



# DEPARTMENT OF CITY PLANNING

## RECOMMENDATION REPORT

### City Planning Commission

**Date:** August 8, 2024  
**Time:** After 8:30 A.M.\*  
**Place:** Los Angeles City Hall  
Council Chambers, 3<sup>rd</sup> Floor  
200 North Spring Street, Room 340  
Los Angeles, CA 90012

This meeting may be available virtually, in a hybrid format. 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/commissionsboards-hearings> and/or by contacting [cpc@lacity.org](mailto:cpc@lacity.org)

**Public Hearing:** Required  
**Appeal Status:** Off-Menu Density Bonus Incentives and Waivers are not appealable per LAMC; All other entitlements are appealable to the City Council.  
**Expiration Date:** August 13, 2024  
**Multiple Approval:** Yes

**PROJECT LOCATION:** 522 East Venice Boulevard

**PROPOSED PROJECT:** The demolition of a two-story triplex and the construction of a three-story, 16,716 square-foot, 25-unit apartment building, of which six (6) dwelling units will be set aside for Very Low Income households, providing five (5) parking spaces on site.

**REQUESTED ACTION:**

1. Pursuant to California Environmental Quality Act (CEQA) Guidelines, an Exemption from CEQA pursuant to CEQA Guidelines, Article 19, Sections 15301 (Class 1) and 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24 U.26, a Conditional Use Permit for a Housing Development Project totaling 25 dwelling units, a 72.5 percent increase in the base density of fourteen (14) dwelling units in lieu of a maximum 35 percent increase in the base density, as otherwise required by LAMC Section 12.22 A.25;
3. Pursuant to LAMC Section 12.22 A.25, a Density Bonus/Affordable Housing Incentive Compliance Review for a Housing Development Project comprised of 25 dwelling units, of which six (6) dwelling units will be set aside for Very Low Income Household Occupancy for a period of 55 years, with the following requested Incentives and Waivers of Development Standards:

**Case No.:** CPC-2020-5839-DB-CU-CDP-MEL-SPP-WDI-HCA  
**CEQA No.:** ENV-2020-5840-CE  
**Council No.:** 11 - Park  
**Plan Area:** Venice  
**Specific Plan:** Venice Coastal Zone  
Specific Plan - Southeast Venice Subarea  
**Certified NC:** Venice  
**GPLU:** Low Medium II Residential  
**Zone:** RD1.5-1  
**Applicant:** 522 Venice, LLC  
**Representative:** Jesi Harris, Brian Silveria & Associates

- a. An On-Menu Incentive to allow a maximum building height of 36 feet 11 inches for a Varied Roofline in lieu of the maximum 30 feet, as otherwise required by the Venice Coastal Zone Specific Plan Section 10.G.3;
  - b. An Off-Menu Incentive to allow a 9-foot southerly front yard setback in lieu of the 15-foot setback, as otherwise required by LAMC Section 12.09.1 B.1;
  - c. An Off-Menu Incentive to allow a 38 percent reduction in required open space, to provide 784 square feet of open space in lieu of the required 1,250 square feet, as otherwise required by LAMC Section 12.21 G.2;
  - d. A Waiver to allow a 4-foot 9-inch westerly side yard setback in lieu of 6 feet, as otherwise required by LAMC Section 12.09.1 B.2;
  - e. A Waiver to allow the removal of the step-back provisions for the portions of the structure greater than 25 feet in height, as otherwise required by the Venice Coastal Zone Specific Plan Section 10.G.3; and
  - f. A Waiver to allow the consolidation of four (4) lots in lieu of the maximum two (2) residential lots, as otherwise required by Venice Coastal Zone Specific Plan Section 9.A.1;
4. Pursuant to LAMC Section 12.20.2, a Coastal Development Permit for the above referenced Project located within the Single Permit Jurisdiction of the Coastal Zone;
  5. Pursuant to LAMC Section 11.5.7, a Project Permit Compliance Review for a Project located within the Venice Coastal Zone Specific Plan;
  6. 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 of three (3) Residential Units and the construction of 25 Residential Units in the Coastal Zone; and
  7. Pursuant to LAMC Section 12.37 A, a Waiver of Dedication to allow a 6-foot dedication on Mildred Avenue to complete a 26-foot half right-of-way in lieu of the 10-foot dedication required to complete a 30-foot half right-of-way, as otherwise required by LAMC 12.37 A.

#### RECOMMENDED ACTIONS:

1. **Determine** based on the whole of the administrative record that the project is exempt from CEQA pursuant to CEQA Guidelines, Sections 15301 and 15332, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.
2. **Approve** a Conditional Use Permit pursuant to LAMC Section 12.24 U.26 for a Housing Development Project totaling 25 units, a 72.5 percent increase in the base density of fourteen (14) dwelling units in lieu of a maximum of a 35 percent increase in the base density, as otherwise required by LAMC Section 12.22 A.25.
3. **Approve** a Density Bonus Affordable Housing Incentive Program Review pursuant to LAMC Section 12.22 A 25, for a housing development project comprised of 25 dwelling units, of which six (6) dwelling units will be set aside for Very Low-Income households, with the following requested Incentives and Waivers of Development Standards:

- a. An On-Menu Incentive to allow a maximum building height of 36 feet, 11 inches in lieu of the maximum 30 feet, as otherwise required by the Venice Coastal Zone Specific Plan Section 10.G.3;
  - b. An Off-Menu Incentive to allow a 9-foot southerly front yard setback in lieu of the 15-foot setback, as otherwise required by LAMC Section 12.09.1B.1;
  - c. An Off-Menu Incentive to allow a 38 percent reduction in open space requirements of 784 square feet in lieu of the required 1,250 square, as otherwise required by LAMC Section 12.21 G.2;
  - d. A Waiver to allow a 4-foot, 9-inch westerly side yard setback in lieu of 6 feet, as otherwise required by LAMC Section 12.09.1 B.2;
  - e. A Waiver to allow the removal of the step-back provisions for the portions of the structure greater than 25 feet, as otherwise required by the Venice Coastal Zone Specific Plan Section 10.G.3; and
  - f. A Waiver to allow the consolidation of four (4) lots in lieu of the maximum two residential lots, as otherwise required by the Venice Coastal Zone Specific Plan Section 9.A.1.
4. **Approve** a Coastal Development Permit pursuant to LAMC Section 12.20.2 for the above referenced Project located within the Single Permit Jurisdiction of the Coastal Zone.
  5. **Approve** a Project Permit Compliance Review pursuant to LAMC Section 11.5.7, for a Project within the Venice Coastal Zone Specific Plan.
  6. **Approve** a 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, for the demolition of three (3) Residential Units and the construction of 25 Residential Units in the Coastal Zone.
  7. **Approve** a Waiver of Dedication to allow a 6-foot dedication on Mildred Avenue to complete a 26-foot half right-of-way in lieu of the 10-foot dedication required to complete a 30-foot half right-of-way, as otherwise required by LAMC 12.37 A.
  8. **Adopt** the attached Conditions of Approval.
  9. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP  
Director of Planning

*Theodore L. Irving*

Theodore L. Irving, AICP, Principal Planner

*Juliet Oh*

Juliet Oh, Senior City Planner

*Ira Brown*

Ira Brown, City Planner

*Sienna Kuo*

Sienna Kuo, Planning Assistant  
[sienna.kuo@lacity.org](mailto:sienna.kuo@lacity.org)  
(213) 978-1376

**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) or emailed to [cpc@lacity.org](mailto:cpc@lacity.org). 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 agendaized 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 Americans with 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 these 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 not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

# TABLE OF CONTENTS

<b>Project Analysis .....</b>	<b>A-1</b>
Project Summary	
Background	
Requested Entitlements	
Environmental Review	
Professional Volunteer Program	
Public Hearing and Communications	
Conclusion	
<b>Conditions of Approval.....</b>	<b>C-1</b>
<b>Findings .....</b>	<b>F-1</b>
Entitlement Findings	
CEQA Findings	
<b>Public Hearing and Communications.....</b>	<b>P-1</b>
<b>Exhibits:</b>	
A – Maps	
A1 – Vicinity Map	
A2 – Radius Map	
A3 – Zoning Map	
A4 – Land Use Designation Map	
B – Plans	
Project Plans	
C – Community Character Analysis	
D – Environmental Clearance: ENV-2020-5840-CE	
E – LAHD Mello and Replacement Unit Determinations	
F – Bureau of Engineering (BOE) Dedication and Improvement Memo	
G – Public Correspondence	

## PROJECT ANALYSIS

### **PROJECT SUMMARY**

The proposed project consists of the demolition of a two-story triplex and the construction of a three-story, 16,716 square-foot, 25-unit apartment building, of which six (6) dwelling units will be set aside for Very Low Income Households. The six (6) affordable dwelling units satisfy the requirements of Density Bonus and City of Los Angeles Interim Administrative Procedures for Complying with the Mello Act (IAP), providing three (3) Affordable Replacement Units, two (2) Inclusionary Residential Units, and one (1) additional affordable unit. The project will provide five (5) vehicle ground level parking spaces accessed from Mildred Avenue and 32 bicycle parking spaces. There are no protected trees on the subject site or public right-of-way. However, there are ten (10) non-protected trees on the subject site that will be retained. There are also two (2) street trees in the public right-of-way that will be retained and protected in place.

### **BACKGROUND**

#### **Project Site**

The subject site is comprised of four (4), flat, irregular-shaped lots with frontages of approximately 134 feet on Venice Boulevard, 86 feet on Ocean Avenue, 118 feet on Mildred Avenue, and 19 feet on Washington Way, with a total lot area of approximately 16,096 square feet. The subject site is improved with a 4,623 square-foot, two-story triplex constructed in 1949. According to SurveyLA and the Office of Historic Resources, the existing structure is not considered a historic resource.

The subject site is located within a half-mile of a Major Transit Stop. On September 22, 2022, the Governor signed Assembly Bill (AB) 2097, which added Government Code Section (§) 65863.2. AB 2097 prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project that is within one-half mile of a Major Transit Stop, with minor exceptions. The property is located 1,500 feet from a Major Transit Stop at Venice Boulevard and Lincoln Boulevard and is eligible for reduced parking. However, the applicant will provide five (5) ground level parking spaces that will serve as car share spaces and 32 bicycle parking spaces for the tenants.

The subject site is located within a Methane Buffer Zone, Liquefaction area, Flood Zone AE, Tsunami Inundation Zone, 5.43 kilometers from the Santa Monica Fault, and the Single Permit Jurisdiction of the Coastal Zone.

#### **General Plan Land Use Designation, Zoning, and Specific Plan**

The subject property is located within the Venice Community Plan, the Southeast Venice Subarea of the Venice Coastal Zone Specific Plan and the Los Angeles Coastal Transportation Corridor Specific Plan.

The property is subject to the Venice Local Coastal Land Use Plan (LUP) certified by the California Coastal Commission and adopted as a plan amendment to the Venice Community Plan. The LUP specifies a range of density for subareas designated as Low Medium II Residential, allowing one dwelling per 1,200 to 2,000 square feet of lot area. The Venice Coastal Zone Specific Plan limits density to a maximum of 2 dwelling units per lot and allows Replacement Affordable Units for each additional 1,500 square feet of lot area, in excess of 4,000 square feet. The Specific Plan further limits building height to 25 feet for projects with a flat roof and 30 feet for varied rooflines.

The subject property is zoned RD1.5, which allows a density of one dwelling unit per 1,500 square feet of lot area. The project site is also in Height District 1 which permits a floor area of three times the Buildable Area (FAR 3:1) and a maximum building height of 45 feet in the RD1.5 Zone.

AB 2334 changed the definition of “maximum allowable residential density” or “base density” to state: *the greatest number of units allowed under the zoning ordinance, specific plan, or land use element of the general plan, or, if a range of density is permitted, means the greatest number of units allowed by the specific zoning range, specific plan, or land use element of the general plan applicable to the project.* As such, the base density for the subject site is determined by the density provisions of the LUP, which allow a density of one dwelling unit per 1,200 square feet of lot area in areas designated as Low Medium II Density.

### **Surrounding Properties**

The easternly adjoining property, fronting on Washington Way and Mildred Avenue, is zoned RD1.5-1 and developed with two, one-story single-family dwellings constructed in 1948 and 1957. The northernly adjacent property, across South Venice Boulevard, is zoned PF-O and developed with a two-story library, the Abbot Kinney Memorial Branch Library, constructed in 1995. The southernly adjacent property, across Mildred Avenue, is zoned C1-1-O and developed with a one-story market constructed in 1923.

The neighborhood and surrounding properties are developed with single and multi-family dwellings. Within a 200-foot radius of the subject site, there are 12 RD1.5 zoned lots, two (2) R1 zoned lots, two (2) OS zoned lots and one (1) PF zoned lot. The RD1.5 zoned lots are developed with two (2) three-story structures, six (6) two-story structures and four (4) one-story structures. The R1 zoned lots are developed with two (2) one-story structures. The OS zoned lots are improved with a surface parking lot and the Venice of America Centennial Park. The PF zoned lot is improved with the Venice – Abbot Kinney Memorial Branch Library.

### **Streets and Circulation**

Venice Boulevard, is a Boulevard II, designated to a right-of-way width of 110 feet and a roadway width of 80 feet. The actual right-of-way width is approximately 44 feet in width with a roadway width of approximately 46 feet. Venice Boulevard is improved with curb, gutter and sidewalks. The roadway is currently one-way heading from west to east. Venice Boulevard terminates at the Pacific Ocean approximately 0.5 miles west of the project site. Mobility Plan 2035 identifies Venice Boulevard as a “Comprehensive Transit Enhanced Street.”

Mildred Avenue, is a Local Street (Standard) designated to a right-of-way width of 60 feet and a roadway width of 36 feet. The actual right-of-way width is 40 feet and the roadway width is 30 feet. Mildred Avenue is improved with a curb, gutter and sidewalk along portion of the northernly side of the street.

Washington Way, is a Local Street (Standard) designated to a right-of-way width of 60 feet and a roadway width of 36 feet. The actual right-of-way width is 60 feet and the roadway width is 40 feet. Washington Way is improved with a curb, gutter and sidewalks.

