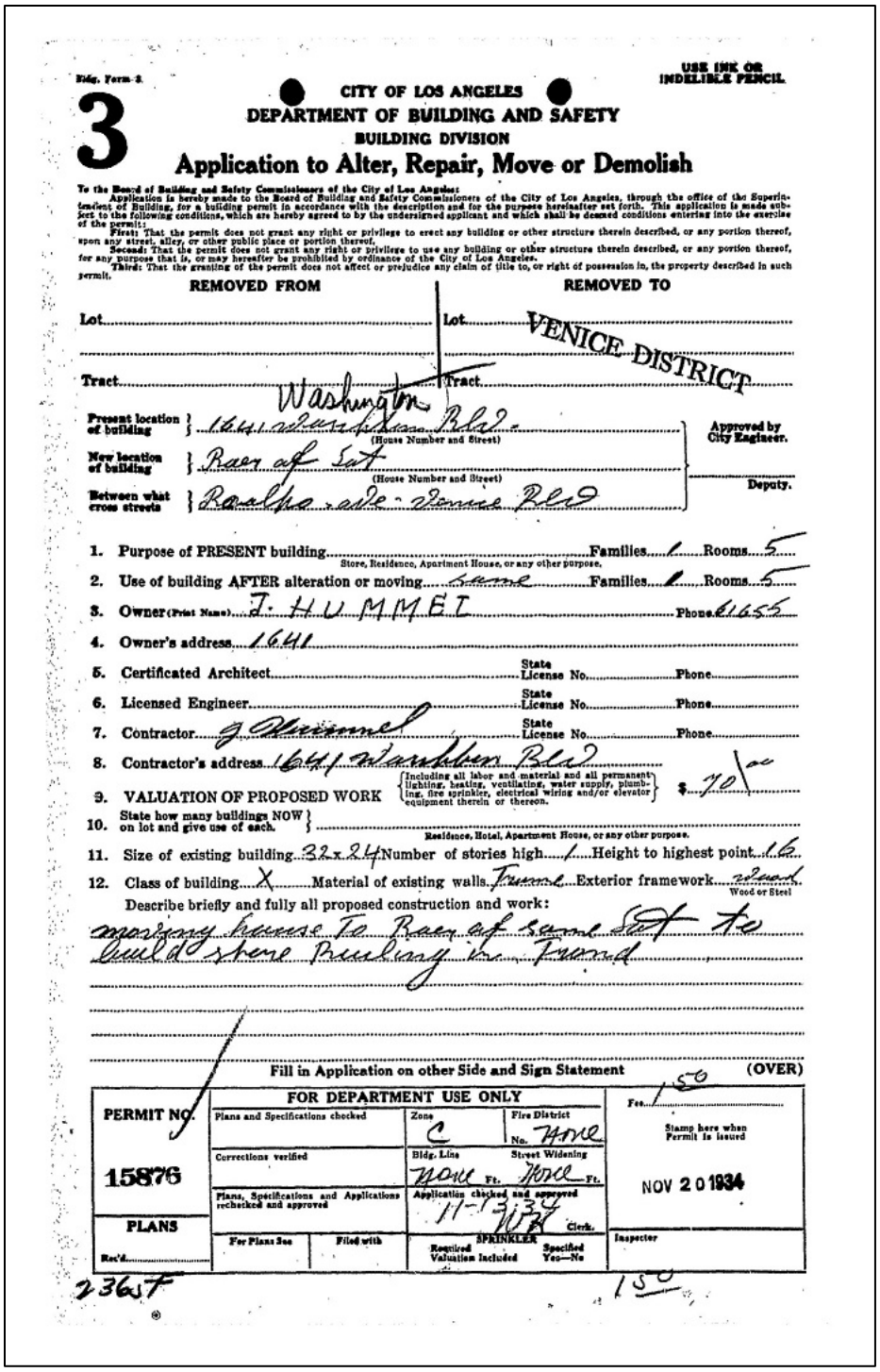


Bldg. Form 3

USE INK OR INDELIBLE PENCIL.

3

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:
Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:
First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.
Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.
Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM	REMOVED TO
Lot	Lot VENICE DISTRICT
Tract	Tract Washington

Present location of building: 1641 Washington Blvd. (House Number and Street)
New location of building: Rear of Lot (House Number and Street)
Between what cross streets: Realto ave - Venice Blvd
Approved by City Engineer. Deputy.

1. Purpose of PRESENT building: Store, Residence, Apartment House, or any other purpose. Families 1 Rooms 5
2. Use of building AFTER alteration or moving: Same Families 1 Rooms 5
3. Owner (Print Name): J. HUMMEL Phone 61655
4. Owner's address: 1641
5. Certificated Architect: State License No. Phone
6. Licensed Engineer: State License No. Phone
7. Contractor: J Hummel State License No. Phone
8. Contractor's address: 1641 Washburn Blvd
9. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon.): $ 70.00
10. State how many buildings NOW on lot and give use of each: Residence, Hotel, Apartment House, or any other purpose.
11. Size of existing building 32 x 24 Number of stories high 1 Height to highest point 16
12. Class of building X Material of existing walls Frame Exterior framework 2 Wood or Steel

Describe briefly and fully all proposed construction and work:
moving house To Rear of same Lot to
build store Building in front

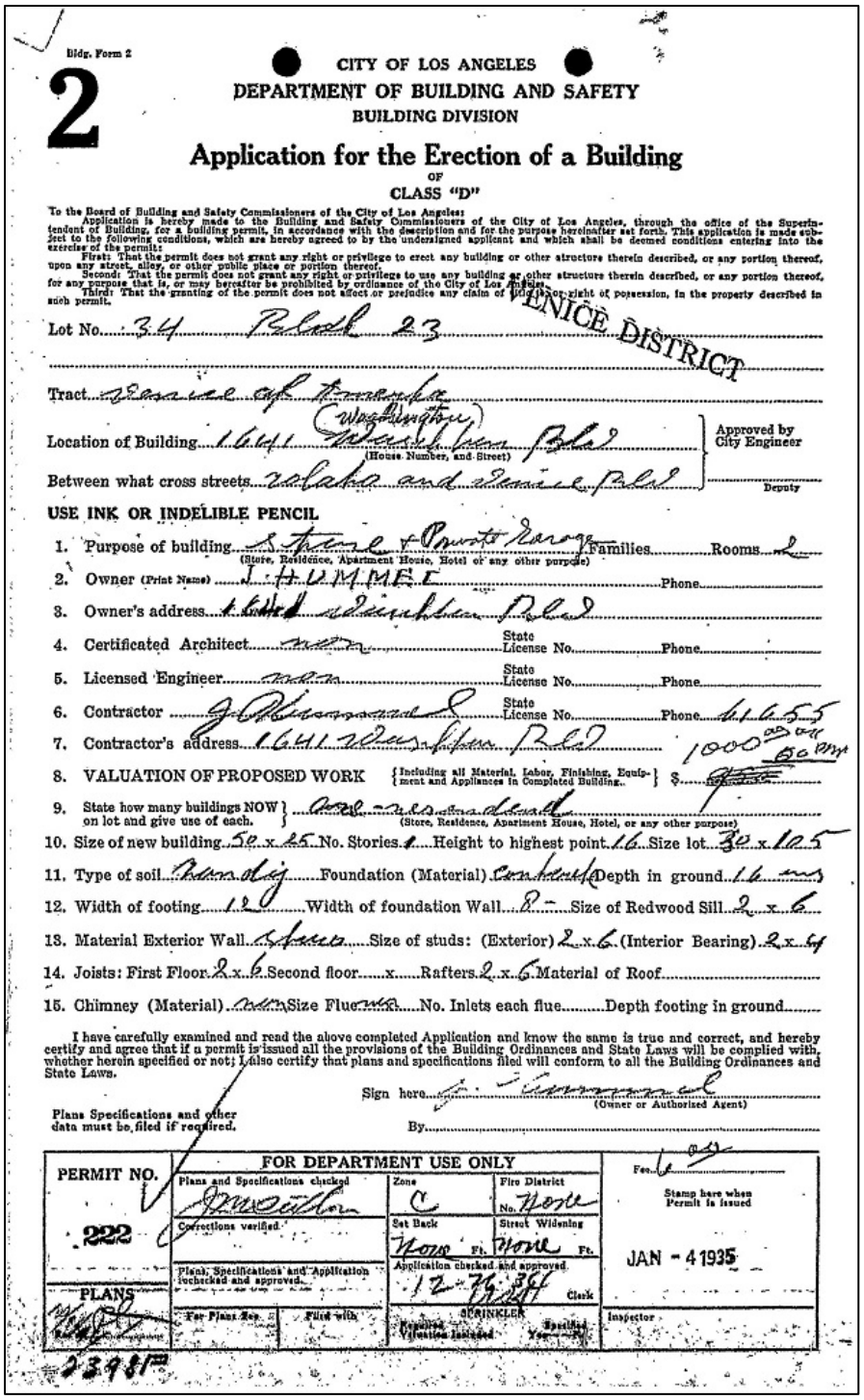
Fill in Application on other Side and Sign Statement (OVER)

FOR DEPARTMENT USE ONLY

PERMIT NO. 15876	Plans and Specifications checked	Zone C	Fire District No. None
	Corrections verified	Bldg. Line None Ft.	Street Widening None Ft.
	Plans, Specifications and Applications rechecked and approved	Application checked and approved 11-13-34 Clerk.	
PLANS Rec'd.	For Plans See	Filed with	SPRINKLER Required Valuation Included / Specified Yes—No

Fee 1.50
Stamp here when Permit is issued
NOV 20 1934
Inspector

2365F 1.50



Bldg. Form 2

2

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Application for the Erection of a Building
OF
CLASS "D"

To the Board of Building and Safety Commissioners of the City of Los Angeles:
Application is hereby made to the Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit, in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:
First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.
Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.
Third: That the granting of the permit does not affect or prejudice any claim of title or right of possession, in the property described in such permit.