Ocean Avenue, is a Collector Street designated to a right-of-way width of 66 feet and a roadway width of 40 feet. The actual right-of-way width varies with an appropriate width of 113 feet and the roadway width is approximately 44 feet. Ocean Avenue is improved with curb, gutter, sidewalks and a landscaped plaza.

Public Transit:

The surrounding area is served by Los Angeles County Metropolitan Transit Authority (Metro) bus line 33 at the intersection of South Venice Boulevard and Washington Way. In addition, the subject is located 1,500 feet from a Major Transit Stop at Venice Boulevard and Lincoln Boulevard.

**Relevant Cases**

## On-site:

ZA 2013-1420-CDP-1A – On December 4, 2013, on appeal the West Los Angeles Area Planning Commission granted the appeals and overturned the decision of the Zoning Administrator and denied a Coastal Development Permit authorizing the construction, use, and maintenance of five single-family dwellings and five detached duplexes pursuant to the Small Lot Ordinance, in conjunction with the Vesting Tentative Tract 70870-SL within the single permit jurisdiction of the California Coastal Zone, located at 522 East Venice Boulevard.

DIR-2011-588-DB-SPP-MEL – On September 6, 2013, the Director of Planning approved two incentives requested by the applicant for a project reserving at least 10 percent, or two (2) dwelling units, of the 10 by-right permitted "base" dwelling units for Very Low Income household occupancy for a period of 30 years, located at 522 E. Venice Boulevard.

## Surrounding Properties:

DIR-2022-735-CDP-MEL – On December 23, 2022, the Director of Planning approve a Coastal Development Permit and Mello Act Compliance Review authorizing the demolition of a one-car garage and the construction of a two-story accessory structure with a 238 square-foot storage room at the ground and a 460 square-foot Accessory Dwelling Unit (ADU) on the second floor providing one covered parking space on-site within the Single Permit Jurisdiction area of the Coastal Zone, located at 2340 South Beach Avenue.

DIR-2020-3520-CDP-MEL-1A – On January 7, 2021, the Director of Planning approved a Coastal Development Permit and Mello Act Compliance Review for a project consisting of the demolition of a single-family dwelling and construction of a new single-family dwelling with an accessory structure and swimming pool. On January 20, one appeal was filed within the Single Permit Jurisdiction area of the Coastal Zone located at 610 Mildred Avenue. On September 12, 2022, the entitlement was abandoned by the applicant.

DIR-2019-2467-SPP-MEL – On June 6, 2019, the Director of Planning approve a Project Permit Compliance Review to allow the construction of a new two-story (with a loft), 1,122 square-foot second dwelling unit to the rear of an existing one-story, single-family dwelling providing four parking spaces, located at 462 East South Venice.

DIR-2017-3569-WDI – On February 21, 2018, the Director of Planning approved a Waiver of Dedication and Improvement for the southerly side of Venice Way, in conjunction with a preliminary parcel map composed of one-lot subdivision for the construction of two residential condominiums located at 520 East Venice Way.



DIR-2016-463-CDP-MEL – On January 19, 2018, the Director of Planning approved a Coastal Development Permit authorizing the construction of two dwelling units within the Single-Permit Jurisdiction Area of the Coastal Zone, located at 520 E. Venice Way.

DIR-2017-2223-CDP – On November 2, 2017, the Director of Planning approved a Coastal Development Permit authorizing the remodel and addition to an existing one-story, 732 square-foot single-family dwelling comprised of 138 square-foot to the ground floor and a new 560 square-foot second story for a total floor area of 1,430 square feet and a height of 25 feet 11 inches within the Single Permit Jurisdiction of the Coastal Zone, located at 579 East Grand Boulevard.

DIR-2016-583-CDP – On September 22, 2016, the Director of Planning approved a Coastal Development Permit authorizing the remodel and addition to an existing one-story, 728 square-foot, single-family dwelling comprised of an 88 square-foot addition to the ground floor and a new 455 square-foot second story within the dual jurisdiction area of the Coastal Zone, located at 2312 S. Ocean Avenue.

DIR-2016-2210-SPP – On September 1, 2016, the Director of Planning approved a Project Permit Compliance Review to authorize the construction a three-story, two-unit condominium, totaling 3,959 square feet, on an approximately 3,347 square-foot site, located at 454-456 East South Venice.

DIR-2016-2212-SPP – On August 26, 2016, the Director of Planning approved a Project Permit Compliance Review to authorize the construction of a three-story, two-unit condominium, totaling 4,139 square feet, on an approximately 3,383 square-foot site, located at 458 East South Venice Boulevard.

ZA-2014-1728-CDP-MEL – On August 12, 2016, the Zoning Administrator approved a Coastal Development Permit and Mello Act Compliance Review authorizing the demolition of a triplex, garage, and studio; and the construction of two single-family dwellings on two separate lots (small lot subdivision) in conjunction with Preliminary Parcel Map No. AA-2014-1730-PMLA-SL within the single permit jurisdiction area of the California Coastal Zone, located at 1712 & 1712½ South Washington Way.

ZA-2015-1118-CDP-ZAA-SPP-MEL – On January 27, 2016, the Zoning Administrator approved a Coastal Development Permit, Project Permit Compliance Review, Mello Act Compliance Review and Zoning Administrator's Adjustment authorizing the construction of a second dwelling unit providing a rear yard setback of zero (0) feet in lieu of the required 15 feet within the dual permit jurisdiction of the California Coastal Zone, located at 2205 Ocean Avenue.

ZA-2014-1543-CDP-MEL – On July 8, 2015, the Zoning Administrator approved a Coastal Development Permit authorizing the demolition of an existing two-story duplex and the construction of a two-unit condominium building on one parcel in conjunction with Preliminary Parcel Map AA-2014-1540-PMLA-CN within the dual permit jurisdiction of the California Coastal Zone, located at 454 East South Venice Boulevard.

ZA-2013-3894-CDP-MEL – On December 11, 2014, the Zoning Administrator approved a Coastal Development Permit authorizing the demolition of an existing single-family dwelling and the construction of a two-unit condominium, in conjunction with Preliminary Parcel Map No. AA-2013-3892-PMLA, within the dual permit jurisdiction area of the California Coastal Zone, located at 458 East South Venice Boulevard.

ZA-2013-2127-CDP-MEL-1A – On June 4, 2014, on appeal the West Los Angeles Area Planning Commission denied the appeal and sustained the Zoning Administrator's decision to approve a Coastal Development Permit to authorize the construction of three single-family dwellings in conjunction with the demolition of an existing duplex and the subdivision of two existing lots into three lots as approved under Case No. AA-2013-2125-PMLA-SL within the Single Jurisdiction of the California Coastal Zone, located 530-532 Grand Boulevard.

ZA-2013-1814-CDP-ZAA-SPPA-SPP-MEL – On March 3, 2014, the Zoning Administrator approved a Coastal Development Permit, Zoning Administrator's Adjustment, Project Permit Adjustment, Project Permit Compliance Review and Mello Act Compliance Review to authorize the construction of a single-family dwelling providing a front yard setback of 6 feet in lieu of the required 15 feet, a rear yard setback of 5 feet in lieu of the required 15 feet, and height of 27 feet 5 inches in lieu of the maximum 25 feet within the single permit jurisdiction of the California Coastal Zone, located at 621 East Mildred Avenue.

APCW-2007-2489-SPE-SPP-MEL – On December 5, 2007, the West Los Angeles Area Planning Commission approved a Specific Plan Exception to permit three dwelling units in lieu of two dwelling units; approved a Specific Plan Exception to permit zero parking spaces in lieu of five parking spaces; approved Project Permit Compliance Review with the Venice Coastal Zone Specific Plan; approved Mello Act Compliance review, located at 543 Grand Boulevard.

DIR 2006-3972-SPP-MEL – On July 21, 2006, the Director of Planning approved a Project Permit Compliance Review and Mello Act Compliance Review to permit the demolition of an existing one-story single-family dwelling and a detached two-car garage and the construction of a new two-story single-family dwelling with an attached two-car garage located at 2309 Eastern Court.

DIR-2005-6280-SPP-MEL – On November 1, 2005, the Director of Planning approved a Project Permit Compliance Review to allow the demolition of an existing one-story single-family dwelling and the construction of a new three-story single-family dwelling with three parking spaces located in an attached garage, located at 483 E. Carroll Court.

DIR-2003-6424-SPP-MEL – On January 26, 2004, the Director of Planning approved a Project Permit Compliance Review for the remodel and conversion of a duplex into a single-family dwelling with an attached two-car garage, located at 2328 South Ocean Avenue.

ZA-2003-4308-ZAA-SPP – On October 16, 2003, the Zoning Administrator approved Zoning Administrator's Adjustments to permit a 3-foot 3-inch wide passageway in lieu of the required 10-foot passageway; rear yard setback of 12 feet in lieu of the required 15 feet; and side yard setback of 3 feet 3 inches in lieu of the required 4 feet; and Project Permit Compliance Review to allow a second dwelling unit and two additional parking spaces in conjunction with an existing single-family dwelling, located at 2347 Ocean Avenue.

DIR-2003-4284-SPP – On September 4, 2003, the Director of Planning approved Project Permit Compliance Review to allow the construction of a first and second story addition to an existing one-story single-family dwelling, located at 2332 South Beach Avenue.

DIR-2002-7639-SPP – On March 5, 2003, the Director of Planning approved a Specific Plan Project Permit Compliance Review to allow the construction of a second dwelling unit, located at 462 East South Venice Boulevard.

DIR-2002-6632-SPP – On January 13, 2003, the Director of Planning approved a Project Permit Compliance Review to allow the remodel and addition of 20 square feet to the first floor and 440 square feet to the second floor to an existing two-story dwelling unit, located at 447 Carroll Canal.

DIR-2002-3171-SPP – On July 5, 2002, the Director of Planning approved Project Permit Compliance Review to allow the demolition of an existing one-story detached two-car garage and the construction of a new detached two-car garage with a second story recreation room on a lot containing one existing single-family dwelling and one detached two-car garage, located at 2345 Beach Avenue.

## **HOUSING REPLACEMENT**

On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). The Housing Crisis Act was further amended and extended by Senate Bill 8, effective January 1, 2022. SB 330/SB 8 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2034. During the duration of the statewide housing emergency, SB 330/SB 8, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant “Protected Units” unless the proposed housing development project replaces those units. These replacement requirements are now codified at Government Code Section 66300.5 and 66300.6.

Pursuant to the Determination made by Los Angeles Housing Department (LAHD), dated August 25, 2020, three (3) units need to be replaced with equivalent type, with one (1) unit restricted to a Low Income Household and two (2) units restricted to Very Low Income Households. The LAHD housing replacement requirements are satisfied by the six (6) Very Low-Income Unit provided through this Density Bonus Affordable Housing Incentive Program. The project will comply with all applicable requirements to the satisfaction of LAHD, including any updates to the August 25, 2020, determination that are needed in order to comply with SB 8. This is reflected in the conditions of approval.

## **REQUESTED ENTITLEMENTS**

### **Density Bonus Affordable Housing Incentives Program**

Pursuant to the State Density Bonus Law, the City must grant up to three (3) incentives for a project that includes 15 percent of the total units (base density) for Very Low Income Households. The State Density Bonus Law further stipulates that in no case may a city apply any development standard that will have the effect of physically precluding the construction of a development meeting the criteria of Government Code 65915 (b) at the densities or with the concessions or incentives permitted by State Density Bonus Law, and allows applicants to submit to a city a proposal for the waiver or reduction of development standards that will have the effect of physically precluding the construction of such a development. The City implements the State Density Bonus Law through the Density Bonus Ordinance.

The applicant proposes to utilize LAMC Section 12.22 A.25 (Affordable Housing Incentives – Density Bonus) to construct a total of 25 dwelling units, of which six (6) dwelling units will be set aside for Very Low Income Household Occupancy for a period of 55 years. Density Bonus projects are eligible for three (3) incentives if they reserve at least 15 percent of base dwelling units for Very Low Income Households or at least 30 percent of base dwelling units for Low Income Households. The project provides six (6) units reserved for Very Low Income, which would be approximately 43 percent of 14 base dwelling units, the project is eligible for three (3) Density Bonus Incentives. The applicant is requesting three (3) Density Bonus Incentives as follows:

- a. An On-Menu Incentive to allow a maximum building height of 36 feet, 11 inches (Varied Roofline) in lieu of the maximum 30 feet, as otherwise required by the Venice Coastal Zone Specific Plan Section 10.G.3;
- b. An Off-Menu Incentive to allow a 9-foot southerly front yard setback in lieu of 15-foot setback as otherwise required by LAMC Section 12.09.1 B.1; and
- c. An Off-Menu Incentive to allow a 38 percent reduction in required open space, providing 784 square feet in lieu of the required 1,250 square feet, as otherwise required by LAMC Section 12.21 G.2.

Per California Government Code Section 65915(e)(1) and Section 12.25 A.25(g) of the Los Angeles Municipal Code (LAMC), a Housing Development Project may also request other “waiver(s) or reduction(s) of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria...at the densities or with the concessions or incentives permitted under [State Density Bonus Law]”. In addition to the Density Bonus Incentives, the applicant is requesting four (4) Waivers of Development Standards, as follows:

- a. A Waiver to allow a 4-foot, 9-inch westerly side yard setback in lieu of 6 feet as otherwise required by LAMC Section 12.09.1 B.2;
- b. A Waiver to allow the removal of the step-back provisions for the portions of the structure greater than 25 feet, as otherwise required by the Venice Coastal Zone Specific Plan Section 10.G.3; and
- c. A Waiver to allow the consolidation of four (4) lots in lieu of the maximum two residential lots, as otherwise permitted by the Venice Coastal Zone Specific Plan Section 9.A.1.(C).

#### Density Bonus Projects in the Coastal Zone

Density Bonus Projects located within the Coastal Zone are required to comply with the provisions of both Density Bonus State Law and the Coastal Act. Government Code section 65915(m) states that the density bonus and incentives *provisions do not supersede or in any way alter or lessen the effect or application of the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code)*. Any density bonus, concessions, incentives, waivers or reductions of development standards, and parking ratios to which the applicant is entitled under this section shall be permitted in a manner that is consistent with this section and Division 20 (commencing with Section 30000) of the Public Resources Code. In that regard, the Legislature’s intent is that the two statutes be harmonized so as to achieve the goal of increasing the supply of affordable housing in the coastal zone while also protecting coastal resources, coastal access, and compliance with all other applicable policies of the Coastal Act.