Lot No. 34 Block 23 VENICE DISTRICT

Tract Resurvey of Peninsula

Location of Building 1641 Washington (Washington) Blvd (House Number, and Street) — Approved by City Engineer

Between what cross streets Cabrillo and Venice Blvd — Deputy

USE INK OR INDELIBLE PENCIL

1. Purpose of building Store & Private Garage (Store, Residence, Apartment House, Hotel or any other purpose) Families ... Rooms 2
2. Owner (Print Name) J. HUMMEL ... Phone ...
3. Owner's address 1641 Washington Blvd
4. Certificated Architect ... State License No. ... Phone ...
5. Licensed Engineer ... State License No. ... Phone ...
6. Contractor J. Emmanuel State License No. ... Phone 41655
7. Contractor's address 1641 Washington Blvd 1000 sq ft 60 mm
8. VALUATION OF PROPOSED WORK (Including all Material, Labor, Finishing, Equipment and Appliances in Completed Building.) $ ...
9. State how many buildings NOW on lot and give use of each. ... (Store, Residence, Apartment House, Hotel, or any other purpose)
10. Size of new building 50 x 25 No. Stories 1 Height to highest point 16 Size lot 30 x 125
11. Type of soil Sandy Foundation (Material) Concrete Depth in ground 16 ins
12. Width of footing 12 Width of foundation Wall 8 Size of Redwood Sill 2 x 6
13. Material Exterior Wall Stucco Size of studs: (Exterior) 2 x 6 (Interior Bearing) 2 x 4
14. Joists: First Floor 2 x 6 Second floor ... x ... Rafters 2 x 6 Material of Roof ...
15. Chimney (Material) Conc Size Flue ... No. Inlets each flue ... Depth footing in ground ...

I have carefully examined and read the above completed Application and know the same is true and correct, and hereby certify and agree that if a permit is issued all the provisions of the Building Ordinances and State Laws will be complied with, whether herein specified or not; I also certify that plans and specifications filed will conform to all the Building Ordinances and State Laws.

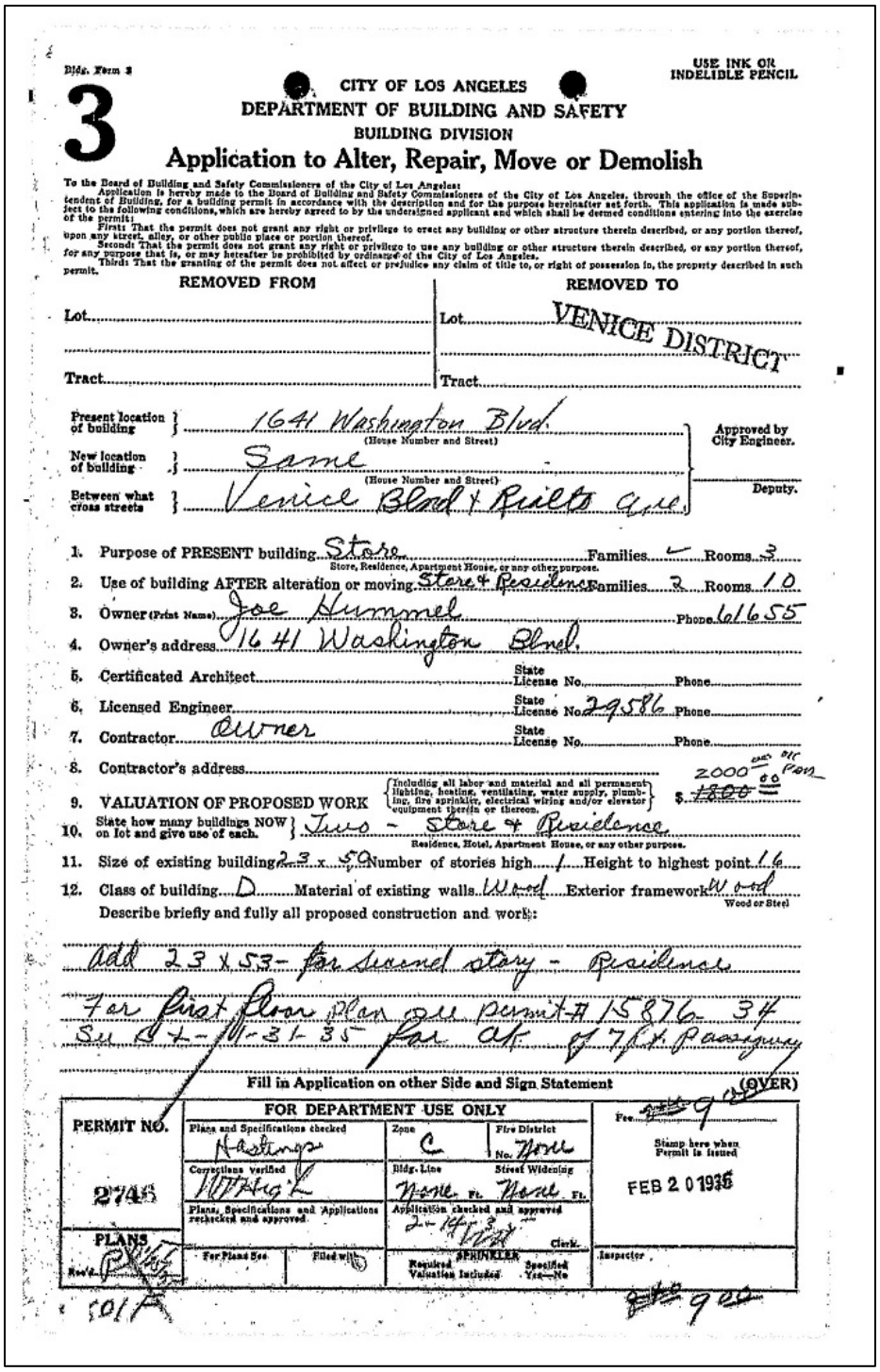
Sign here J. Emmanuel (Owner or Authorized Agent)

Plans Specifications and other data must be filed if required.

By ...

PERMIT NO.	FOR DEPARTMENT USE ONLY			Fee 6.00
222	Plans and Specifications checked Approved	Zone C	Fire District No. None	Stamp here when Permit is issued
	Corrections verified	Set Back None Ft.	Street Widening None Ft.	JAN - 4 1935
	Plans, Specifications and Application rechecked and approved	Application checked and approved 12-Nov-34 Clerk		
PLANS	For Plans See ... Filed with ...	SPRINKLER Required Yes Not Required Specified Yes No		Inspector

23985



Bldg. Form 3

USE INK OR INDELIBLE PENCIL

3

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:
Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:
First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.
Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.
Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM	REMOVED TO
Lot	Lot VENICE DISTRICT
Tract	Tract

Present location of building } 1641 Washington Blvd. (House Number and Street)
New location of building } Same (House Number and Street)
Between what cross streets } Venice Blvd & Rialto Ave.

Approved by City Engineer.
Deputy.

1. Purpose of PRESENT building Store (Store, Residence, Apartment House, or any other purpose.) Families 1 Rooms 3
2. Use of building AFTER alteration or moving Store & Residence Families 2 Rooms 10
3. Owner (Print Name) Joe Hummel Phone 61655
4. Owner's address 1641 Washington Blvd.
5. Certificated Architect State License No. Phone
6. Licensed Engineer State License No. 29586 Phone
7. Contractor Owner State License No. Phone
8. Contractor's address
9. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon.) $ ~~1300~~ 2000 00 plus elec
10. State how many buildings NOW on lot and give use of each. Two - Store & Residence (Residence, Hotel, Apartment House, or any other purpose.)
11. Size of existing building 23 x 50 Number of stories high 1 Height to highest point 16
12. Class of building D Material of existing walls Wood Exterior framework Wood (Wood or Steel)

Describe briefly and fully all proposed construction and work:

Add 23 x 53 - for second story - Residence
For first floor plan see permit A 15876 34
See 4 - 11-31-35 for alt. of 7 Ex. Parking

Fill in Application on other Side and Sign Statement (OVER)

PERMIT NO.	FOR DEPARTMENT USE ONLY			Fee 9 00
2745	Plans and Specifications checked Hastings	Zone C	Fire District No. None	Stamp here when Permit is issued FEB 2 01936
	Corrections verified	Bldg. Line None Ft.	Street Widening None Ft.	
	Plans, Specifications and Applications rechecked and approved	Application checked and approved 2-14-36 Clerk.		
PLANS Rec'd	For Plans See	Filed with	Required Valuation Included SPRINKLER Specified Yes—No	Inspector

501 A

1639 S Abbot Kinney Blvd

Permit #: **17016 - 10000 - 17736**
Plan Check #: B17LA11449 Printed: 09/15/17 11:50 AM
Event Code:

Bldg-Alter/Repair **GREEN - NONE**
Commercial
Expanded Counter Plan Check
Plan Check

City of Los Angeles - Department of Building and Safety

APPLICATION FOR BUILDING PERMIT
AND CERTIFICATE OF OCCUPANCY

Issued on: 09/15/2017
Last Status: Issued
Status Date: 09/15/2017

1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
VENICE OF AMERICA	23	34		M B 6-126/127	108B145 1584	4241 - 036 - 035
VENICE OF AMERICA	23	35	2	M B 6-126/127	108B145 1600	4241 - 036 - 035

3. PARCEL INFORMATION

Area Planning Commission - West Los Angeles
LADBS Branch Office - WLA
Council District - 11
Certified Neighborhood Council - Venice
Community Plan Area - Venice
Census Tract - 2736.00
Coastal Zone Cons. Act - YES
District Map - 108B145
Energy Zone - 6
Fire District - 2
Earthquake-Induced Liquefaction Area - Yes
Near Source Zone Distance - 5.3
School Within 500 Foot Radius - YES
Thomas Brothers Map Grid - 671-J6

ZONE(S): M1-1-O

4. DOCUMENTS

ZI - ZI-2406 Dir Inter of Venice SP for Small	RENT - YES	ORD - ORD-172897	CPC - CPC-17630
ZI - ZI-2452 Transit Priority Area in the Cit	ORD - ORD-130336	ORD - ORD-175693	CPC - CPC-1984-226-SP
SPA - Los Angeles Coastal Transportation Cor	ORD - ORD-168999	ORD - ORD-175694	CPC - CPC-1987-648-ICO
SPA - Venice Coastal Zone	ORD - ORD-172019	DTRM - DIR-2014-2824-DI	CPC - CPC-1998-119-LCP

5. CHECKLIST ITEMS

Permit Flag - Not a Fire Life Safety Project
Std. Work Descr - Seismic Gas Shut Off Valve

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s):
GOODFADER, JAY R TR ETAL JAY R GOODFADER TRUST AND
8 HORIZON AVE, VENICE CA 90291 --

Tenant:

Applicant: (Relationship: Agent for Owner)
MARTHA DIAZ -
8370 WILSHIRE BLVD SUITE 330, BEVERLY HILLS, CA 90211 -- (310) 275-7774

For Cashier's Use Only **W/O #: 71617736**

7. EXISTING USE **PROPOSED USE**

(16) Retail

8. DESCRIPTION OF WORK

EXTERIOR PAINT AND ADDITION OF LIVE WALL MOUNTED LANDSCAPE AT FRONT EXTERIOR WALL. PLUS NEW INTERIOR FINISHES.

9. If Bldg on Site & Use: ECPC

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By: Jesse Jimenez
DAS PC By:
OK for Cashier: Yaqub Mirza
Coord. OK:
Signature:
Date: 09/15/2017

11. PROJECT VALUATION Fixed Fee Period

Permit Valuation: $50,000
PC Valuation:
Sewer Cap ID:
Total Bond(s) Due:

12. ATTACHMENTS

Owner-Builder Declaration
Plot Plan

For inspection requests, call toll-free **(888) LA4BUILD (524-2845)**. Outside LA County, call (213) 482-0000 or request inspections via **www.ladbs.org**. To speak to a Call Center agent, call 311. Outside LA County, call (213) 473-3231.

P17016100001773 6FN

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LA ESTE 104117188 9/15/2017 11:49:56 AM
BUILDING PERMIT COMM                $528.75
BUILDING PLAN CHECK                   $0.00
EI COMMERCIAL                        $14.00
DEV SERV CENTER SURCH                $16.28
SYSTEMS DEVT FEE                     $32.57
CITY PLANNING SURCH                  $31.73
MISCELLANEOUS                        $10.00
PLANNING GEN PLAN MAINT SURCH        $26.44
CA BLDG STD COMMISSION SURCHARGE      $2.00
BUILDING PLAN CHECK                   $0.00

                Sub Total:          $661.77
Permit #: 170161000017736
Building Card #: 2017LA89619
Receipt #: 0104789669
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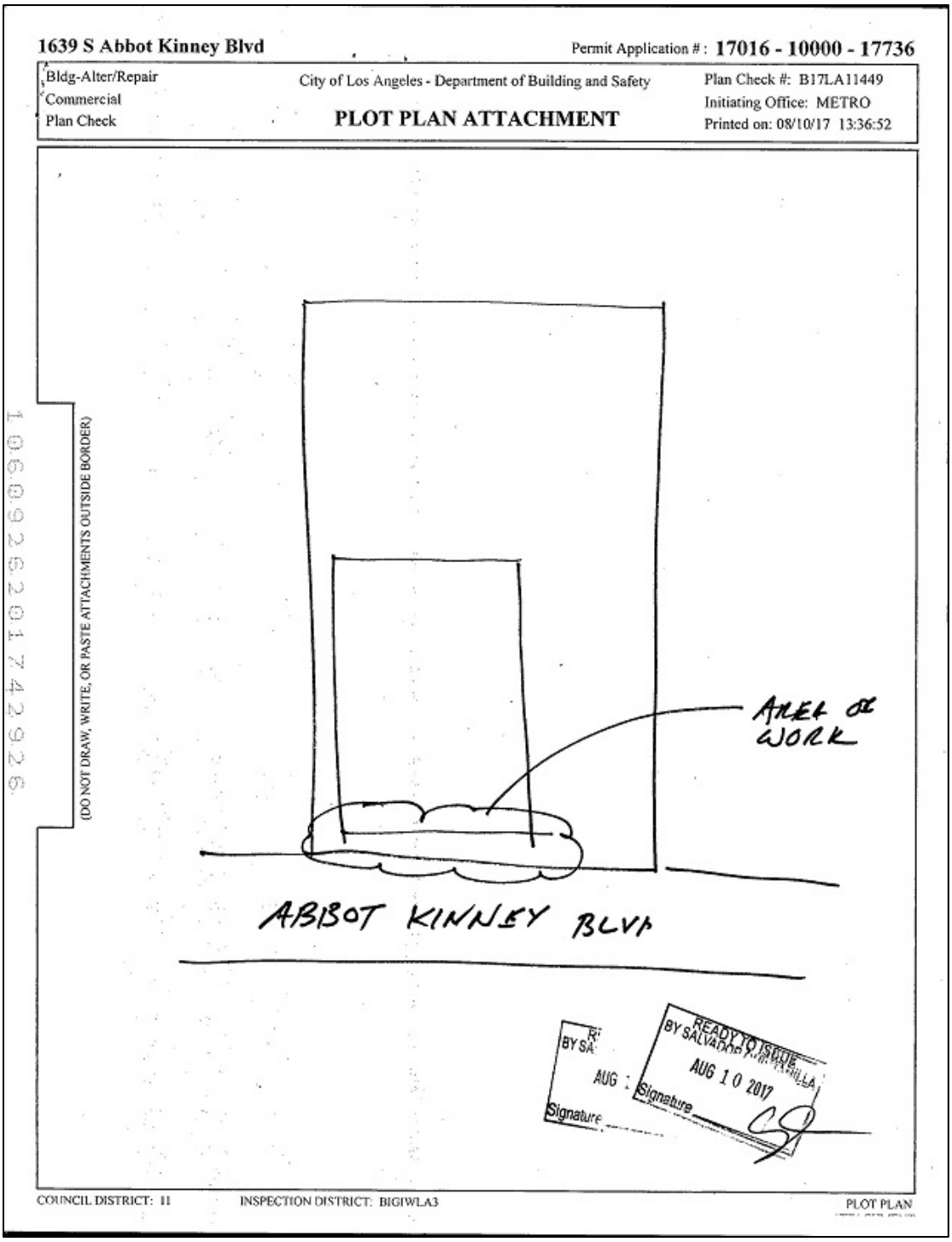
1060026201742026