### Conditional Use Permit

Pursuant to LAMC Section 12.24 U.26, the applicant is requesting a Conditional Use Permit for an extra 72.5 percent increase in density over the maximum 35 percent for a Housing Development Project. The State Density Bonus Law (Government Code Section 65915(n)) allows a city to grant a density bonus greater than 35 percent for a development, if permitted by a local ordinance. The City adopted the Value Capture Ordinance (Ordinance No. 185,373), codified in LAMC Section 12.24 U.26, to permit a density increase greater than 35 percent with the approval of a Conditional Use. In exchange for the increased density, the Value Capture Ordinance requires projects to set aside one (1) additional percent of base density units above the 11 percent for Very Low-Income Households for every additional 2.5 percent density increase above the 35 percent. Below is a table showing the requisite percentage of affordable housing units for Low Income Households based on the percentage of density increase.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35
12	37.5
13	40
14	42.5
15	45
16	47.5
17	50
18	52.5
19	55
20	57.5
21	60
22	62.5
23	65
24	67.5
25	70
26	72.5

The project site is zoned RD1.5 with a land use designation of Low Medium II in the Venice LUP. The RD1.5 would allow a base density of 11 units on the subject property and the Low Medium II land use designation would allow a base density of 14 units. AB 2334 defines base density to be “the greatest number of units allowed under the zoning ordinance, specific plan, or land use element of the general plan.” As such, the base density for the subject site is 14 dwelling units. The Density Bonus Ordinance allows a 35 percent density bonus for a total of 19 units. The applicant requests a Conditional Use to increase the density by an additional 37.5 percent, for a total of 72.5 percent, to allow 25 units in lieu of the 14 base units. As highlighted in the table above, the applicant is required to set aside 26 percent of the 14 base density units for Very Low-Income Households in order to be granted a 72.5 percent density bonus, resulting in the requirement to provide four (4) dwelling units reserved for Very Low-Income households. The applicant proposes to set aside 6 units for Very Low-Income Households, instead of the minimum required 4 units for Very Low-Income Households to be eligible for a Conditional Use. The six (6) affordable units also satisfies the requirements of the Mello Act and IAP: three (3) units will be

provided as Affordable Replacement Units and two (2) units will be provided as Inclusionary Residential Units. The applicant is volunteering one (1) additional affordable unit. The proposed project is setting aside greater than 26 percent of the site's base units for Very Low-Income Households. As such, the project satisfies the minimum percentage of base density to be restricted to Very Low-Income Households to be eligible for a 72.5 percent density increase.

### **Coastal Development Permit**

Pursuant to Los Angeles Municipal Code (LAMC) Section 12.20.2, the applicant is requesting a Coastal Development Permit for Development proposed in the Single Permit Jurisdiction of the California Coastal Zone.

"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.

### **Project Permit Compliance Review**

Pursuant to Los Angeles Municipal Code (LAMC) Section 11.5.7, the applicant requests a Project Permit Compliance Review for a project within the Southwest Venice Subarea of the Venice Coastal Zone Specific Plan.

### **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 of three (3) Residential Units and the construction of 25 Residential Units in the Coastal Zone. The project proposes the demolition of existing dwelling units and the construction of new dwelling units, therefore, the project is required to provide Affordable Replacement Units Pursuant to Part 4.0 of the IAP and Inclusionary Residential Units Pursuant to Part 5.0.

- *Demolitions and Conversions (Part 4.0)*. The owner filed an application with the Department of City Planning on October 1, 2020. Therefore, the Los Angeles Housing Department collected data from October 2017 to October 2020. The Los Angeles Housing Department (LAHD) issued a Mello Act Determination Letter dated September 21, 2022, stating that three (3) affordable units exist at the subject site. As such, the project is required to provide three (3) Affordable Replacement Units.

- *New Housing Developments (Part 5.0)*. New Housing Developments of 10 or more Residential Units are required to provide Inclusionary Residential Units and provides two options:
  - Option 1 requires 20 percent of all Residential Units, be reserved for occupancy by Very Low or Low Income Households.
  - Option 2 requires 10 percent of all Residential units, be reserved for occupancy by Very Low Income Households.

Part 3.0 of the IAP provides that “If an Applicant proposes to demolish Affordable Existing Residential Units and build a New Housing Development on the same site...the inclusionary requirements only apply to the number of new Residential Units that exceeds the number of Affordable Replacement Units.” The project proposes a total of 25 dwelling units, of which three (3) are Affordable Replacement Units. As such, the required Inclusionary Residential Units will be determined based on 22 total units, as follows:

- Under Option 1, the applicant would be required to provide 20 percent or four (4) units for occupancy by Very Low or Low Income Households.
- Under Option 2, the applicant would be required to provide 10 percent or two (2) units for occupancy by Very Low Income Households.

The project proposes the construction of 25 Residential Units, of which six (6) units will be set aside for Very Low Income Households for a period of 55 years. Of the six (6) affordable units, three (3) units are Replacement Affordable Units, two (2) units are Inclusionary Residential Units and one (1) voluntary affordable unit.

### **ENVIRONMENTAL REVIEW**

A Categorical Exemption, ENV-2020-5840-CE, has been prepared for the proposed project consistent, with the provisions of the California Environmental Quality Act. The project proposes the demolition of a two-story triplex and the construction of a three-story, 16,716 square-foot, 25-unit apartment building, of which six (6) dwelling units will be set aside for very low-income households, providing five (5) parking spaces on site.

The Categorical Exemption prepared for the proposed project is appropriate pursuant to CEQA Guidelines Sections 15301 (Class 1 – Existing Facilities) and 15332 (Class 32 – Infill Development) (see Exhibit D: Environmental Clearance).

### **PROFESSIONAL VOLUNTEER PROGRAM**

The proposed project was reviewed by the Department of City Planning, Urban Design Studio’s Professional Volunteer Program (PVP) on October 17, 2023. The PVP panel provided the following comments regarding overall project design:

Pedestrian First:

- Overall the design was well received and the preference given to pedestrian circulation, especially through the staircases and open access balconies, is a terrific feature.

- Appreciate the reduction in parking spaces but unsure whether LADBS will allow the two spaces to be located in the side yard and configurations that require backing onto a street are also problematic (for other than SFRs).
- It's a small-scale project that might not justify chutes for trash/recycling materials but requiring residents to exit site is rough; consider providing access from interior of site.

#### 360° Design:

- Building feels like it would be a good place to live and smaller units can help affordability.
- Project is a good demonstration of Guideline 5 from the Citywide Design Guidelines, to '...Express a clear and coherent architectural idea...' and feels suited to a beach area.
- The rendering does not show the wall that separates the corner park from the project, as suggested in plan; if a boundary wall exists in that location, consider treating it as a more open fence so as to not block visual access and breezes, it serves as 'free landscaping.'
- Even if a grade change needs to be negotiated between corner park and project site, then lower part of boundary enclosure could be solid with open fencing above.
- Please clarify the use of the exterior cabinets at each unit, accessed from the open corridors, whether these are water heaters, delivery boxes or something else.
- The one rendering provided still seems to portray a first floor pushed below grade.
- There may be mis-labeling of elevations, as 'west' elevation seems to be from east.

#### Climate-Adapted:

- The outdoor living areas are well designed and it's great that they are generous in proportion to the small unit sizes, which is a nice choice/concession to better livability; these also create breaks in the volume and a great relationship with the street.
- Please provide more detail on site and/or landscape plans as to fencing, wall, gates plan, surface treatment of hardscape areas, e.g. clarify the proposed treatment of the white strips currently serving as outer perimeter circulation between the building and street.
- Please clarify the project site's LID-compliance strategy; permeable areas are credited.

The applicant considered the comments from the Urban Design Studio and PVP, and where appropriate, modified the project plans and provided the following written response:

#### Pedestrian First:

- Access walkway and door added to interior of trash enclosure so that residents do not have to exit site to access trash/recycling bins.

#### 360 Design:

- Plans and renderings have been updated to remove wall separating corner park from the project, and grade has been adjusted to create a seamless transition.
- between corner park and property.
- Exterior "cabinets" are enclosures for the water heaters.
- All renderings have been updated to reflect 360 Design comments.

#### Climate Adapted:



- Additional detail has been added to the site plan and landscaping plan to show facing, walls, and gates.
- LID strategy includes LID planters below each stack of units, in addition to LID planters in the courtyard area.

### **PUBLIC HEARING AND COMMUNICATIONS**

A public hearing was held virtually via Zoom by a hearing officer (Sienna Kuo) on May 6, 2024 at 11:30 am. Comments from the public hearing are documented in Public Hearing and Communications, Page P-1. However, due to a change in the number of requested Density Bonus Waivers and affordable units, a new public hearing is required.

### **CONCLUSION**

Based on evaluation of the project and information submitted, input from the public, and the proposed project's compliance with applicable regulations, Los Angeles City Planning recommends the City Planning Commission approve the requested actions and adopt the attached Conditions of Approval and Findings.

Approval of the requests herein will enable the creation of 25 new residential units, including six (6) deed restricted affordable units. The proposed project will provide greater housing density and affordable units along a major corridor within the Venice Coastal Zone. The project will provide more affordable housing than required and reduces the amount of vehicles within the area by utilizing car share services exclusive to residents and including additional bicycle parking. The proposed 25-unit apartment building will also provide recreational and amenity areas. The project will enhance the physical appearance of the property and surrounding area through its thoughtful and interesting design features, including a well-articulated façade and roofline design.

## CONDITIONS OF APPROVAL

### Density Bonus Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped Exhibit "A" attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning and written approval by the Director of 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. **Residential Density.** The project shall be limited to a maximum density of 25 dwelling units, including On-Site Restricted Affordable Units.
3. **On-site Restricted Affordable Units.** Six (6) units shall be reserved for Very Low Income Household Occupancy as defined by the State Density Bonus Law per Government Code Section 65915 and by the Los Angeles Housing Department (LAHD). In the event the SB 8 Replacement Unit condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.
4. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Sections 12.22 A.25 and State Density Bonus Law (Government Code Section 65915).
5. **SB 8 Replacement Units (California Government Code Section 66300 et seq.).** The project shall be required to comply with the Replacement Unit Determination (RUD) letter, dated August 25, 2020, to the satisfaction of LAHD. The most restrictive affordability levels shall be followed in the covenant. In the event the On-site Restricted Affordable Units condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.
6. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make four (4) units available to Very Low-Income Households or equal to 26 percent of the project's total base residential density allowed, for sale or rental, as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22 A.25, to the satisfaction of LAHD, and in consideration of the project's Replacement Unit Determination. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD.

Unless otherwise required by state or federal law, the project shall provide an onsite building manager's unit, which the owner shall designate in the covenant. The Owner may not use an affordable restricted unit for the manager's unit.

7. **Height (On-Menu Incentive).** The proposed building shall not exceed a maximum Varied Roofline height of 36 feet, 11 inches as measured from the midpoint of the centerline of

Mildred Avenue to the highest point of the roof, lieu of the maximum 30 feet, as otherwise required by the Venice Coastal Zone Specific Plan.

8. **Front Yard Setback – Southerly (Off-Menu Incentive).** A minimum southerly front yard setback of 9-feet shall be permitted in lieu of the required 15-foot front yard setback, as otherwise required in the RD1.5 Zone.
9. **Open Space (Off-Menu Incentive).** The proposed project shall provide a minimum open space of 784 square feet in lieu of the required 1,250 square feet pursuant to LAMC Section 12.21 G.2. a.1.iv.
10. **Side Yard Setback – Westerly (Waiver).** A minimum westerly side yard setback of 4-feet 9-feet shall be permitted in lieu of the required 6-foot side yard setback, as otherwise required in the RD1.5 Zone.
11. **Third Story Step-Back (Waiver).** The step-back provisions for the portions of the structure greater than 25 feet, as otherwise required by Section 10.G.3.a of the Venice Coastal Zone Specific Plan, shall not apply.
12. **Lot Consolidation (Waiver).** The project is allowed consolidate of four (4) lots in lieu of the maximum two residential lots permitted by the Venice Coastal Zone Specific Plan.
13. **Parking Per AB 2097.** The project shall be permitted to provide a minimum of zero automobile parking spaces pursuant to AB 2097. Five (5) automobile parking spaces are provided.
14. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21 A.16.
15. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including the Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth above.
16. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC. Any parking spaces provided above LAMC requirements shall be provided with EV chargers to immediately accommodate electric vehicles within the parking areas.

### **Mello Act Compliance Review Conditions**

17. **Affordable Replacement Units.** Three (3) dwelling units shall be restricted as an Affordable Replacement Unit. The applicant shall comply with the requirements outlined in Part 7.2, 7.4, and 7.5 of the Interim Mello Act Administrative Procedures. The project shall be required to comply with the Mello Act Determination letter, dated September 21, 2022, to the satisfaction of the Los Angeles Housing Department (LAHD).

18. **Inclusionary Residential Units.** Two (2) dwelling units shall be restricted as Inclusionary Residential Units. The applicant shall comply with the requirements outlined in Part 5.0, 7.3, 7.4, and 7.5 of the Interim Mello Act Administrative Procedures.

### **Additional Entitlement Conditions**

19. **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.
20. **Waiver of Dedication and Improvement.** The project shall provide a minimum 6-foot dedication on Mildred Avenue. Otherwise, the project shall comply with the Bureau of Engineering (BOE) Memo dated December 4, 2020.
21. **Roof Structures.** Chimneys, exhaust ducts, ventilation shafts and other similar devices essential for building function may exceed the height limit by a maximum of five feet.
22. **Street Trees.** Street trees shall be provided to the satisfaction of the Urban Forestry Division. Street trees may be used to satisfy on-site tree requirements pursuant to LAMC Article Section 12.21.G.3 (Chapter 1, Open Space Requirement for Six or More Residential Units).

Required Trees per 12.21 G.2. As conditioned herein, a final submitted landscape plan shall be reviewed to be in substantial conformance with Exhibit "A." There shall be a minimum of [insert quantity here] 24-inch box, or larger, trees on site pursuant to LAMC Section 12.21 G.2. Any required trees pursuant to LAMC Section 12.21 G.2 shown in the public right-of-way in Exhibit "A" shall be preliminarily reviewed and approved by the Urban Forestry Division prior to building permit issuance. In-lieu fees pursuant to LAMC Section 62.177 shall be paid if placement of required trees in the public right-of-way is proven to be infeasible due to City determined physical constraints.