1639 S Abbot Kinney Blvd
Permit Application # : 17016 - 10000 - 17736
Bldg-Alter/Repair
Commercial
Plan Check
City of Los Angeles - Department of Building and Safety
PLOT PLAN ATTACHMENT
Plan Check #: B17LA11449
Initiating Office: METRO
Printed on: 08/10/17 13:36:52
106092620174229 26
(DO NOT DRAW, WRITE, OR PASTE ATTACHMENTS OUTSIDE BORDER)
AREA OF WORK
ABBOT KINNEY BLVD
BY SA
AUG
Signature
READY TO ISSUE
BY SALVADOR PINEDA VILLA
AUG 10 2017
Signature
COUNCIL DISTRICT: 11
INSPECTION DISTRICT: BIGIWLA3
PLOT PLAN

1641 S Abbot Kinney Blvd

Permit #: **17016 - 30000 - 30219**
Plan Check #: B17WL05953
Printed: 04/26/18 03:00 PM
Event Code:

Bldg-Alter/Repair **GREEN - NONE**
1 or 2 Family Dwelling
Plan Check at Counter
Plan Check

City of Los Angeles - Department of Building and Safety

APPLICATION FOR BUILDING PERMIT
AND CERTIFICATE OF OCCUPANCY

Issued on: 04/26/2018
Last Status: Issued
Status Date: 04/26/2018

1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
VENICE OF AMERICA	23	34		M B 6-126/127	108B145 1584	4241 - 036 - 035

3. PARCEL INFORMATION

Area Planning Commission - West Los Angeles
LADBS Branch Office - WLA
Council District - 11
Certified Neighborhood Council - Venice
Community Plan Area - Venice
Census Tract - 2736.00
Coastal Zone Cons. Act - YES
District Map - 108B145
Energy Zone - 6
Fire District - 2
Earthquake-Induced Liquefaction Area - Yes
Near Source Zone Distance - 5.3
Thomas Brothers Map Grid - 671-J6

ZONE(S): M1-1-O

4. DOCUMENTS

ZI - ZI-2406 Dir Inter of Venice SP for Small	RENT - YES	ORD - ORD-172897	CPC - CPC-17630
ZI - ZI-2452 Transit Priority Area in the Cit	ORD - ORD-130336	ORD - ORD-175693	CPC - CPC-1984-226-SP
SPA - Los Angeles Coastal Transportation Cor	ORD - ORD-168999	ORD - ORD-175694	CPC - CPC-1987-648-ICO
SPA - Venice Coastal Zone	ORD - ORD-172019	DTRM - DIR-2014-2824-DI	CPC - CPC-1998-119-LCP

5. CHECKLIST ITEMS

Std. Work Descr - Doors/Windows Changeout
Std. Work Descr - Interior Non-struct. Remo
Std. Work Descr - Patch Plaster/Drywall
Std. Work Descr - Re-stucco/Siding
Std. Work Descr - Seismic Gas Shut Off Valve
Combine Elec - Wrk. per 91.107.2.1.1.1
Combine Plumbg - Wrk. per 91.107.2.1.1.1

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s):
GOODFADER, JAY R TR ETAL JAY R GOODFADER TRUST AND
8 HORIZON AVE, VENICE CA 90291 --
Tenant:

Applicant: (Relationship: Agent for Owner)
- - - PHBO
, -- (213) 499-3326

For Cashier's Use Only **W/O #: 71630219**

7. EXISTING USE **PROPOSED USE**
(01) Dwelling - Single Family

8. DESCRIPTION OF WORK
Expand (e) bathroom to accommodate a (n) shower, add kitchen sink and cabinets. Replace windows with same size and location

9. # Bldgs on Site & Use:

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By: Diego Bautista
OK for Cashier: Shine Lin
DAS PC By:
Coord. OK:
Signature:
Date: 04/26/2018

11. PROJECT VALUATION Final Fee Period
Permit Valuation: $12,000
PC Valuation:
Sewer Cap ID:
Total Bond(s) Due:

12. ATTACHMENTS
Plot Plan

For inspection requests, call toll-free **(888) LA4BUILD (524-2845)**. Outside LA County, call (213) 482-0000 or request inspections via **www.ladbs.org**. To speak to a Call Center agent, call 311. Outside LA County, call (213) 473-3231.

P17016300003021 9FM

LA ESTE 104131009 4/26/2018 3:00:33 PM

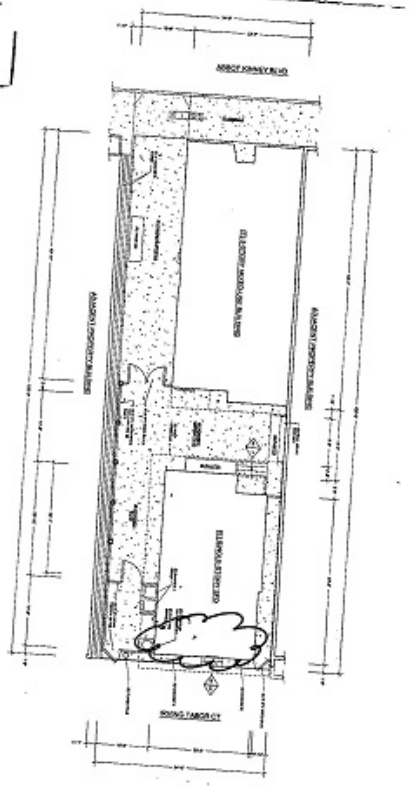
BUILDING PERMIT-RES	$190.00
ELECTRICAL PERMIT RES	$49.40
PLUMBING PERMIT RES	$49.40
BUILDING PLAN CHECK	$0.00
EI RESIDENTIAL	$1.56
DEV SERV CENTER SURCH	$8.71
SYSTEMS DEVT FEE	$17.42
CITY PLANNING SURCH	$11.40
MISCELLANEOUS	$10.00
PLANNING GEN PLAN MAINT SURCH	$13.30
CA BLDG STD COMMISSION SURCHARGE	$1.00
BUILDING PLAN CHECK	$0.00
Sub Total:	$352.19

Permit #: 170163000030219
Building Card #: 2018LA01960
Receipt #: 0104882366

1641 S Abbot Kinney Blvd Permit Application # : **17016 - 30000 - 30219**

Bldg-Alter/Repair 1 or 2 Family Dwelling Plan Check	City of Los Angeles - Department of Building and Safety **PLOT PLAN ATTACHMENT**	Plan Check #: B17WL05953 Initiating Office: WEST LA Printed on: 10/12/17 14:27:50

READY TO ISSUE
BY RICARDO A. MIREZ
JAN 31 2018
Signature



(DO NOT DRAW, WRITE, OR PASTE ATTACHMENTS OUTSIDE BORDER)