23. **Landscape Plan.** Revised landscape plans shall be submitted to show the size and location of all plants. The landscape plan shall indicate landscape points for the Project as required by Los Angeles Municipal Code (LAMC) 12.40 and Landscape Ordinance Guidelines "O". All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped, including an automatic irrigation system, and maintained in accordance with a final landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The final landscape plan shall be in substantial conformance with the submitted Landscape Plan, Exhibit "A," and shall incorporate any modifications required as a result of this grant.
24. **Stormwater/irrigation** – The project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site infiltration is deemed infeasible, the project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.
25. **Solar.** The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

26. **Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.
27. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, Environmental Sensitive Areas, the public right-of-way, nor from the above.
28. **Trash.** Separate trash collection areas for residential and commercial trash collection shall be maintained and shall also accommodate the separate collection of recyclable trash. The separate trash collection areas shall be clearly identified on final plans submitted for review and sign-off.
29. **Graffiti.** 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.

### **Administrative Conditions**

30. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & 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 & 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.
31. **Notations on Plans.** Plans submitted to the Department of Building & Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
32. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
33. **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.
34. 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.
35. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. 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 shall be provided to the Department of City Planning for attachment to the file.

36. **Department of Building & Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building & Safety Plan Check Engineer that affect 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 & 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.
37. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
38. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
39. **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 in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take 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

### Entitlement Findings

#### Density Bonus/Affordable Housing Incentives Compliance Findings

1. **Government Code Section 65915 and LAMC Section 12.22 A.25 state that the Commission shall approve a density bonus and requested incentive(s)/waiver(s) unless the Commission finds that:**
  - a. **The incentive does not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.**

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested incentives do not result in identifiable and actual cost reduction to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low-, low-, and moderate-income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

Based on the set-aside of 26 percent of 14 base units for Very Low Income and Low Income Households, the applicant is entitled to three (3) Incentives under both Government Code Section 65915 and the Los Angeles Municipal Code (LAMC). The request for an increase in allowable height, reduction in open space requirements, and reduced side yard setbacks qualify as requested Incentives. The remaining requests to allow a reduced side yard, removal of step back provisions for portions of the structure greater than 25 feet and lot consolidation of four lots in lieu of the maximum two are Waivers of Development Standards.

**Height (On-Menu Incentive)** – The project site is zoned RD1.5 with a Height District No. 1, which provides for unlimited building height. However, the Venice Coastal Zone Specific Plan further limits building height to 25 feet for flat roofs and 30 feet for Varied Rooflines. The applicant requests a height of 36 feet 11 inches for a Varied Roofline. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 A.25(f)(5), the project is eligible for a percentage increase in the height requirement in feet equal to the percentage of Density Bonus for which the Project is eligible; the height increase shall not exceed 11 feet or one story. The requested On-Menu Incentive for a 6-foot, 11-inch increase in height is expressed in the Menu of Incentives per Los Angeles Municipal Code (LAMC) Section 12.22 A.25(f) and as such, allows exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested incentive will allow the developer to expand the building envelope and increase the overall space dedicated to residential uses.

**Front Yard Setback – Southerly (Off-Menu Incentive)** – The project site is zoned RD1.5-1, which requires a 15-foot front yard setback. Per Los Angeles Municipal Code (LAMC) Section 12.22 A.25, the applicant is requesting an Off-Menu incentive to allow a 9-foot front yard setback in lieu of a 15-foot front yard setback, as otherwise required in the RD1.5-1 Zone pursuant to Los Angeles Municipal Code (LAMC) Section 12.09.1 B.1.



The proposed project's request to decrease the front yard setback by 6 feet would increase the building envelope to allow for more residential area on all levels. The proposed building provides 25 residential units, including six (6) units reserved for Very Low Income households. Overall, the project provides 16,716 square feet of residential floor area. The project includes 25 one-bedroom units with an average unit size of 495 square feet. By expanding the available building envelope, the project is able to provide an additional 100 square feet of floor area for each residential level. The additional square footage permitted by the reduction of the northerly side yard decreases the marginal costs of providing the units reserved for Very Low Income households. If the building were to adhere strictly to the 15-foot front yard setback requirement in the RD1.5-1 Zone, the project would be limited in the size and/or number of units the project could provide, undermining the project's financial feasibility by increasing the marginal costs of providing the units reserved for Very Low Income households. The requested incentive will allow the developer to expand the building envelope so the additional units can be constructed and the overall space dedicated for residential uses increased.

**Open Space (Off-Menu Incentive)** – Pursuant to LAMC Section 12.21 G.2, the proposed project would require 1,250 square feet of Open Space. The applicant has requested an Off-Menu incentive to provide 784 square feet of open space in lieu of the 1,250 square feet otherwise required. By dedicating less project area to open space, the project instead can use that area to expand the building footprint and provide the affordable dwelling units. The requested Incentive provides actual and identifiable cost reductions that provide for affordable housing costs because the incentive by nature increases the building envelope of the project so that additional dwelling units can be provided.

The proposed incentives allow for an expanded building envelope and design efficiencies that will facilitate the provision of additional density bonus units and help offset the cost of the four (4) required Very Low Income Units. The project is located in the Coastal Zone, therefore, the proposed increase in dwelling units and incentives must also comply with the applicable policies of the Coastal Act. As discussed in Finding No. 3, the proposed density bonus and incentives complies with the applicable policies of the Coastal Act and Venice LUP.

- b. The waiver[s] or reduction[s] of development standards relate to development standards that will not have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]” (Government Code Section 65915(e)(1))**

A project that meets the requirements of Government Code 65915 may request other “waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]” (Government Code Section 65915(e)(1)).

Therefore, the request for the following is recommended as Waivers of Development Standards. Without the below Waivers, the existing development standards would physically preclude development of the base units, build out of the incentives, and project amenities:

**Westerly Side Yard (Waiver)** – The subject property is zoned RD1.5, which requires a 6-foot side yard setback for the three-story building. Per Los Angeles Municipal Code (LAMC) Section 12.22 A.25, the applicant is requesting a Waiver to allow a 4-foot 9-inch

side yard setback in lieu of a 6-foot side yard setback, as otherwise required in the RD1.5 Zone pursuant to Los Angeles Municipal Code (LAMC) Section 12.09.1 B.2.

The proposed project's request to decrease the side yard setback by one-foot three-inches would increase the building envelope to allow for more residential floor area. By expanding the available building envelope, the additional square footage permitted by the reduction of the westerly side yard decreases the marginal costs of providing the units reserved for Very Low Income households. If the building were to adhere strictly to the 6-foot side yard required in the RD1.5-1 zone, it would be limited in the size and/or number of units it could provide, undermining the project's financial feasibility by increasing the marginal costs of providing the units reserved for Very Low Income households. The requested waiver will allow the developer to expand the building envelope so the additional units can be constructed and the overall space dedicated to residential uses is increased.

**Step Back Provisions (Waiver)** – A Waiver to allow the removal of the step-back-provisions for the portions of the structure greater than 25 feet as otherwise required by the Venice Coastal Zone Specific Plan Section 10.G.3. The required step back provisions would reduce the square footage and private open space provided for each unit.

Compliance with the step-back requirement would substantially reduce the floor area and livable space for the two upper floor units, as proposed. Without the waiver, the applicant would be physically precluded from constructing some portion of the residential units. The requested waiver will allow the developer to expand the building envelope so the units can be constructed, and the overall space dedicated to residential use is increased.

**Lot Consolidation (Waiver)** – A Waiver to allow the consolidation of four (4) lots in lieu of the maximum two (2) residential lots as otherwise permitted by the Venice Coastal Zone Specific Plan Section 9.A.1.(C). The subject site is comprised of four (4), flat, irregular-shaped lots with a frontage of 134 feet on Venice Boulevard, 86 feet on Ocean Avenue, and 118 feet on Mildred Avenue, for a total lot area of approximately 16,096 square feet. Without the ability to consolidate lots, the project will not be able to meet the lot size area needed to make the project economically viable. Therefore, the requested waiver will allow the developer to expand the building envelope so the additional units can be constructed, and the overall space dedicated to residential uses is increased.

The project is located in the Coastal Zone, therefore, the requested waivers must also comply with the applicable policies of the Coastal Act. As discussed in Finding No. 3, the proposed waivers comply with the applicable policies of the Coastal Act and Venice LUP.

- c. **The incentives or waivers will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety (Gov. Code 65915(d)(1)(B) and 65589.5(d)).**

There is no substantial evidence in the record that the proposed incentive(s) or waiver(s) will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (Los Angeles Municipal Code (LAMC) Section

12.22 A.25(b)). As required by Section 12.22 A.25(e)(2), the project meets the eligibility criterion that is required for density bonus projects.

The project also does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. Therefore, there is no substantial evidence that the proposed incentive(s) will have a specific adverse impact on public health and safety.

**d. The incentives are contrary to state or federal law.**

There is no substantial evidence in the record that the requested incentives are contrary to state or federal law.

**2. Conditional Use Permit Findings**

**a. The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.**

The project site is zoned RD1.5-1 and is located within the Southeast Venice Subarea of the Venice Specific Plan. Section 10.G of the Specific Plan provides that RD1.5 and RD2 zones are limited to two dwelling units per lot. The project site has a lot area of 16,096 square feet, where the base density permitted on the subject site is 14 dwelling units.

In exchange for the increased density, the Value Capture Ordinance requires projects to set aside one (1) additional percent of base density units above the 11 percent for Very Low-Income Households for every additional 2.5 percent density increase above the 35 percent. Below is a table showing the requisite percentage of affordable housing units for Very Low-Income Households based on the percentage of density increase.

<b>Percentage of Base Density to be Restricted to Very Low Income Households</b>	<b>Percentage of Density Increase Granted</b>
11	35
12	37.5
13	40
14	42.5
15	45
16	47.5
17	50
18	52.5
19	55
20	57.5
21	60
22	62.5
23	65
24	67.5
25	70
26	72.5

The applicant requests a Conditional Use to increase the density by 72.5 percent to allow a total of 25 units in lieu of 14 base density units. As highlighted in the table above, the applicant is required to set aside 26 percent, that is 4 units of the 14 base density units for Very Low-Income Households in exchange for the 72.5 percent density increase requested. The applicant proposes to set aside six (6) units for Very Low-Income Households, instead of four (4) units for Very Low-Income Households. As such, the project satisfies the minimum percentage of base density to be restricted to Very Low Income Households to be eligible for a 72.5 percent density increase. The project will provide an essential service to the community, city and region through the provision of the mixed-income housing development providing six (6) units reserved for Very Low-Income Households. According to the most recent Regional Housing Needs Assessment (RHNA) which informed the City of Los Angeles Housing Element, the City is assigned to provide at least 456,643 housing units by the year 2030, of which 40 percent or 184,721 units are assigned to low income households. Specifically, 115,978 new units are assigned for Very Low-Income Households. Further, the City has determined that the shortage of affordable housing is an ongoing crisis in the City of Los Angeles.

In short, the increased intensity and density of the proposed development will be offset by the project's ability to provide the six (6) affordable units consistent with and in support of the City's Density Bonus policy. Therefore, the proposed project would provide a service that is essential and beneficial to the community, city and region.

- b. 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 proposed project consists of the demolition of a two-story triplex and the construction of a three-story, 16,716 square-foot, 25-unit apartment building, of which six (6) dwelling units will be set aside for Very Low-Income Households, providing five (5) parking spaces on site.

The subject site is 16,096 square feet and is zoned RD1.5-1. The RD1.5-1 zone allows one dwelling unit for each 1,500 square feet of lot area. The Low Medium II Residential density allows one dwelling unit for each 1,200 square-feet of lot area. As such, the project site is permitted a base density of 14 dwelling units. In accordance with the State Density Bonus Law (Government Code Section 65915) and the City's Density Bonus Ordinance, the project is eligible for a 35 percent density bonus for setting aside at least 11 percent (or two units for Very Low-Income Households). The applicant also requests a Conditional Use to increase the density by an additional 37.5 percent to allow a total of 25 dwelling units in lieu of 14 base density units.

The easternly adjoining property, fronting on Washington Way and Mildred Avenue, is zoned RD1.5-1 and developed with two one-story single-family dwellings constructed in 1948 and 1957. The northernly adjacent property, across South Venice Boulevard, is zoned PF-O and developed with a two-story Library (Abbot Kinney Memorial Branch Library) constructed in 1995. The southernly adjacent property, across Mildred Avenue, is zoned C1-1-O and developed with a one-story market constructed in 1923.

The proposed three story is consistent with the existing three-story structures in the neighborhood. The project proposes a three-story, 25-unit apartment building with a varied roofline and private balconies for every unit. The structure was designed to feature most of its massing along Venice Boulevard. Although the adjacent structure to the east is a one-story structure, the project provides a side yard setback of more than 20 feet from the structure to the east of the project site providing a significant transition from three-stories

to a one-story structure. Structures along the same neighborhood block, immediately adjacent to the site are one to two stories in height. The proposed development is visually compatible with the scale and character of the Venice Boulevard and is designed to be visually compatible with the massing of the surrounding area. The requested six-foot, 11-inch height increase will not adversely impact the scale of the street as the northwest side of the project site faces Venice Boulevard and the Abbot Kinney Memorial Branch Library. To the southwest of the project site, a four-story 10-unit apartment building sits at a height above 30 feet. The neighborhood and surrounding properties are developed with single and multi-family dwellings. Within a 200-foot radius of the subject site, there are 12 RD1.5 zoned lots, two (2) R1 zoned lots, two (2) OS zoned lots and one (1) PF zoned lots. The RD1.5 zoned lots are developed with two (2) three-story structures, six (6) two-story structures and four (4) one-story structures. The R1 zoned lots are developed with two (2) one-story structures. The OS zoned lots are improved with a surface parking lot and the Venice of America Centennial Park. The PF zoned lot is improved with the Venice – Abbot Kinney Memorial Branch Library.