0505072018559952

READY TO ISSUE
BY KAVIAN REFAHI
FEB 13 2018
Signature

B
10/12/17

COUNCIL DISTRICT: 11 INSPECTION DISTRICT: R5064 PLOT PLAN

Appendix D.
As-Built Drawings

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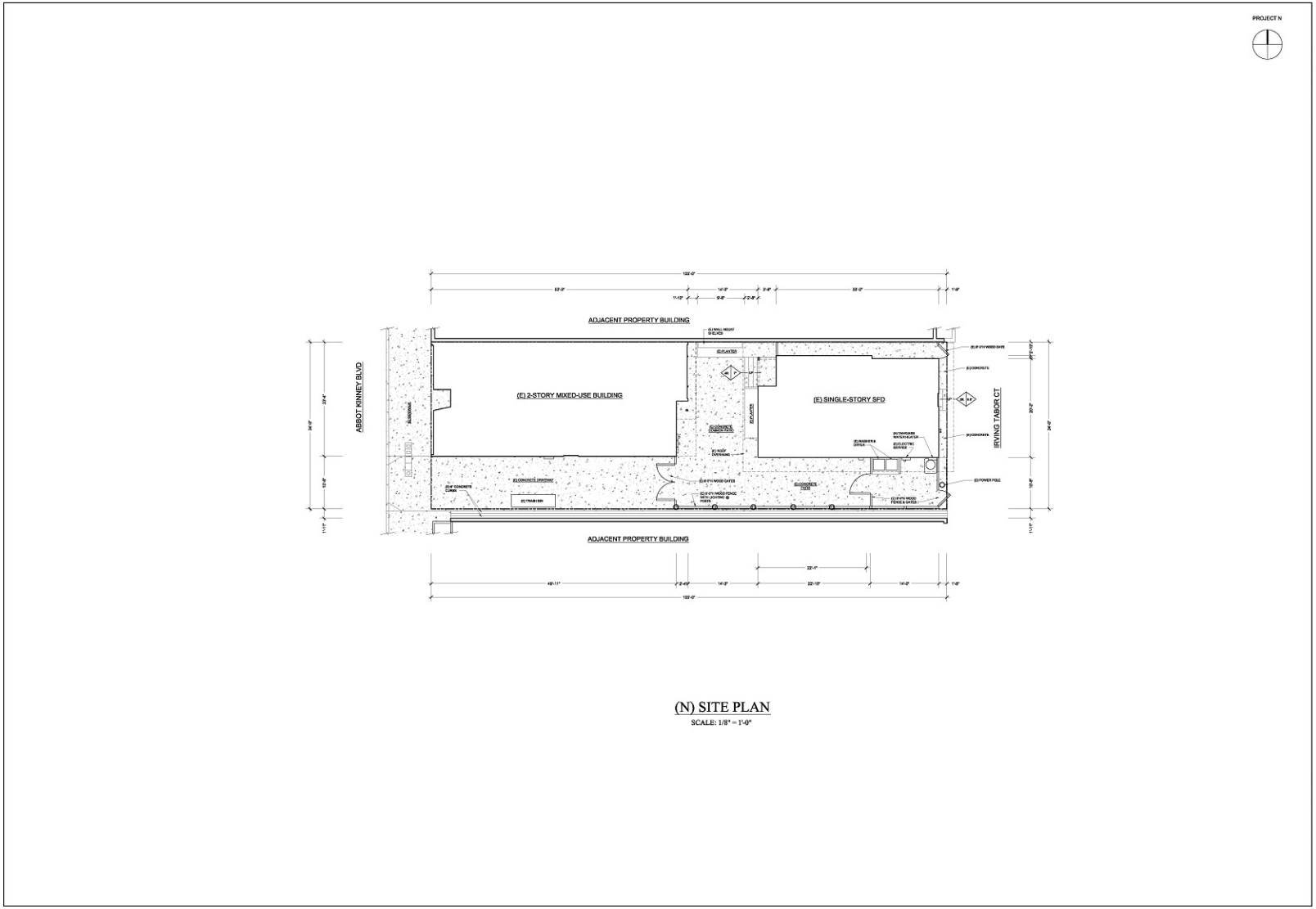
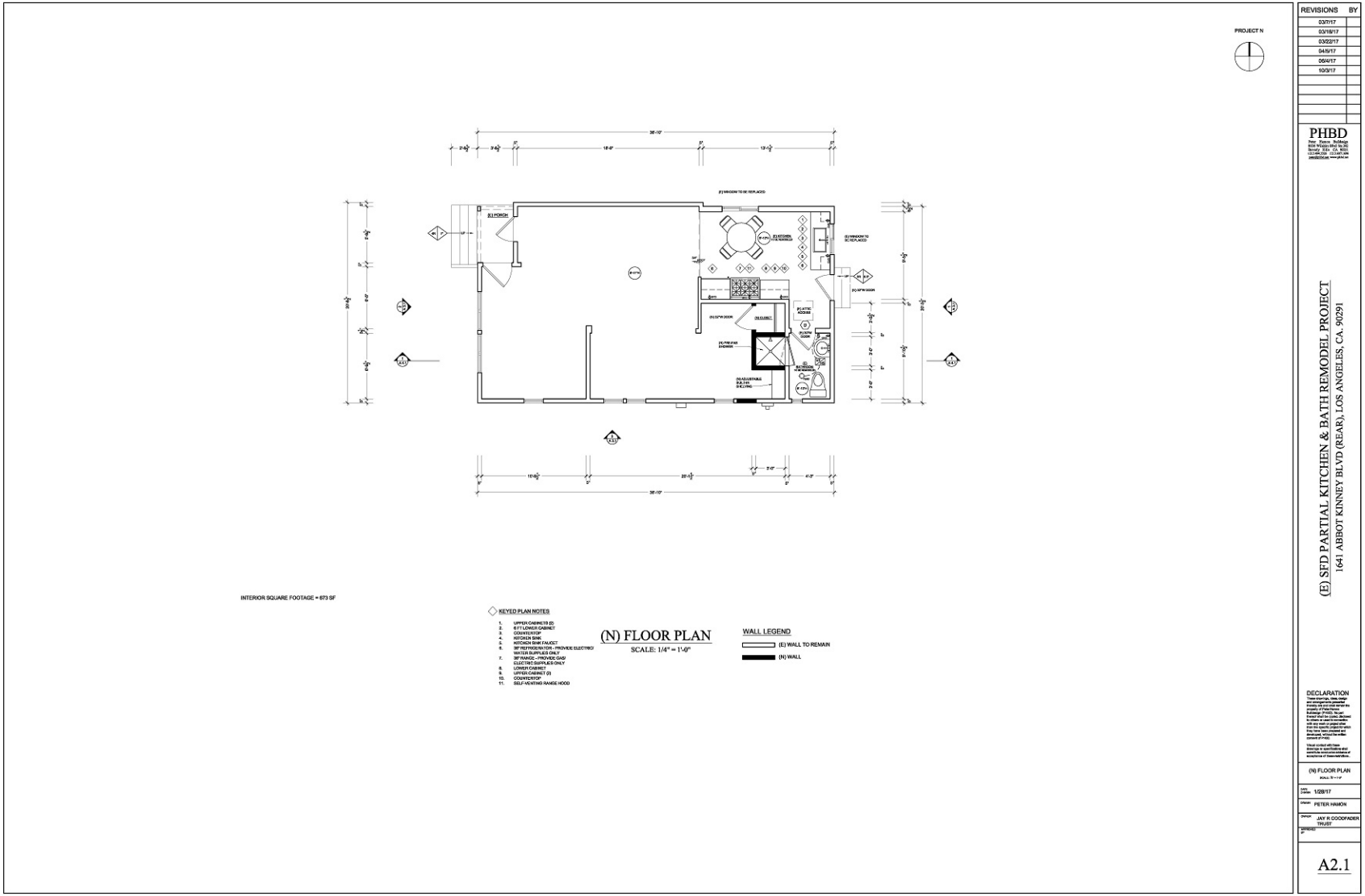
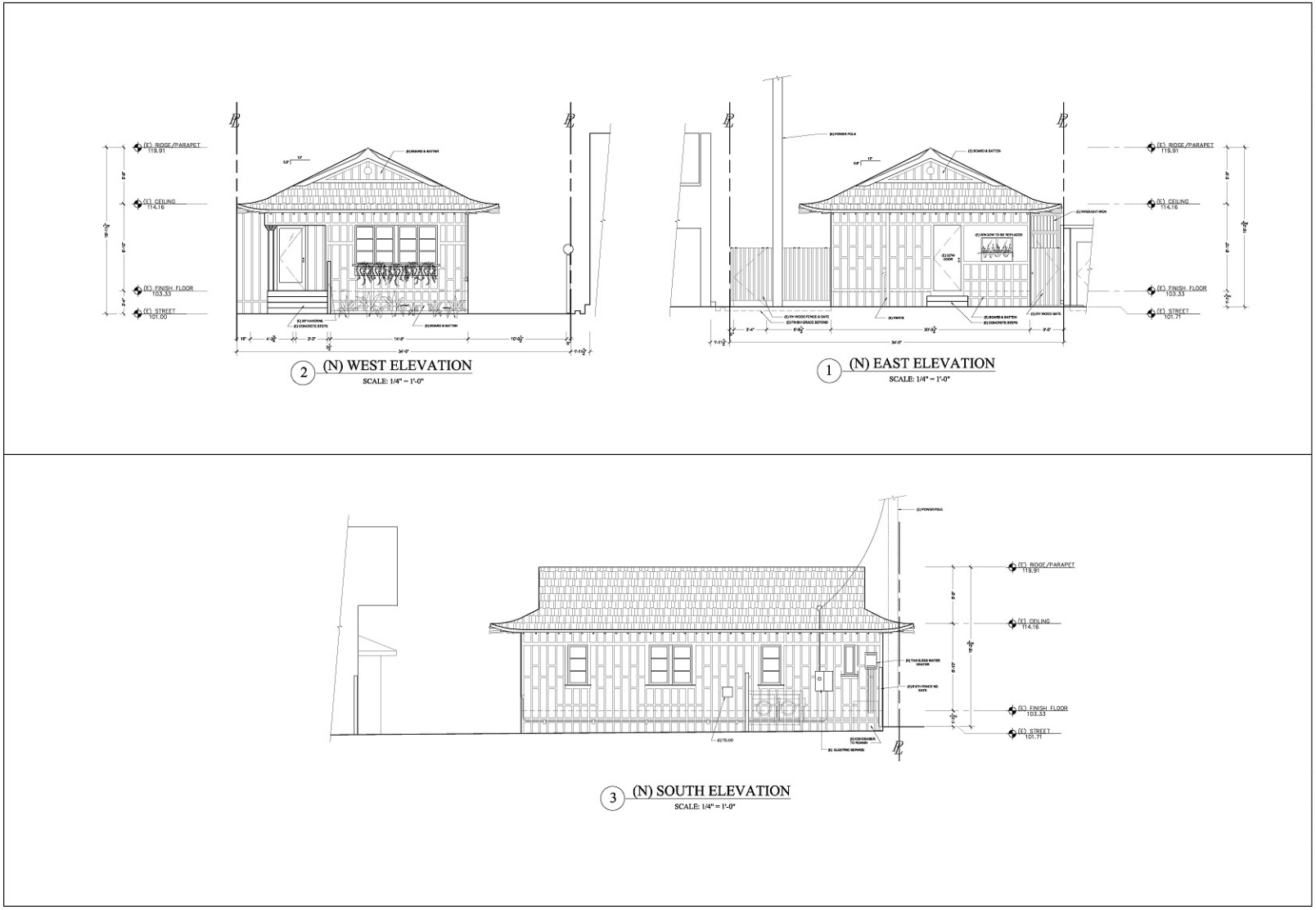