The proposed three-story, 16,716 square-foot, 25-unit apartment building consistent with the provisions of the certified Venice Land Use Plan. The proposed development is designed with balconies, open areas, and varied rooflines to reduce the overall scale and massing of the structure. As such, the proposed three-story, 36-foot, 11 inch, 16,716 square-foot, 25-unit apartment building, project is compatible in scale and character with the existing neighborhood. Therefore, 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.

**c. The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.**

The project site is located within the Venice Community Plan, which is one of 35 Community Plans forming the Land Use Element of the General Plan. Properties within the Venice Coastal Zone are also subject to the provisions of the Venice Coastal Zone Land Use Plan (LUP), which was adopted by means of a plan amendment to the Community Plan. The Community Plan and LUP designate the project site as a Low Medium II Residential land use designation, with corresponding zones of RD1.5, RD2, RW2 and RZ2.5. The project site is zoned RD1.5-1.

The project is in substantial conformance with the purposes, intent, and provisions of the General Plan, Community Plan, and Specific Plan.

General Plan – Framework Element

The Framework Element is a strategy for long-term growth which sets a citywide context to guide the update of the Community Plan and Citywide Elements. The Element responds to State and Federal mandates to plan for the City of Los Angeles' future. The General Plan Framework Element is based on a planning horizon for population and employment growth, including the projection that the City's population could increase by approximately 820,000 residents and employment by approximately 390,000 jobs. Its purpose is to establish policies to best accommodate this growth when and if it should occur by supporting the viability of the City's residential neighborhoods and commercial districts and encouraging sustainable growth in proximity to transportation and economic resources.

The proposed project involves the construction of a three-story, 25-unit apartment building, of which six (6) dwelling units will be set aside for Very Low-Income Households on a site designated for Low Medium II Residential and zoned RD1.5-1. The project site is located in close proximity to many employment and commercial opportunities. It is also located near a well-established network of bicycle-supportive infrastructure that connects with public transportation lines including Metro Bus Line 33. As such, the project is in conformance with the purpose of the Framework Element.

### Housing Element

The Los Angeles Housing Element of the General Plan 2021-2029 was adopted by City Council on June 14, 2022 and approved by the California Department of Housing and Community Development (HCD) on June 29, 2022. 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:

Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

Policy: 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.

Policy 1.2.9: Allow for zoning flexibility for Affordable Housing at the project review and planning levels when broader Citywide Priorities are being advanced.

Objective 1.3: Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.

Policy 1.3.1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

Policy 1.3.2: Prioritize the development of new Affordable Housing in all communities, particularly those that currently have fewer Affordable units.

Goal 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.

Objective 3.2: Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.

Policy 3.2.1: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.

Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

As such, it is the overall housing vision of the City of Los Angeles to create housing opportunities that enhance affordability, equity, livability, and sustainability by remedying discriminatory housing practices and creating a city with a range of housing types, sizes, and costs in close proximity to jobs, transit, amenities, and services. In line with its vision, the goals, policies and objectives are intended to further certain Citywide Housing Priorities, including addressing the housing shortage by increasing the production of new housing, particularly affordable housing. Furthermore, The Fair Share Housing Report released by the Department of City Planning in May 2021 that summarizes citywide distribution of affordable housing states that relatively little affordable housing has been developed in higher opportunity areas like the one surrounding the project site. “Higher Opportunity Areas” have a dense concentration of place-based characteristics linked to critical life outcomes, such as educational attainment, earnings from employment, health and life expectancy, and economic mobility. In the last decade, only 14 percent of the City’s permitted affordable units were located in high opportunity areas, compared with 62 percent located in low resource areas.

The proposed project, which is in an area identified as a high opportunity area in Planning’s Fair Share Housing Report, would help to implement a number of key objectives identified in the City’s General Plan Housing Element by providing six (6) Very Low-Income household units.

As such, the project conforms to the Housing Element of the General Plan.

#### Land Use Element – 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 and physical health, safety, welfare, and convenience 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.

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.

Policy 1-2.1 Locate higher residential densities near commercial centers and major bus routes where public service facilities and infrastructure will support this development.

Policy 1-2.2 Encourage multiple-family residential development in commercial zones.

Objective 1-4 To promote the adequacy and affordability of multiple-family housing and increase its accessibility to more segments of the population.

Policy 1-4.1 Promote greater individual choice in type, quality, price and location of housing.

Policy 1-4.2 Ensure that new housing opportunities minimize displacement of residents.

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.

The project proposes the construction of a three-story, 16,716 square-foot, 25-unit apartment building, of which six (6) dwelling units will be set aside for Very Low-Income households, providing five (5) parking spaces on site. The project will provide affordable housing in close proximity to transit stations, including the Los Angeles County Metropolitan Transit Authority (Metro) bus line 33 at the intersection of South Venice Boulevard and Washington Way. The proposed project consists of the demolition of a two-story triplex and the construction of a three-story, 16,716 square-foot, 25-unit apartment building, of which six (6) dwelling units will be set aside for very low-income households, providing five (5) parking spaces on site. As such, the project conforms to the Venice Community Plan.

#### Land Use Element – Certified Venice Land Use Plan

The Venice Land Use Plan 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. As discussed in Finding No. 3.b below, the project is in conformance with the applicable regulations of the certified Venice Land Use Plan.

#### General Plan – Mobility Element

The project's low density, mixed-income design, unbundled parking strategy, inclusion of car share dedicated parking stalls, and abundant supply of bicycle parking support the goals of the Mobility Plan in designating the street for these enhancements. Furthermore, the project is proximal to a wide variety of neighborhood-facing amenities including grocery stores, a general retail opportunities, restaurants, and recreation and education amenities. By prioritizing the provision of affordable and market rate coupled with ground floor community-facing uses, the proposed mixed-income housing project would help to implement a number of key goals, objectives, and policies identified in the City's Mobility Plan 2035 including:

Goal 3: Access for All Angelenos



Objective: Increase the percentage of 0/1 car ownership (car-light) households from 50% currently to 75% by 2035.

Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

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

Objective: Reduce the average share of household income spent on transportation costs to 10 % by 2035 through the provision of more transportation options.

Goal 5: Clean Environments & Healthy Communities

Objective: Decrease VMT per capita by 5% every five years, to 20% by 2035.

Policy 5.2: Support ways to reduce vehicle miles traveled (VMT) per capita.

Venice Coastal Zone Specific Plan

The Specific Plan was adopted by the City Council on December 2, 2003. As discussed in Finding No. 4 below, the project is in conformance with the applicable regulations of the Venice Coastal Zone Specific Plan.

**d. The project is consistent with and implements the affordable housing provisions of the Housing Element of the General Plan.**

The Los Angeles Housing Element of the General Plan 2021-2029 was adopted by City Council on November 24, 2021 and on June 14, 2022 the City Council adopted target amendments. On June 29, 2022, the California Department of Housing and Community Development (HCD) informed the City of Los Angeles that the 2021-2029 Housing Element was in full compliance with State Law. 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:

Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

Policy: 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.

Policy 1.2.9: Allow for zoning flexibility for Affordable Housing at the project review and planning levels when broader Citywide Priorities are being advanced.

Objective 1.3: Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.

Policy 1.3.1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

Policy 1.3.2: Prioritize the development of new Affordable Housing in all communities, particularly those that currently have fewer Affordable units.

Goal 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.

Objective 3.2: Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options

Policy 3.2.1: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.

Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

As such, it is the overall housing vision of the City of Los Angeles to create housing opportunities that enhance affordability, equity, livability, and sustainability by remedying discriminatory housing practices and creating a city with a range of housing types, sizes, and costs in close proximity to jobs, transit, amenities, and services. In line with its vision, the goals, policies and objectives are intended to further certain Citywide Housing Priorities, including addressing the housing shortage by increasing the production of new housing, particularly affordable housing. Furthermore, The Fair Share Housing Report released by the Department of City Planning in May 2021 that summarizes citywide distribution of affordable housing states that relatively little affordable housing has been developed in higher opportunity areas like the one surrounding the project site. "Higher Opportunity Areas" have a dense concentration of place-based characteristics linked to critical life outcomes, such as educational attainment, earnings from employment, health and life expectancy, and economic mobility. In the last decade, only 14% of the City's permitted affordable units were located in high opportunity areas, compared with 62% located in low resource areas.

The proposed project, which is in an area identified as a high opportunity area in Planning's Fair Share Housing Report, would help to implement a number of key objectives identified in the City's General Plan Housing Element by providing six (6) Very Low-Income household units.

There are no objective zoning or design review standards relevant to this finding other than those objective standards, as defined by Government Code Section 65913.4(a), that the project has already been determined to be consistent with. The project is consistent with and implements the affordable housing provisions of the Housing Element. The project includes the construction of a three-story, 16, 716 square-foot, 25-unit apartment building, of which six (6) dwelling units will be set aside for very low-income households, providing five (5) parking spaces on site. Consistent with Goal 1 of the Housing Element, the project facilitates the production of affordable housing and expands rental housing options for people of various income levels, focusing on those with the greatest need. As such, the project is consistent with and implements the Housing Element of the General Plan.

- e. **The project contains the requisite number of Restricted Affordable Units, based on the number of units permitted by the maximum allowable density on the date of application, as follows:**
- A. 11% Very Low Income Units for a 35% density increase; or**
  - B. 20% Low Income Units for a 35% density increase; or**
  - C. 40% Moderate Income Units for a 35% density increase in for-sale projects.**

**The project may then be granted additional density increases beyond 35% by providing additional affordable housing units in the following manner:**

- D. For every additional 1% set aside of Very Low Income Units, the project is granted an additional 2.5% density increase; or**
- E. For every additional 1% set aside of Low Income Units, the project is granted an additional 1.5% density increase; or**
- F. For every additional 1% set aside of Moderate Income Units in for-sale projects, the project is granted an additional 1% density increase; or**
- G. In calculating the density increase and Restricted Affordable Units, each component of any density calculation, including base density and bonus density, resulting in fractional units shall be separately rounded up to the next whole number.**

The City's Density Bonus Ordinance permits a maximum density increase of up to 35 percent in exchange for setting aside 11 percent of the base density units for Very Low-Income Households in accordance with the State Density Bonus Law. The State Density Bonus Law (Government Code Section 65915(n)) also allows a city to grant a density bonus greater than 35 percent for a development, if permitted by local ordinance. The City adopted Ordinance No. 185,373 (Value Capture Ordinance), codified in LAMC Section 12.24 U.26, to permit a density increase greater than 35 percent. The Ordinance requires the project to set aside one (1) additional percent of base density units above the 11 percent for Very Low-Income Households for every additional 2.5 percent density increase above the 35 percent.

The project site is zoned RD1.5-1 and is located within the Southeast Venice Subarea of the Venice Specific Plan. Section 10.G of the Specific Plan provides that RD1.5 zones are limited to the two dwelling units per lot and the RD1.5-1 zone allows a density of one dwelling unit for each 1,500 square feet of lot area. Whereas the Land Use Designation of Low Medium II Residential allow one dwelling unit for each 1,200 square-feet of lot area. The base density permitted on the subject site is 14 dwelling units. The project is permitted a 35 percent density increase in exchange for setting aside 11 percent or two (2) units of the 11 base density units for Very Low-Income Households.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35
12	37.5
13	40
14	42.5
15	45
16	47.5
17	50
18	52.5
19	55
20	57.5
21	60
22	62.5
23	65
24	67.5
25	70
26	72.5

The applicant requests a Conditional Use to increase the density by 72.5 percent to allow a total of 25 units in lieu of 14 base density units. As highlighted in the table above, the applicant is required to set aside at least 26 percent, that is four (4) units of the 14 base density units for Very Low-Income Households in exchange for the 72.5 percent density increase requested. The applicant proposes to set aside six (6) units for Very Low-Income Households, instead of the required four (4) units. As such, the project satisfies the minimum percentage of base density to be restricted to Low Income Households to be eligible for a 37.5 percent density increase.

**f. The project meets any applicable dwelling unit replacement requirements of California Government Code Section 65915(c)(3).**

On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). The Housing Crisis Act was further amended and extended by Senate Bill 8, effective January 1, 2022. SB 330/SB 8 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2034. During the duration of the statewide housing emergency, SB 330/SB 8, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units.

Pursuant to the Determination made by Los Angeles Housing Department (LAHD), dated August 25, 2020, three (3) units need to be replaced with equivalent type, with one (1) unit restricted to a Low-Income Household and two (2) unit restricted to Very Low-Income Households. The LAHD housing replacement requirements are satisfied by the six (6) Very Low-Income Unit provided through this Density Bonus Affordable Housing Incentive

Program. The project will comply with all applicable requirements to the satisfaction of LAHD, including any updates to the August 25, 2020, determination that are needed in order to comply with SB 8. This is reflected in the conditions of approval.

- g. The project's Restricted Affordable Units are subject to a recorded affordability restriction of 55 years from the issuance of the Certificate of Occupancy, recorded in a covenant acceptable to the Housing and Community Investment Department, and subject to fees as set forth in Section 19.14 of the Los Angeles Municipal Code.**

The applicant proposes to set aside a total of six (6) units for Restricted Affordable Units. Per the Conditions of Approval, the applicant is required to execute a covenant to the satisfaction of LAHD to make six (6) Restricted Affordable Units available to Very Low-Income Households for rental as determined to be affordable to such households by LAHD for a period of 55 years. The applicant is required to present a copy of the recorded covenant to the Department of City Planning and the proposed project shall comply with any monitoring requirements established by LAHD. Therefore, as conditioned, the project satisfies this finding related to the restricted affordable units to recorded affordability per LAHD.

- h. The project addresses the policies and standards contained in the City Planning Commission's Affordable Housing Incentives Guidelines.**

The City Planning Commission approved the Affordable Housing Incentives Guidelines (CPC-2005-1101-CA) on June 9, 2005. The Guidelines were subsequently approved by City Council (CF 05-1345) on February 20, 2008, as a component of the City of Los Angeles Density Bonus Ordinance. The Guidelines describe the density bonus provisions and qualifying criteria, incentives available, design standards, and the procedures through which projects may apply for a density bonus and incentives. LAHD utilizes these Guidelines in the preparation of Housing Covenants for Affordable Housing Projects. On April 9, 2010, the City Council adopted updates to the City's Density Bonus Ordinance (CF 05-1345-S1, Ordinance No. 181,142). However, at that time, the Affordable Housing Incentives Guidelines were not updated to reflect changes to the City's Density Bonus Ordinance or more recent changes in State Density Bonus Law located in the Government Code. Therefore, where there is a conflict between the Guidelines and current laws, the current law prevails. Additionally, many of the policies and standards contained in the Guidelines, including design and location of affordable units to be comparable to the market-rate units, equal distribution of amenities, monitoring requirements, and affordability levels, are covered by the State Density Bonus Laws.