PROJECT N
ADJACENT PROPERTY BUILDING
ABBOT KINNEY BLVD
(E) 2-STORY MIXED-USE BUILDING
(E) SINGLE-STORY SFD
IRVING TABOR CT
ADJACENT PROPERTY BUILDING
(N) SITE PLAN
SCALE: 1/8" = 1'-0"
REVISIONS BY
03/7/17
03/16/17
03/22/17
04/5/17
05/4/17
10/3/17
PHBD
(E) SFD PARTIAL KITCHEN & BATH REMODEL PROJECT
1641 ABBOT KINNEY BLVD (REAR), LOS ANGELES, CA. 90291
DECLARATION
(N) SITE PLAN
1/20/17
PETER HAMON
JAY R GOODFADER TRUST
A1.1


PROJECT N
REVISIONS BY
03/7/17
03/16/17
03/22/17
04/5/17
05/4/17
10/3/17
PHBD
(E) SFD PARTIAL KITCHEN & BATH REMODEL PROJECT
1641 ABBOT KINNEY BLVD (REAR), LOS ANGELES, CA. 90291
INTERIOR SQUARE FOOTAGE = 673 SF
KEYED PLAN NOTES
1. UPPER CABINETS (2)
2. 6 FT LOWER CABINET
3. COUNTERTOP
4. KITCHEN SINK
5. KITCHEN SINK FAUCET
6. 36" FED FUEL/ELEC. - PROVIDE ELECTRICI ELECTRIC SUPPLIES ONLY
7. 36" RANGE - PROVIDE GAS/ ELECTRIC SUPPLIES ONLY
8. LOWER CABINET
9. UPPER CABINET (3)
10. COUNTERTOP
11. SELF-VENTING RANGE HOOD
(N) FLOOR PLAN
SCALE: 1/4" = 1'-0"
WALL LEGEND
(E) WALL TO REMAIN
(N) WALL
DECLARATION
(N) FLOOR PLAN
1/20/17
PETER HAMON
JAY R GOODFADER TRUST
A2.1


(E) RIDGE/PARAPET 119.91
(E) CEILING 114.16
(E) FINISH FLOOR 103.33
(E) STREET 101.00
(N) WEST ELEVATION
SCALE: 1/4" = 1'-0"
(E) RIDGE/PARAPET 119.91
(E) CEILING 114.16
(E) FINISH FLOOR 103.33
(E) STREET 101.71
(N) EAST ELEVATION
SCALE: 1/4" = 1'-0"
(E) RIDGE/PARAPET 119.91
(E) CEILING 114.16
(E) FINISH FLOOR 103.33
(E) STREET 101.71
(N) SOUTH ELEVATION
SCALE: 1/4" = 1'-0"
REVISIONS BY
03/7/17
03/16/17
03/22/17
04/5/17
05/4/17
10/3/17
PHBD
(E) SFD PARTIAL KITCHEN & BATH REMODEL PROJECT
1641 ABBOT KINNEY BLVD (REAR), LOS ANGELES, CA. 90291
DECLARATION
(N) ELEVATIONS
1/20/17
PETER HAMON
JAY R GOODFADER TRUST
A3.1

MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles is the Lead Agency for this project.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. Where appropriate, this environmental document identified Project design features, regulatory compliance measures, or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Proposed Project. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures identified for the Project.

The MMP is subject to review and approval by the City of Los Angeles as the Lead Agency as part of the approval process of the project, and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the MND.

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted.
As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

Enforcement Agency – the agency with the power to enforce the Mitigation Measure.

Monitoring Agency – the agency to which reports involving feasibility, compliance, implementation and development are made, or whom physically monitors the project for compliance with mitigation measures.

Monitoring Phase – the phase of the Project during which the Mitigation Measure shall be monitored.

- Pre-Construction, including the design phase
- Construction
- Pre-Operation
- Operation (Post-construction)

Monitoring Frequency – the frequency of which the Mitigation Measure shall be monitored.

Action Indicating Compliance – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure has been implemented.

The MMP performance shall be monitored annually to determine the effectiveness of the measures implemented in any given year and reevaluate the mitigation needs for the upcoming year.

It is the intent of this MMP to:

Verify compliance of the required mitigation measures of the MND;

Provide a methodology to document implementation of required mitigation;

Provide a record and status of mitigation requirements;

Identify monitoring and enforcement agencies;

Establish and clarify administrative procedures for the clearance of mitigation measures;

Establish the frequency and duration of monitoring and reporting; and

Utilize the existing agency review processes' wherever feasible.

This MMP shall be in place throughout all phases of the proposed Project. The entity responsible for implementing each mitigation measure is set forth within the text of the mitigation measure. The entity responsible for implementing the mitigation shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City of Los Angeles through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

MITIGATION MONITORING PROGRAM

Cultural Resources

MM-CR-1 Cultural Resources (Historical Resources - Archival Drawings)

Environmental impacts on historical resources may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:

Archival-quality as-built drawings of the rear building at 1639-1641 Abbot Kinney Boulevard shall be produced according to the guidelines established by the National Park Service, Historic Documentation Programs, Historic American Buildings Survey (HABS) (https://www.nps.gov/hdp/standards/HABS/HABSDrawings.pdf). Archival-quality copies of the as-built drawings shall be provided to the Office of Historic Resources (OHR).

Enforcement Agency: Los Angeles Department of City Planning – OHR (plan review)

Monitoring Agency: Los Angeles Department of City Planning – OHR (plan review)

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check (Planning Department conditions clearance) for Project

Action Indicating Compliance: Submittal of archival-quality copies of the as-built drawings to Planning Department – OHR

MM-CR-2 Cultural Resources (Historical Resources - Archival Photographs)

Environmental impacts on historical resources may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:

Two (2) archival-quality photographs of the rear building at 1639-1641 Abbot Kinney Boulevard shall be produced according to the guidelines established by the National Park Service, Historic Documentation Programs, Historic American Buildings Survey (HABS) (https://www.nps.gov/hdp/standards/PhotoGuidelines.pdf). One photograph should capture a representative view of the building's north façade, and one photograph should capture a representative view of the building's southern and eastern façades. Archival-quality copies of the photographs shall be provided to OHR.

Enforcement Agency: Los Angeles Department of City Planning – OHR (plan review)

Monitoring Agency: Los Angeles Department of City Planning – OHR (plan review)

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check (Planning Department conditions clearance) for Project

Action Indicating Compliance: Submittal of archival-quality copies of the photographs to Planning Department – OHR

Regulatory Compliance Measures

In addition to the Mitigation Measures required of the project, and any proposed Project Design Features, the applicant shall also adhere to any applicable Regulatory Compliance Measures required by law. Listed below is a list of often required Regulatory Compliance Measures. Please note that requirements are determined on a case by case basis, and these are an example of the most often required Regulatory Compliance Measures.

AESTHETICS

- **Regulatory Compliance Measure RC-AE-1 (Hillside)**: **Compliance with Baseline Hillside Ordinance**. To ensure consistency with the Baseline Hillside Ordinance, the project shall comply with the City's Hillside Development Guidelines, including but not limited to setback requirements, residential floor area maximums, height limits, lot coverage and grading restrictions.

- **Regulatory Compliance Measure RC-AE-2 (LA River): Compliance with provisions of the Los Angeles River Improvement Overlay District.** The project shall comply with development regulations set forth in Section 13.17.F of the Los Angeles Municipal Code as applicable, including but not necessarily limited to, landscaping, screening/fencing, and exterior site lighting.

- **Regulatory Compliance Measure RC-AE-3 (Vandalism)**: **Compliance with provisions of the Los Angeles Building Code.** The project shall comply with all applicable building code requirements, including the following:
    - Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
    - The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

- **Regulatory Compliance Measure RC-AE-4 (Signage): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.

- **Regulatory Compliance Measure RC-AE-5 (Signage on Construction Barriers): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:
    - The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: “POST NO BILLS”.

- Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
- The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

AGRICULTURE and FORESTRY

AIR QUALITY

- **Regulatory Compliance Measure RC-AQ-1(Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
  - 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.
  - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
  - 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.
  - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
  - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
  - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
  - Trucks having no current hauling activity shall not idle but be turned off.

- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

- **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

- **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

- **Regulatory Compliance Measure RC-AQ-5:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.

- **Regulatory Compliance Measure RC-AQ-6:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.

- **Regulatory Compliance Measure RC-AQ-7 (Spray Painting): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable rules of the Southern California Air Quality Management District, including the following:
    - All spray painting shall be conducted within an SCAQMD-approved spray paint booth featuring approved ventilation and air filtration system.
    - Prior to the issuance of a building permit, use of land, or change of use to permit spray painting, certification of compliance with SCAQMD air pollution regulations shall be submitted to the Department of Building and Safety.