The project requests a 72.5 percent density increase above the 14 base density units to permit a total of 25 dwelling units. The project will set aside six (6) units for Very Low-Income Households. The various unit sizes are equally distributed throughout the building. As such, the project is consistent with the State Density Bonus Law and the local Density Bonus Ordinance, which the Affordable Housing Incentives Guidelines implement. Therefore, the project complies with the City Planning Commission's Affordable Housing Incentives Guidelines.

### **3. Coastal Development Permit Findings**

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

The project proposes the demolition of a two-story triplex and the construction of a three-story, 16,716 square-foot, 25-unit apartment building, of which six (6) dwelling units will

be set aside for very low-income households, providing five (5) parking spaces on site.

The proposed development utilizes the provisions of Density Bonus State Law to deviate from the requirements of the Venice LUP and Specific Plan, as follows:

- increase the base density of 14 dwelling units to develop 25 dwelling units,
- increase the building height from 30 feet to 36 feet 11 inches,
- waive the stepback provisions to allow a maximum height of 36 feet 11 inches, and
- allow the consolidation of four (4) residential lots in lieu of the maximum two (2) lots.

In addition, the proposed development utilizes the provisions of Density Bonus State Law to deviate from the requirements of the LAMC, as follows:

- reduce the front yard setback from 15 feet to 9 feet,
- reduce the side yard setback from 6 feet to 4 feet 9 inches, and
- reduce the required open space from 1,250 square feet to 784 square feet.

As discussed in Finding No. 1, the proposed Density Bonus project meets the requirements of Density Bonus State Law to be eligible for the density bonus, incentives, and waivers of development standards. In addition, the proposed development must also comply with the requirements of the Coastal Act. As provided in the findings below, the proposed development complies with the applicable policies of the Coastal Act and the Venice LUP.

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:

#### Article 2 Public Access

*Section 30211 Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.*

*Section 30212 (a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) It is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) Adequate access exists nearby, or, (3) Agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.*

The project includes the demolition of a two-story triplex and the construction of a three-story, 16,716 square-foot, 25-unit apartment building, of which six (6) dwelling units will be set aside for very low-income households, providing five (5) parking spaces on site.

The subject site is located on a corner lot at the intersections of Venice Boulevard, Ocean Avenue and Mildred Avenue within a residential neighborhood comprised of single- and multi-family residential structures. South Venice Boulevard provides direct access including a dedicated bike lane (Class II) to Venice Beach, approximately half of a mile west of the project site. The proposed development is limited to the subject property with the exception of required improvements to the right-of-way including new street trees.

The project site is not located between the nearest public road and the sea or shoreline of any body of water located within the coastal zone. Therefore, the proposed project will not interfere with or obstruct the public's right to access to coastal resources.

As such, the project conforms to the applicable Public Access policies of Chapter 3.

#### Article 5 Land Resources

*Section 30240 requires the protection of environmentally sensitive habitat areas and to prevent significant impacts on such areas.*

*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 project includes the demolition of a two-story triplex and the construction of a three-story, 16,716 square-foot, 25-unit apartment building, of which six (6) dwelling units will be set aside for very low-income households, providing five (5) parking spaces on site. The proposed project will be built atop existing grade resulting in minimal disturbance to the existing geology and soils of the project site.

Further, the project site is located in a highly urbanized area of the City and has been subject to past disturbance, including the construction of various types of land uses and the area is not located in an area identified to contain paleontological or archaeological resources. Any archaeological resources that may have existed near the project site surface are likely to have been disturbed or previously removed. However, previously unknown archaeological resources may exist beneath the Project Site that could be uncovered during project grading activities. If previously unknown archaeological resources are found during excavation and grading, the Project would be required to follow procedures detailed in California Public Resources Code Section 21083.2. The required compliance would ensure any found deposits are treated in accordance with federal, State, and local guidelines, including those set forth in PRC Section 21083.2. If archaeological or paleontological resources are discovered during grading activities, the project is subject to compliance with Federal, State and Local regulations already in place.

Further, the project site is not identified in the Venice Land Use Plan as a site located within or adjacent to an Environmentally Sensitive Habitat Area (ESHA). The proposed development would be fully developed within the boundaries of the private lots and would not impact sensitive habitat areas. As such, the project conforms to the applicable Land Resources policies of Chapter 3.

#### Article 6 Development

*Section 30250 Location; existing developed area.*

*(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 project is located in an existing developed area surrounded by similar residential and commercial uses and will not have a significant adverse impact on coastal resources. Existing infrastructure servicing the existing residences will be used by the proposed development. Utility lines and water pipes will be connected to the proposed development. In addition, the project area is within the service area of the Los Angeles Fire Department Station 63 and the Pacific Division of the Los Angeles Police Department. Primary regional access is provided by the Marina Freeway, Venice Boulevard, and Lincoln Boulevard, which are all accessible within 1.5 miles of the Project Site.

The eastern adjoining property, fronting on Washington Way and Mildred Avenue, is zoned RD1.5-1 and developed with two one-story single-family dwellings constructed in 1948 and 1957. The northern adjacent property, across South Venice Boulevard, is zoned PF-O and developed with a two-story Library (Abbot Kinney Memorial Branch Library) constructed in 1995. The southern adjacent property, across Mildred Avenue, is zoned C1-1-O and developed with a one-story market constructed in 1923.

The neighborhood and surrounding properties are developed with single and multi-family dwellings. Within a 200-foot radius of the subject site, there are 12 RD1.5 zoned lots, two (2) R1 zoned lots, two (2) OS zoned lots and one (1) PF zoned lots. The RD1.5 zoned lots are developed with two (2) three-story structures, six (6) two-story structures and four (4) one-story structures. The R1 zoned lots are developed with two (2) one-story structures. The OS zoned lots are improved with a surface parking lot and the Venice of America Centennial Park. The PF zoned lot is improved with the Venice – Abbot Kinney Memorial Branch Library. As such, the proposed project is compatible in scale and character with the existing neighborhood, and the Venice Coastal Development Project would not be materially detrimental to adjoining lots or the immediate neighborhood.

As such, the project will be located in an existing developed area contiguous with similar residential uses and will not have a significant adverse impact on coastal resources.

*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 architectural character of nearby development includes an eclectic mix of architectural styles including modern and contemporary style buildings. The project's proposed contemporary design fits into the architectural diversity of the neighborhood. The project height, massing and scale of the project is consistent with existing buildings along South Venice Boulevard. As discussed above, the project would increase the maximum density for the subject site from 14 dwelling units to 25 dwelling units. The project would increase the maximum building envelope with a height increase of six feet and 11 inches, reduction in the front yard from 15 feet to 9 feet, reduction in the side yard from 6 feet to 4 feet 9 inches, and by consolidating a total of 4 lots.

The proposed development will not adversely impact the scale or character of the street as it is situated on a busy corridor developed with multi-family residential structures that are comparable in height and massing. The northwest side of the project site faces Venice



Boulevard and the Abbot Kinney Memorial Branch Library, to the southwest of the project site, a four-story 10-unit apartment building sits at a height above 30 feet. Further, the proposed structure addresses Venice Boulevard and is consistent with regional serving uses on Venice Boulevard. In addition, the proposed structure provides a 20 feet setback from the abutting one-story structure to the south of the subject site.

The neighborhood and surrounding properties are developed with single and multi-family dwellings. Within a 200-foot radius of the subject site, there are 12 RD1.5 zoned lots, two (2) R1 zoned lots, two (2) OS zoned lots and one (1) PF zoned lots. The RD1.5 zoned lots are developed with two (2) three-story structures, six (6) two-story structures and four (4) one-story structures. The R1 zoned lots are developed with two (2) one-story structures. The OS zoned lots are improved with a surface parking lot and the Venice of America Centennial Park. The PF zoned lot is improved with the Venice – Abbot Kinney Memorial Branch Library. The proposed development is designed with balconies, open areas, and varied rooflines to reduce the overall scale and massing of the structure. Although the project would replace an existing two-story structure with a three-structure, the massing and scale of the new residential structure is similar to the two and three-story structures fronting Venice Boulevard. Furthermore, the proposed increase in density is consistent with higher density permitted in the underlying adjacent multi-family residential zone and fits within a building envelope that is compatible with the surrounding area. The increase in density and provision of affordable housing in the Coastal Zone is consistent with the California Coastal Commission's policies for increasing housing and affordable housing in the Coastal Zone.

The new development would develop the existing four lots, consolidating the lots with the new structure. Because of the irregular shape of the site, the project is required to provide two front yards, along Venice Boulevard and Mildred Avenue, and side yards along Venice Way and the easterly property line. The structure provides the required 15-foot setback along Venice Boulevard and a reduced 9-foot front yard along Mildred Avenue due to a required six-foot street dedication. As such, the building footprint will be consistent with that of existing development in the area and provides a greater setback on Mildred Avenue than the zero to five-foot setbacks of existing structures. The reduced setback on Venice Way is furthered supplemented by a landscaped parkway that varies from 20 to 45 feet in depth. As such, the proposed project and building footprint is compatible in scale and character with the existing neighborhood.

The project's consistency with development standards in the certified Venice LUP is important in assessing the project's compatibility with the character of the surrounding area. The certified Venice LUP states that the development standards also define for each land use designation a density of housing units and lot coverage to maintain the scale and character of existing residential neighborhoods and minimize the impacts of building bulk and mass." (LUP, p.II-2.)

The proposed development complies with Policy I.A.13 (Density Bonus Application) which allows for reduced restrictions for density, height and setback standards as outlined in Policies I.A.1, I.A.8, I.E.1, I.E.2, I.E.3 and II.A.3 of the Venice Land Use Plan (LUP), further discussed in Finding No. 3.b. As such, the proposed development is visually compatible with the character of the surrounding area and will further enhance the visual quality of the 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 proposes the demolition of a two-story triplex and the construction of a three-story, 16,716 square-foot, 25-unit apartment building, of which six (6) dwelling units will be set aside for very low-income households, providing five (5) parking spaces on site.

The surrounding area is served by Los Angeles County Metropolitan Transit Authority (Metro) bus line 33 at the intersection of South Venice Boulevard and Washington Way. The Mobility Plan 2035 identifies South Venice Boulevard as a “Comprehensive Transit Enhanced Street.” In addition, South Venice Boulevard contains Class II (lane) bicycle facility. Further, there is a Metro Bike Share station, located adjacent to the subject site, at the intersection of Abbot Kinney Boulevard and North Venice Boulevard. This bicycle station currently has 5 bicycle “docks.” Lastly, the subject site is located approximately a half a mile from the Marvin Braude Bike Trail providing regional bicycle access.

The proposed project is design for and will cater to tenants seeking a “car-free” lifestyle, where the project only provides five on-site parking spaces. Instead, the project provides alternative modes of transportation and transportation demand management features including four (4) on-demand electric cars (car share), six (6) on-demand electric cargo bikes (bike share), and four on-demand (4) electric scooters (micro mobility). The project incorporates additional transportation demand management features to support “car-free” lifestyle such as smart package lockers, a dedicated co-working space and bicycle storage. The location and design of the smart package lockers and bicycle storage is designed for residents that do not have access to a personal vehicle.

The proposed project is not located between the first public road and the sea and is located more than a half of a mile from the beach. The proposed project will not interfere with or obstruct the public’s right to access to coastal resources. The proposed development will not have any adverse impacts on public access to the coast. No permanent structures will be placed within the public right-of-way and public access to the coast will not be obstructed. 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 project will not have a significant adverse impact on coastal resources.

***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 proposed development is located within a Methane Buffer Zone, Liquefaction area, Flood Zone AE, Tsunami Inundation Zone, and within 5.43 kilometers from the Santa

### Monica Fault.

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 proposed project includes the demolition of a two-story triplex and the construction of a three-story, 16,716 square-foot, 25-unit apartment building, of which six (6) dwelling units will be set aside for very low-income households, providing five (5) parking spaces on site. The proposed use would have no adverse impacts on public access, recreation, public views or the marine environment, as the property is located within a developed residential area and located more than a mile from Venice Beach. 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 proposed dwelling 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. The subject site is located within the Southeast Venice Subarea with a land use designation of Low Medium II Residential and zoned R1.5-1.

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

**Policy I.A.1.** identifies general residential development standards regarding roof access structures and lot consolidation restrictions. As stated in the LUP, the project proposes a roof access structure shall not exceed 100 square feet as measured from the exterior walls, that is set back 40 feet 9 inches from the required front yard and is less than 10 feet

in height. In addition, No more than two lots may be consolidated in the Ballona Lagoon West, Ballona Lagoon (Grand Canal) East, Southeast Venice, Milwood, North Venice and Oxford Triangle neighborhoods and on walk streets. The project is limited to the development of one vacant lot.

The proposed project consists of the consolidation of four (4) residential lots for the construction of a three-story, 16,716 square-foot, 25-unit apartment building, providing five (5) parking spaces on site. As discussed in Finding Nos. 1 and 2, the project qualifies for as a Density Bonus Housing Development Project pursuant to LAMC Section 12.22 A.25 (Density Bonus Affordable Housing Program) and LAMC Section 12.24-U.26. The applicant also requests a waiver of the Lot Consolidation limitations of Section 9.A of the Specific Plan. As discussed in Finding No. 2, the project qualifies for the requested waivers.