- **Regulatory Compliance Measure RC-AQ-8 (Wireless Facilities):**If rated higher than 50 brake horsepower (bhp), permit required in accordance with SCAQMD Rule 1470 - Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Initial Engines and SCAQMD Rule 1110.2 - Emissions from Gaseous- and Liquid- Field Engines.

BIOLOGY

- **(Duplicate of WQ Measure) Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
    - *United States Army Corps of Engineers*. The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
    - *State Water Resources Control Board*. The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
    - *California Department of Fish and Wildlife*. The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed

Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

CULTURAL RESOURCES

- **Regulatory Compliance Measure RC-CR-1 (Designated Historic-Cultural Resource): Compliance with United States Department of the Interior – National Park Service – Secretary of the Interior's Standards for the Treatment of Historic Properties.** The project shall comply with the Secretary of the Interior's Standards for Historical Resources, including but not limited to the following measures:
    - Prior to the issuance of any permit, the project shall obtain clearance from the Department of Cultural Affairs for the proposed work.
    - A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
    - The historic character of a property shall be retained and preserved. The removal of historic material or alteration of features and spaces shall be avoided.
    - Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, shall not be undertaken.
    - Most properties change over time; those changes that have acquired significance in their own right shall be retained and preserved.

- **Regulatory Compliance Measure RC-CR-2 (Archaeological):** If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
    - Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.
    - Deteriorated historic features shall be repaired rather than replaced. Where the severity if deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
    - Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

- Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
- New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
- New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

- **Regulatory Compliance Measure RC-CR-3 (Paleontological):** If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

- **Regulatory Compliance Measure CR-4 (Human Remains):** If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

  - Stop immediately and contact the County Coroner:
    1104 N. Mission Road
    Los Angeles, CA 90033
    323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
    323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

  If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

  The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.

  - The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
  - If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

GEOLOGY AND SOILS

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

- **Regulatory Compliance Measure RC-GEO-2 (Hillside Grading Area):** The grading plan shall conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division. Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.

- **Regulatory Compliance Measure RC-GEO-3 (Landslide Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any landslide and soil displacement, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
    - ground stabilization
    - selection of appropriate foundation type and depths
    - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures

  The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-4 (Liquefaction Area):** The project shall comply with the Uniform Building Code Chapter 18. Division1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
    - ground stabilization
    - selection of appropriate foundation type and depths
    - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

  The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-5 (Subsidence Area):** Prior to the issuance of building or grading permits, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety. The geotechnical report shall assess potential consequences of any subsidence and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-6 (Expansive Soils Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil expansion and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GHG-1 (Green Building Code):** In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.

HAZARDS AND HAZARDOUS MATERIALS

- **Regulatory Compliance Measure RC-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials)**
    - (**Asbestos**) Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs 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 applicable State and Federal rules and regulations.
    - (**Lead Paint**) Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint

materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.

- (**Polychlorinated Biphenyl – Commercial and Industrial Buildings**) Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.

- **Regulatory Compliance Measure RC-HAZ-2: Explosion/Release (Methane Zone):** As the Project Site is within a methane zone, prior to the issuance of a building permit, the Site shall be independently analyzed by a qualified engineer, as defined in Ordinance No. 175,790 and Section 91.7102 of the LAMC, hired by the Project Applicant. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level which will prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations subject to DOGGR, LADBS and LAFD plan review and approval.

- **Regulatory Compliance Measure RC-HAZ-3: Explosion/Release (Soil Gases):** During subsurface excavation activities, including borings, trenching and grading, OSHA worker safety measures shall be implemented as required to preclude any exposure of workers to unsafe levels of soil-gases, including, but not limited to, methane.

- **Regulatory Compliance Measure RC-HAZ-4 Listed Sites (Removal of Underground Storage Tanks):** Underground Storage Tanks shall be decommissioned or removed as determined by the Los Angeles City Fire Department Underground Storage Tank Division. If any contamination is found, further remediation measures shall be developed with the assistance of the Los Angeles City Fire Department and other appropriate State agencies. Prior to issuance of a use of land or building permit, a letter certifying that remediation is complete from the appropriate agency (Department of Toxic Substance Control or the Regional Water Quality Control Board) shall be submitted to the decision maker.

- **Regulatory Compliance Measure RC-HAZ-5 (Hazardous Materials Site):** Prior to the issuance of any use of land, grading, or building permit, the applicant shall obtain a sign-off from the Fire Department indicating that all on-site hazardous materials, including contamination of the soil and groundwater, have been suitably remediated, or that the proposed project will not impede proposed or on-going remediation measures.

HYDROLOGY AND WATER QUALITY

- **Regulatory Compliance Measure RC-WQ-1: National Pollutant Discharge Elimination System General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for

Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

- **Regulatory Compliance Measure RC-WQ-2: Dewatering.** If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.

- **Regulatory Compliance Measure RC-WQ-3: Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

- **Regulatory Compliance Measure RC-WQ-4: Development Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.

- **Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
    - *United States Army Corps of Engineers*. The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.

- *State Water Resources Control Board*. The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
- *California Department of Fish and Wildlife*. The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

- **Regulatory Compliance Measure RC-WQ-6 (Flooding/Tidal Waves):** The project shall comply with the requirements of the Flood Hazard Management Specific Plan, Ordinance No. 172081 effective 7/3/98.

LAND USE AND PLANNING

- **Regulatory Compliance Measure RC-LU-1 (Slope Density):** The project shall not exceed the maximum density permitted in Hillside Areas, as calculated by the formula set forth in Los Angeles Municipal Code Section 17.05-C (for tracts) or 17.50-E (for parcel maps).

MINERAL RESOURCES

NOISE

- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

POPULATION AND HOUSING

- **New Regulatory Compliance Measure RC-PH-1 (Tenant Displacement):**
  - **Apartment Converted to Condominium** - Prior to final map recordation, and pursuant to the provisions of Section 12.95.2-G and 47.06 of the Los Angeles Municipal Code (LAMC), a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
  - **Apartment Demolition** - Prior to the issuance of a demolition permit, and pursuant to the provisions of Section 47.07 of the Los Angeles Municipal Code, a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
  - **Mobile Home Park Closure or Conversion to Different Use** Prior to the issuance of any permit or recordation, and pursuant to the provisions of Section 47.08 and 47.09 of the Los Angeles Municipal Code, a tenant relocation plan and mobile home park closure impact report shall be submitted to the Los Angeles Housing Department for review and approval.

PUBLIC SERVICES

Schools

- **Regulatory Compliance Measure RC-PS-1 (Payment of School Development Fee)** Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

Parks

- **Regulatory Compliance Measure RC-PS-2 (Increased Demand For Parks Or Recreational Facilities):**
  - (*Subdivision*) Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.
  - (*Apartments*) Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

- **Regulatory Compliance Measure RC-PS-3 (Increase Demand For Parks Or Recreational Facilities – Zone Change)** Pursuant to Section 12.33 of the Los Angeles Municipal Code, the applicant shall pay the applicable fees for the construction of dwelling units.

RECREATION

See RC measures above under Parks.

TRANSPORTATION AND TRAFFIC

- **Regulatory Compliance Measure RC-TT-1 (Increased Vehicle Trips/Congestion - West Side Traffic Fee)** Prior to issuance of a Building Permit, the applicant shall pay a traffic impact fee to the City, based on the requirements of the West Los Angeles Traffic Improvement and Mitigation Specific Plan (WLA TIMP).

PUBLIC UTILITIES AND SERVICE SYSTEMS

Water Supply

- **Regulatory Compliance Measure RC-WS-1 (Fire Water Flow)** The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or

infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.

- **Regulatory Compliance Measure RC-WS-2 (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.

- **Regulatory Compliance Measure RC-WS-3 (New Carwash):** The applicant shall incorporate a water recycling system to the satisfaction of the Department of Building and Safety.

- **Regulatory Compliance Measure RC-WS-4 (Landscape)** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

Energy

- **Regulatory Compliance Measure RC-EN-1(Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's energy use.

Solid Waste

- **Regulatory Compliance Measure RC-SW-1 (Designated Recycling Area)** In compliance with Los Angeles Municipal Code, the proposed Modified Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.

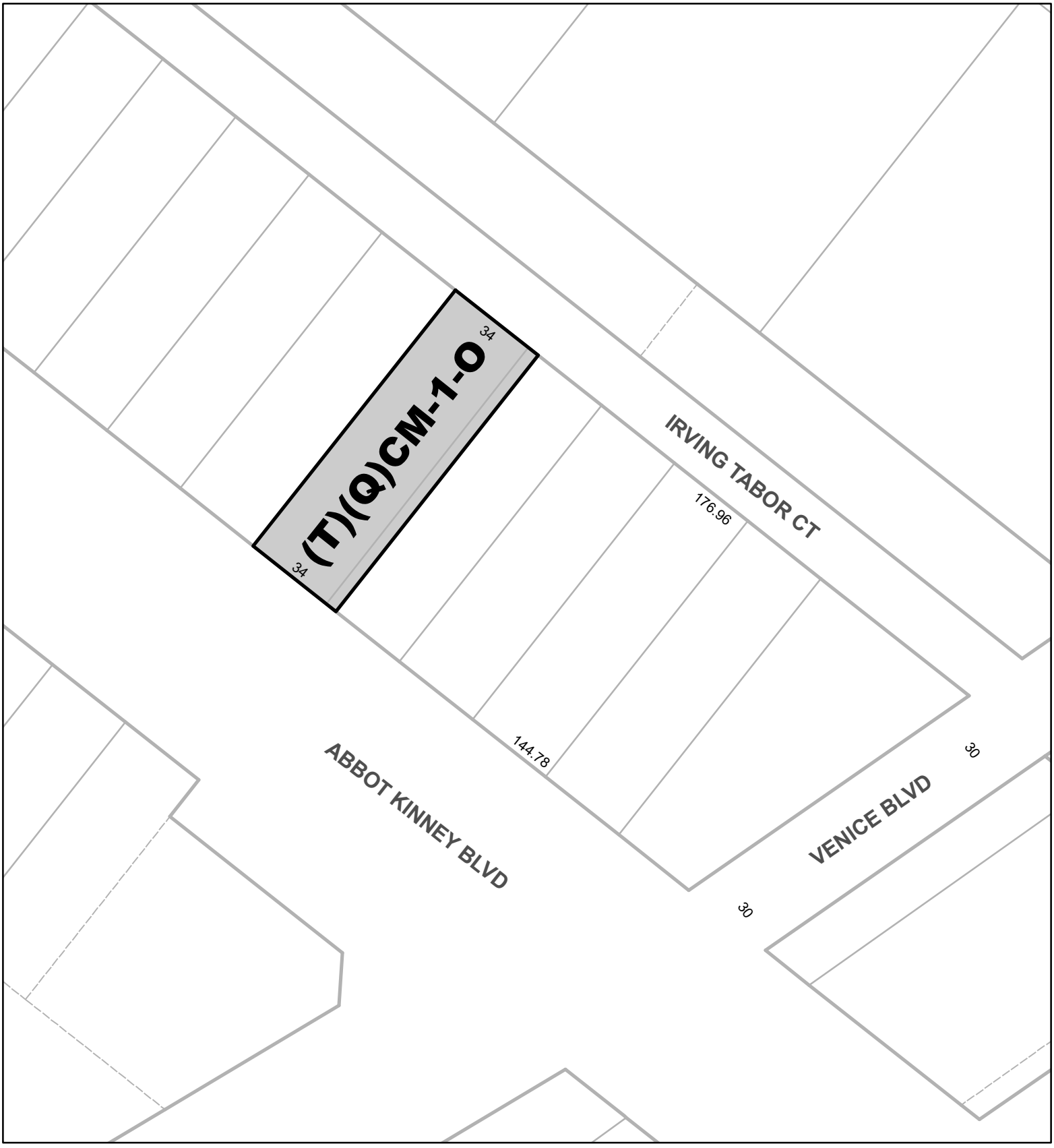
- **Regulatory Compliance Measure RC-SW-2 (Construction Waste Recycling)** In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished though the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.

- **Regulatory Compliance Measure RC-SW-3 (Commercial/Multifamily Mandatory Recycling)** In compliance with AB341, recycling bins shall be provided at appropriate

locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.

APCW-2018-7013-ZC-ZV-ZAA-CDP-SPE-SPP-MEL-WDI

Exhibit D: Zone Change Ordinance



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Feet

APCW-2018-7013-ZC-ZV-ZAA-CDP-SPE-SPP-MEL-WDI

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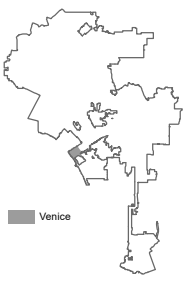
City of Los Angeles



Data Sources: Department of City Planning & Bureau of Engineering

APCW-2018-7013-ZC-ZV-ZAA-CDP-SPE-SPP-MEL-WDI

Exhibit E: HCIDLA Mello Act Determination Letter

Los Angeles
HOUSING+COMMUNITY
Investment Department

Eric Garcetti, Mayor
Rushmore D. Cervantes, General Manager

DATE: September 20, 2019

TO: Debbie Lawrence, Senior City Planner
City Planning Department

FROM: Marites Cunanan, Senior Management Analyst I
Los Angeles Housing and Community Investment Department

SUBJECT: **Mello Act Determination for 1639-1641 South Abbot Kinney Boulevard, Venice, CA 90291**

Planning Case #: APCW-2018-7013-ZC-ZV-ZAA-CDP-SPP-MEL-WDI

Based on information provided by Exeter 18344 DE, LLC, a Delaware Limited Liability Company ("Owner"), the Los Angeles Housing + Community Investment Department ("HCIDLA") has determined that no affordable unit(s) exist at 1639-1641 South Abbot Kinney Boulevard, Venice, CA 90291.

The property consists of a front, four (4)-unit mixed use building and a rear, one (1)-bedroom bungalow. Per the statement on the application, Owner proposes the relocation of the rear, one (1) bedroom bungalow off-site and expansion of the existing four (4)-unit mixed used front structure. Per the Grant Deed, on or around March 27, 2018, Owner purchased the property from Robert P. Gates, Trustee for Jonathan P. Gates U/D/T/ dated December 31, 2007, as to an undivided 25% interest; Debra G. Loucks AKA Debra Goodfader, as Trustee of the Debra Goodfader Trust UTA dtd 5/18/2006, amended and restated October 8, 2008, as to an undivided 25 interest; Jay R. Goodfader, as Trustee of the Jay Goodfader Trust UTA dtd 5/18/2006, as to an undivided 25 interest; Kathy Gates, Trustee for Danae K. Schneider U/D/T dated December 31, 2007, as to an undivided 18.75 interest and Kathy Gates, Trustee for Tamara A. Schneider U/D/T dated December 31, 2007, as to an undivided 6.25 interest, all as Tenants in Common. The Owner has not applied for a building permit or demolition permit with the Los Angeles Department of Building and Safety ("LADBS")

Section 4.4.3 of the Interim Administrative Procedures for Complying with the Mello Act requires that HCIDLA collect monthly housing cost data for at least the previous three (3) years. The Owner applied with the City of Los Angeles Department of City Planning on November 30, 2018. HCIDLA must collect data from: November 2015 through November 2018

On January 2, 2019, a tenant letter addressed to "Occupant" was mailed to the property address by certified mail. Per the United States Postal Service website (www.usps.com), the letter was delivered on January 7, 2019 but unable to be left at the property. A second delivery was attempted on January 20, 2019. On January 31, 2019, the letter was marked unclaimed and to be returned to HCIDLA. On February 11, 2019, HCIDLA received the tenant letter with the notice of "RETURN TO SENDER, UNCLAIMED, UNABLE TO FORWARD."

Per Owner, the rear bungalow was being used for commercial purposes under the previous owner. Owner submitted the lease agreement and copies of the previous owner's bank statements which indicate that the property was being consistently used for commercial purposes. Under the current Owner, the rear bungalow was rented out under Airbnb from June 2018 to December 2018. On September 9, 2019, HCIDLA received a copy of the Owner's Airbnb statements. Under the three (3) year lookback period ending in November 2018, the bungalow was rented out for six (6) months with an average of $4,026.47 collected which is above moderate ($1,608, one (1) bedroom per Schedule VII). Based on the documents provided and the research conducted by HCIDLA regarding this property, it is determined that no affordable units have existed on the property within the last three (3) years.

cc: Los Angeles Housing and Community Investment Department File
Exeter 18344 DE, LLC, a Delaware Limited Liability Company
Richard A. Rothschild, Western Center on Law and Poverty, Inc.
Susanne Browne, Legal Aid Foundation of L.A.
Juliet Oh, City Planning Department

RM:MAC:rt

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Exhibit F: Community Letter

AKMU, LLC
1645 Abbot Kinney
Los Angeles, CA 90291

December 16, 2020

Re: Support for the project proposed at 1639-41 and 1645 Abbot Kinney

Dear APC:

This is a letter of support for the project proposed at 1639-41 Abbot Kinney (PH Notice APCW-2018-7013). We are the neighbors immediately to the south and will likely be the most impacted by the project. The project team has taken the time to meet with us, walk us through the project details and respond to our comments. Our concerns have mostly been about maintaining privacy between residential units/patio spaces located on our project and those located adjacent on their project. Additionally, we have some concerns about late night gathering on the outdoor patio above Abbot Kinney.

The project applicant has agreed to privacy screening, primarily accomplished through landscape screening as well as agreed to a restriction on capacity and hours of operation on the outdoor patio. We will be working with them directly to document this prior to their final hearings.

We appreciate their willingness to work together to address issues that impact us directly as well as the overall thoughtful project design.

Thank you,

Patrick Tooley
AMKU, LLC