**Policy I.A.7.** *outlines density and development standards for areas designated for Low Medium II Density in the Southeast Venice Subarea: restricting density to one unit per 1,500 to 2,000 square feet of lot area; Yards shall be required in order to accommodate the need for fire safety, open space, permeable land area for on-site percolation of stormwater, and on-site recreation consistent with the existing scale and character of the neighborhood; and restricting height to 25 feet for buildings with flat roofs and 30 feet for buildings utilizing a stepped back or varied roofline.*

As discussed in Finding Nos. 1 and 2, the project qualifies for as a Density Bonus Housing Development Project pursuant to LAMC Section 12.22 A.25 (Density Bonus Affordable Housing Program) and LAMC Section 12.24 U.26. The proposed development utilizes the provisions of Density Bonus State Law to deviate from the requirements of the Venice LUP and Specific Plan, as follows: Increase the base density of 14 dwelling units to develop 25 dwelling units, increase the building height from 30 feet to 36 feet 11 inches, waive the stepback provisions to allow a maximum height of 36 feet 11 inches, and allow the consolidation of four (4) residential lots in lieu of the maximum two (2) lots. As discussed in Finding No. 2, the project qualifies for the requested incentive and waiver. Further, as provided in Finding No. 3.a., the proposed structure incorporates balconies and varied rooflines at the front portion of the structure to break up the massing of the structure. As such, the proposed development is visually compatible with the character of the surrounding area, proposed density bonus, incentives, and waivers are consistent with the applicable policies of the Coastal Act and Venice LUP.

**Policy I. A. 9.** *Replacement of Affordable Housing. Per the provisions of Section 65590 of the State Government Code, referred to as the "Mello Act", the conversion or demolition of existing residential units occupied by persons and families of low or moderate income shall not be permitted unless provisions have been made for replacement of those dwelling units which result in no net loss of affordable housing in the Venice Community in accordance with Section 65590 of the State Government Code (Mello Act).*

**Policy I.A.10.** *Location of Replacement Housing. The replacement units shall be located in one or more of the following areas, listed in order of priority: 1) on the site of the converted or demolished structure; 2) within the site's Venice coastal subarea; 3) within the Venice Coastal Zone; 4) within the Venice Community Plan area east of Lincoln Boulevard; and, 5) within a three mile radius of the affected site.*

**Policy I.A.11.** *Replacement Ratios for Replacement Units. Replacement ratios shall be at a minimum of 1:1 (one unit replaced for each unit removed). Replacement ratios shall*

*increase according to how far from the affected site replacement units are located as defined in the Mello Act.*

**Policy I.A.13. Density Bonus Applications.** *Required replacement dwelling units shall be counted as reserved units in any related State mandated density bonus application for the same project.*

The Project consists of the demolition of a two-story triplex and the construction of a three-story, 16,716 square-foot, 25-unit apartment building. The proposed project is subject to the requirement under the Housing Crisis Act (SB 330/SB8) and the City's Interim Administrative Procedures for Complying with the Mello Act (IAP). The Los Angeles Housing Department (LAHD) issued an SB330/SB8 Replacement Unit Determination (RUD) dated August 25, 2020 requiring the replacement of three (3) existing affordable units. LAHD issued a Mello Act Determination dated September 21, 2022 requiring the replacement of three (3) existing affordable units. As such, a total of three (3) replacement units are required to satisfy both requirements. In addition, per the IAP, the project must also provide two (2) Inclusionary Residential Units. Finding No. 5 provides a full discussion of the requirements under the IAP.

The proposed development provides a total of six (6) affordable units for Very Low Income Households, of which three (3) units are replacement affordable units, two (2) units are Inclusionary Residential Units, and one (1) unit is provided as an additional affordable unit.

**Policy I.A.14. Parking Requirements for Affordable Housing.** Reduced parking is permitted for low income units only if: a) the project is consistent with LUP policy I.A.13; and b) it is demonstrated that the prospective occupants of the project will have a reduced demand for parking. However, if a unit changes its status from low or low-moderate income to market rate unit, parking should be provided for market rate units according to the parking standards listed in LUP Policies II.A.3 and II.A.4.

On September 22, 2022, the Governor signed Assembly Bill (AB) 2097, which added Government Code Section (§) 65863.2. AB 2097 prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project that is within one-half mile of a Major Transit Stop, with minor exceptions. The subject is located 1,500 feet from at Major Transit Stop at Venice Boulevard and Lincoln Boulevard and qualifies for reduced parking. Further, the proposed project is designed for and will cater to tenants seeking a "car-free" lifestyle, where the project only provides five on-site parking spaces. Instead, the project provides alternative modes of transportation and transportation demand management features including four (4) on-demand electric cars (car share), six (6) on-demand electric cargo bikes (bike share), and four on-demand (4) electric scooters (micro mobility). The project incorporates additional transportation demand management features to support "car-free" lifestyle such as smart package lockers, a dedicated co-working space and bicycle storage. The location and design of the smart package lockers and bicycle storage is designed for residents that do not have access to a personal vehicle.

#### Preservation of Venice as a Special Coastal Community

**Policy I.E.1. General.** Venice's unique social and architectural diversity should be protected as a Special Coastal Community pursuant to Chapter 3 of the California Coastal Act of 1976.

**Policy I.E.2. Scale.** *New development within the Venice Coastal Zone shall respect the scale and character of community development. Buildings which are of a scale compatible with the community (with respect to bulk, height, buffer, and setback) shall be encouraged. All new development and renovations should respect the scale, massing, and landscape of existing residential neighborhoods. Lot consolidations shall be restricted to protect the scale of existing neighborhoods. Roof access structures shall be limited to the minimum size necessary to reduce visual impacts while providing access for fire safety. In visually sensitive areas, roof access structures shall be set back from public recreation areas, public walkways, and all water areas so that the roof access structure does not result in a visible increase in bulk or height of the roof line as seen from a public recreation area, public walkway, or water area. No roof access structure shall exceed the height limit by more than ten (10') feet. Roof deck enclosures (e.g. railings and parapet walls) shall not exceed the height limit by more than 42 inches and shall be constructed of railings or transparent materials. Notwithstanding other policies of this LUP, chimneys, exhaust ducts, ventilation shafts and other similar devices essential for building function may exceed the specified height limit in a residential zone by five feet.*

**Policy I.E.3. Architecture.** *Varied styles of architecture are encouraged with building facades which incorporate varied planes and textures while maintaining the neighborhood scale and massing.*

The proposed project is visually compatible with the character of surrounding areas and sited and designed to protect coastal visual resources. The easternly adjoining property, fronting on Washington Way and Mildred Avenue, is zoned RD1.5-1 and developed with two one-story single-family dwellings constructed in 1948 and 1957. The northernly adjacent property, across South Venice Boulevard, is zoned PF-O and developed with a two-story Library (Abbot Kinney Memorial Branch Library) constructed in 1995. The southernly adjacent property, across Mildred Avenue, is zoned C1-1-O and developed with a one-story market constructed in 1923.

The neighborhood and surrounding properties are developed with single and multi-family dwellings. Within a 200-foot radius of the subject site, there are 12 RD1.5 zoned lots, two (2) R1 zoned lots, two (2) OS zoned lots and one (1) PF zoned lots. The RD1.5 zoned lots are developed with two (2) three-story structures, six (6) two-story structures and four (4) one-story structures. The R1 zoned lots are developed with two (2) one-story structures. The OS zoned lots are improved with a surface parking lot and the Venice of America Centennial Park. The PF zoned lot is improved with the Venice – Abbot Kinney Memorial Branch Library. The requested six-foot, 11-inch height increase will not adversely impact the scale of the street as the northwest side of the project site faces Venice Boulevard and the Abbot Kinney Memorial Branch Library. To the southwest of the project site, a four-story 10-unit apartment building sits at a height above 30 feet. As such, the proposed project is compatible in scale and character with the existing neighborhood, and the Venice Coastal Development Project would not be materially detrimental to adjoining lots or the immediate neighborhood.

**Policy II.C.1. General Non-Vehicular Coastal Access Policy.** Pedestrian and bicycle access ways are identified on Exhibit 19. Pedestrian Access and Bicycle Trails shall be developed, protected and maintained, and new development adjacent to the coast and coastal waterways shall be required to provide public access in a manner that is consistent with the policies of the Coastal Act.

The proposed project is design for and will cater to tenants seeking a “car-free” lifestyle, where the project only provides five on-site parking spaces. Instead, the project provides

alternative modes of transportation and transportation demand management features including four (4) on-demand electric cars (car share), six (6) on-demand electric cargo bikes (bike share), and four on-demand (4) electric scooters (micro mobility). The project incorporates additional transportation demand management features to support “car-free” lifestyle such as smart package lockers, a dedicated co-working space and bicycle storage. The location and design of the smart package lockers and bicycle storage is designed for residents that do not have access to a personal vehicle. The project site is located within 1,500 feet from the nearest transit stop and will also provide five (5) non-required parking spaces, 32 bicycle parking spaces (26 long term and 6 short term spaces), four (4) on-demand electric cars (car share), six (6) on-demand electric cargo bikes (bike share), and four on-demand (4) electric scooters (micro mobility).

The proposed three-story multi-family dwelling is consistent with the policies of the Certified Venice Land Use Plan and the standards of the Venice Coastal Zone Specific Plan. The project 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 Interpretive 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 Interpretive 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 Interpretive Guidelines, the policies of the 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. As discussed in Finding No. 3.b, the proposed development is consistent with the applicable policies of the certified Venice LUP.

- 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 demolition of a two-story triplex and the construction of a three-story, 16,716 square-foot, 25-unit apartment building, of which six (6) dwelling units will be set aside for very low-income households, providing five (5) parking spaces on site; 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 residential projects in the Venice Coastal Zone:

- In February 2024, the Commission, on appeal, found Substantial Issue with the City

approval of a Coastal Development Permit authorizing the demolition of three residential structures, the merger of two lots into one 7,800 square foot lot, and the construction of a 15,016 square foot four-story, residential structure with eight condominium units (one unit Very Low Income and two Low Income) with 12 parking spaces and removal of five ornamental trees located at 2308 and 2310 Pisani Place (A-5-VEN-23-0044).

- In November 2021, the Commission, on appeal, found Substantial Issue with the City approval of a Coastal Development Permit authorizing the demolition of three detached structures with nine dwelling units, consolidation of two lots, and construction of a new, three-story over basement, 13,412 square foot, mixed-use development including nine dwelling units, including one affordable dwelling unit, a 1,568 square foot restaurant, and 27 parking spaces on the two ocean-fronting lots at 815 Ocean Front Walk (A-5-VEN-21-0063).
- In December 2020, the Commission, on appeal, found No Substantial Issue with the City approval of a Coastal Development Permit authorizing the demolition of a 2,056 square foot auto repair shop and addition to and conversion of a 2,482 square foot philanthropic use structure resulting in a four-story, 30,463 square foot mixed-use structure including 39 permanent supportive housing units and one manager unit, with 4,441 square feet of supportive services and 3,085 square feet of ground-floor commercial (office) space with a total of 6 on-site parking spaces, and 42 bicycle parking spaces located at 2467-2471 South Lincoln Boulevard (A-5-VEN-20-0060).
- In June 2019, the Commission, on appeal, found No Substantial Issue with the City approval of a Coastal Development Permit authorizing the demolition of two institutional use structures and the construction of a 4-story, 35-unit affordable supportive housing complex with approximately 1,875 square feet of administrative and program office space and 17 automobile and 48 bicycle parking spaces on two contiguous parcels located at 720 Rose Avenue (A-5-VEN-19-0020).
- On August 9, 2005, the Commission approved a Coastal Development Permit (de novo hearing) for the development of a three-story, 37-foot tall (up to 50 feet for one clock tower), mixed use project comprised of 70 residential condominium units of which seven are restricted for Very Low Income Households, five live/work units, and one groundfloor commercial use (bakery/restaurant), providing 247 parking spaces within a subterranean garage; the project is located on eight consolidated lots at 512 Rose Avenue, in the single permit jurisdiction (A-5-VEN-05-206).

In several decisions, the Coastal Commission approved increase density and Density Bonus incentives for increased height and reduced yards, determining that the resulting development would be consistent and visually compatible with existing development in the project vicinity. 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.

- 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 is located about one half mile away from the Pacific Ocean shoreline. The project could have an impact on public access to the coast if it resulted in a loss of on-street parking spaces or did not provide adequate parking for the dwelling. The proposed project provides an array of alternative modes of travel including car share and bike share to adequately serve the residents. As proposed, the project will not conflict with any public access or public recreation policies of the Coastal Act. As proposed, the project 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.**

A Categorical Exemption, ENV-2020-5840-CE, has been prepared for the proposed project consistent with the provisions of the California Environmental Quality Act. The project proposes the demolition of a two-story triplex and the construction of a three-story, 16,716 square-foot, 25-unit apartment building, of which six (6) dwelling units will be set aside for very low-income households, providing five (5) parking spaces on site. The Categorical Exemption prepared for the proposed project is appropriate pursuant to CEQA Guidelines Sections 15301 (Class 1) and 15332 (Class 32). A full discussion is provided in Finding No. 5.

**4. Project Permit Compliance Review Findings**

**a. The project substantially complies with the applicable regulations, findings, standards, and provisions of the Venice Coastal Zone Specific Plan.**

The project consists of the demolition of a two-story triplex and the construction of a three-story, 16,716 square-foot, 25-unit apartment building, of which six (6) dwelling units will be set aside for very low-income households, providing five (5) parking spaces on site. As conditioned, the proposed project complies with the applicable General Land Use and Development Regulations set forth in Section 9, Land Use and Development regulations for the Southeast Venice subarea set forth in Section 10.G, and the Parking provisions 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 site is comprised of four (4), flat, irregular-shaped lots with a frontage of 134 feet on Venice Boulevard, 86 feet on Ocean Avenue, and 118 feet along Mildred Avenue, for a total lot area of approximately 16,096 square feet. The subject site is improved with a 4,623 square foot, two-story triplex constructed in 1949. The proposed development is located within a Methane Buffer Zone, Liquefaction area, Flood Zone AE, Tsunami Inundation Zone, and within 5.43 kilometers from the Santa Monica Fault.

The subject property is located within the Venice Community Plan area with a Low Medium II residential land use designation. The subject property is also located within the area of the Venice Local Coastal Land Use Plan certified by the California Coastal Commission and adopted as a plan amendment to the Venice Community Plan. The subject property is zoned RD1.5-1. The subject property is also located within the Southeast Venice Subarea of the Venice Coastal Zone Specific Plan, the Los Angeles Coastal Transportation Corridor Specific Plan, and within the Single Permit Jurisdiction area of the California Coastal Zone.

The easternly adjoining property, fronting on Washington Way and Mildred Avenue, is zoned RD1.5-1 and developed with two one-story single-family dwellings constructed in 1948 and 1957. The northernly adjacent property, across South Venice Boulevard, is zoned PF-O and developed with a two-story Library (Abbot Kinney Memorial Branch Library) constructed in 1995. The southernly adjacent property, across Mildred Avenue, is zoned C1-1-O and developed with a one-story market constructed in 1923.

The neighborhood and surrounding properties are developed with single and multi-family dwellings. Within a 200-foot radius of the subject site, there are 12 RD1.5 zoned lots, two (2) R1 zoned lots, two (2) OS zoned lots and one (1) PF zoned lots. The RD1.5 zoned lots are developed with two (2) three-story structures, six (6) two-story structures and four (4) one-story structures. The R1 zoned lots are developed with two (2) one-story structures. The OS zoned lots are improved with a surface parking lot and the Venice of America Centennial Park. The PF zoned lot is improved with the Venice – Abbot Kinney Memorial Branch Library. As such, the proposed project is compatible in scale and character with the existing neighborhood, and the Venice Coastal Development Project would not be materially detrimental to adjoining lots or the immediate neighborhood.

As such, the proposed project is compatible in scale and character with the existing neighborhood, and the Venice Coastal Development Project would not be materially detrimental to adjoining lots or the immediate neighborhood.

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

A Local Coastal Program is comprised of a Land Use Plan and Implementation Plan, certified by the California Coastal Commission. The Venice Local Coastal Land Use Plan (“LUP”) was certified by the Coastal Commission on June 14, 2001, however, the necessary Implementation Plan was not certified. The proposed project conforms to the applicable policies of the certified Venice LUP, as outlined in Finding No. 3.b.

- 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.***

Per the Mello Act Determination letter, all three (3) units were rented to Podshare, a Delaware corporation, and used as an illegal hostel. The Los Angeles Department of Building and Safety permit and Certificate of Occupancy show the legal use of these three (3) units as being residential. Because these three (3) units were used commercially during the lookback period, they need to be replaced as affordable units. The project provides six (6) affordable dwelling units of which three (3) units satisfy the Replacement Affordable Unit requirement. See Finding No. 4.

***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).***

Inclusionary Residential Units are required for this project. The project proposes the construction of 25 new Residential Units. Pursuant to Part 5 of the Interim Administrative Procedures, development which consists of 10 or greater Residential Units are New Housing Developments and are required to provide Inclusionary Residential Units. The proposed development of 25 new Residential Units provides six (6) affordable units, of which three (3) are Replacement Affordable Units and two (2) are Inclusionary Units. Therefore, the project provides the required affordable units under the Mello Act. See Finding No. 4.

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. Lot consolidation of more than two lots shall be permitted for mixed-use and multi-family residential Venice Coastal Development Projects, provided the project conforms to the existing scale and characteristic of the surrounding community, the required parking is onsite, and the project conforms to developments standards in Section 9.A.2 of the Specific Plan.***

The proposed project consists of the consolidation of four (4) residential lots for the construction of a three-story, 16,716 square-foot, 25-unit apartment building, providing five (5) parking spaces on site. As discussed in Finding Nos. 1 and 2, the project qualifies for as a Density Bonus Housing Development Project pursuant to LAMC Section 12.22 A.25 (Density Bonus Affordable Housing Program) and LAMC Section 12.24-U.26. The applicant also requests a waiver of the Lot Consolidation limitations of Section 9.A of the Specific Plan. As discussed in Finding No. 2, the project qualifies for the requested waivers.

- 2. Height. As shown in "Exhibit A", the height of the structure is measured from the centerline of Mildred Avenue and conforms to standard of measurement.***

As discussed in Finding No. 2, the project qualifies for an On-Menu Incentive for height pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 A.25 (Density Bonus Affordable Housing Program).

- 3. Roof Structures. Roof Access Structures shall not exceed the Flat Roof height limit by more than ten feet regardless of roof type. The project site does not propose a roof access structure, therefore, the project complies with Section 9.B. of the specific plan.***

C. *Sections 10.G. Land Use and Development Regulations for Southeast Venice Subarea*

1. *Density.* Projects in the Southeast Venice Subarea on a residentially zoned lot shall not exceed the density permitted in the RD1.5-1 Zone. The RD1.5-1 Zone permits a residential density of one dwelling unit per 4,000 square feet of lot area allowing an extra unit for each 1,500 square feet of lot area in excess of 4,000 square feet on parcels zoned RD1.5, or one unit for each 2,000 square feet in lot areas in excess of 4,000 square feet on parcels zoned RD2, if the unit is a replacement affordable unit reserved for low and very low income persons.

*Policy I.A.11 of the Venice Land Use Plan discusses replacement ratios for replacement units. Replacement ratios shall be at a minimum of 1:1 (one unit replaced for each unit removed). Replacement ratios shall increase according to how far from the affected site replacement units are located as defined in the Mello Act. Policy.*

*Policy I.A.13 of the Venice Land Use Plan discusses Density Bonus Applications stating the required replacement dwelling units shall be counted as reserved units in any related State-mandated density bonus application for the same project. Any housing development approved project within the coastal zone pursuant to Government Code Section 65915 shall be consistent to the maximum extent feasible and in a manner most protective of coastal resources, with all otherwise applicable certified local coastal program policies and development standard. If the City approves development with a density bonus, the City must find that the development, if it had been proposed without the 25 percent density increase, would have been fully consistent with the policies and development standards of the certified local coastal program. If the City determines that the means of accommodating the density increase proposed by the applicant do not have an adverse effect on coastal resources, the City shall require that the density increase be accommodated by those means. If, however, the City determines that the means for accommodating the density increase proposed by the applicant will have an adverse effect on coastal resources, before approving a 25 percent density increase, the City shall identify all feasible means of accommodating the 25 percent density increase and consider the effects of such means on coastal resources. The City shall require implementation of the means that are most protective of significant coastal resources.*

As discussed in Finding No. 2, the project qualifies for an On-Menu Incentive for height pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 A.25 (Density Bonus Affordable Housing Program). The project requests approval of a Density Bonus and the project proposes 25 dwelling units, with six (6) affordable units, of which three (3) are considered Inclusionary Replacement Units. The project's proposed density is greater than 25 percent and as discussed in Finding No. 2, will not have any adverse effects on coastal resources.

2. *Height.* Projects with a flat roof shall not exceed a maximum height of 25 feet. Projects with a varied roofline shall not exceed a maximum height of 30 feet. The project proposes a Varied Roofline with a maximum height of 36 feet 11 inches. As discussed in Finding No. 2, the project qualifies for an On-Menu Incentive for height pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 A.25 (Density Bonus Affordable Housing Program).

Pursuant to the Venice Specific Plan Southeast Venice Subarea, Venice Coastal Development Projects with flat roofs may be up to 30 feet in height. Pursuant to LAMC Section 12.22 A.25(f)(5)(i), the project requests a Density Bonus off-menu incentive to permit 36 feet, 11 inches in height in lieu of 30 feet otherwise permitted by the Venice Coastal Zone Specific Plan Section 10.F(3)(a). The project's proposed height is measured from the centerline of Mildred Avenue. With approval of the Density Bonus incentive, the project complies with the height provisions of the Specific Plan. The height increase is also consistent with the mass and scale of existing buildings at the corner of Venice Boulevard and Ocean Avenue where there are 20 buildings that range between one story and 3 stories within 200 feet of the project site.

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. As shown in "Exhibit A", the proposed project maintains vehicle access from Mildred Avenue.

#### *D. Section 13 – Parking*

*Pursuant to Section 13.D of the Specific Plan, multi-family dwellings on lots adjacent to alleys and with a lot width of 35 or more are required to provide 2 parking spaces plus 0.25 guest parking spaces per dwelling unit.* The proposed project is located within a major transit stop (ZIMAS) and therefore, under Assembly Bill 2097 (AB 2097), the proposed project is not required to provide residential parking spaces.

- 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.**

A Categorical Exemption, ENV-2020-5840-CE, has been prepared for the proposed project consistent with the provisions of the California Environmental Quality Act. The project proposes the demolition of a two-story triplex and the construction of a three-story 16,716 square-foot, 25-unit apartment building, of which six (6) dwelling units will be set aside for very low-income households, providing five (5) parking spaces on-site. The Categorical Exemption prepared for the proposed project is appropriate pursuant to CEQA Guidelines Sections 15301 (Class 1) and 15332 (Class 32). A full discussion is provided in Finding No. 5. The Notice of Exemption and Justification for Project Exemption for Environmental Case No. ENV-2020-5840-CE is provided in the case file and attached as Exhibit D.

Therefore, no mitigation measures or alternatives were identified in the environmental review.

#### **Mello Act Compliance Review**

5. **Mello Act Compliance Review.** Pursuant to the City of Los Angeles Interim Administrative Procedures for Complying with the Mello Act (IAP), 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 consists of the demolition of three Residential Units and the construction of 25 Residential Units in the Coastal Zone. The owner filed an application with the Department of City Planning on October 1, 2020. Therefore, the Los Angeles Housing Department collected data from October 2017 to October 2020. From October 2017 to October 2020, all three units were rented to Podshare and used as an illegal hostel. The Los Angeles Department of Building and Safety records and Certificate of Occupancy show the legal use as three (3) residential units. Because these three (3) units were used commercially during the lookback period, they need to be replaced as affordable units. As such, the project is required to provide three Affordable Replacement Units, where the project will provide six (6) units for Very Low Income Households.

**b. New Housing Developments (Part 5.0)**

Part 5.0 of the IAP requires New Housing Developments of 10 or more Residential Units to provide Inclusionary Residential Units and provides two options:

- Option 1 requires 20 percent of all Residential Units, be reserved for occupancy by Very Low or Low Income Households.
- Option 2 requires 10 percent of all Residential units, be reserved for occupancy by Very Low Income Households.

The proposed project consists of the development of 25 new dwelling units, of which six (6) units will be set aside for Very Low Income Households. The project provides six (6) affordable dwelling units of which three (3) units satisfy the Replacement Affordable Unit requirement.

Part 3.0 of the IAP provides that “If an Applicant proposes to demolish Affordable Existing Residential Units and build a New Housing Development on the same site...the inclusionary requirements only apply to the number of new Residential Units that exceeds the number of Affordable Replacement Units.” The project proposes a total of 25 dwelling units, of which three (3) are Affordable Replacement Units. As such, the required Inclusionary Residential Units will be determined based on 22 total units, as follows:

- Under Option 1, the applicant would be required to provide 20 percent or four (4) units for occupancy by Very Low or Low Income Households.
- Under Option 2, the applicant would be required to provide 10 percent or two (2) units for occupancy by Very Low Income Households.

The project proposes the construction of 25 Residential Units, of which six (6) units will be set aside for Very Low Income Households for a period of 55 years. Of the six (6) affordable units, three (3) units are Replacement Affordable Units, two (2) units are Inclusionary Residential Units and one (1) voluntarily provided affordable unit. As such, the project complies with Option 2 reserving at least 10 percent of all Residential Units for Very Low Income Households.

**CEQA Findings****6. Environmental Findings**

A Categorical Exemption, ENV-2020-5840-CE, has been prepared for the proposed project consistent with the provisions of the California Environmental Quality Act. The project proposes the demolition of a two-story triplex and the construction of a three-story, 16,716 square-foot, 25-unit apartment building, of which six (6) dwelling units will be set aside for very low-income households, providing five (5) parking spaces on site. The Categorical Exemption prepared for the proposed project is appropriate pursuant to CEQA Guidelines Sections 15301 (Class 1) and 15332 (Class 32).

The Notice of Exemption and Justification for Project Exemption for Environmental Case No. ENV-2020-5840-CE is provided in the case file and attached as Exhibit D.

The Class 1 Categorical Exemption allows for demolition and removal of individual small structures such as a duplex or similar multifamily residential structure. In urbanized areas, this exemption applies to duplexes and similar structures where not more than six dwelling units will be demolished. The project proposes the demolition of a 2-story triplex and the construction of a three-story, 16,716 square-foot, 25-unit apartment building, of which six (6) dwelling units will be set aside for very low-income households, providing five (5) parking spaces on site. The project proposed the demolition of three dwelling units and therefore qualifies for an exemption of this Class.

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following five (5) criteria: a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; c) The project site has no value as habitat for endangered, rare or threatened species; d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and e) The site can be adequately served by all required utilities and public services. The project qualifies for a Class 32 Categorical Exemption as an infill project, as evidenced below:

#### CEQA Determination – Class 32 Categorical Exemption Applies

- a. **The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.**

The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations: The site is zoned RD1.5-1 and has a General Plan Land Use Designation of Low Medium II Residential. The project proposes the demolition of a 2-story triplex and the construction of a three-story, 16,716 square-foot, 25-unit apartment building, of which six (6) dwelling units will be set aside for very low-income households, providing five (5) parking spaces on site and is conformance with the General Plan and Zoning designation.

- b. **The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.**

The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. The site is located at 522 East Venice Boulevard and 1700 South Washington Way, and is wholly within the City of Los Angeles, and is completely surrounded by urban uses. Surrounding properties

include and multi-story residential uses.

- c. **The project site has no value as a habitat for endangered, rare, or threatened species.**

The project site has no value as habitat for endangered, rare or threatened species. The site is not a wildland area, and is not inhabited by endangered, rare, or threatened species: The area around the site is highly urbanized and surrounded by residential uses. NavigateLA shows that the subject site is not located in a Significant Ecological Area. The subject site is improved with a two-story triplex constructed in 1949 and has no value as a habitat for endangered, rare or threatened species.

- d. **Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.**

The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance for pollutant discharge, dewatering, and stormwater mitigations; and Best Management Practices for stormwater runoff. More specifically, RCMs include but are not limited to:

- **Regulatory Compliance Measure RC-AQ-1 (Demolition, Grading and Construction Activities): Compliance with provisions of the Southern California Air Quality Management District (SCAQMD) District Rule 403.** The project shall comply with all applicable standards of the SCAQMD, 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), 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 to minimize exhaust emissions.
  - Trucks having no current hauling activity shall not idle but be turned off.
- **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-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.

These RCMs will reduce any potential impacts on noise and water quality. Furthermore, the project does not exceed the threshold criteria established by the Los Angeles Department of Transportation (LADOT) for preparing a traffic study. The project will not conflict with any adopted policies, plans, or programs regarding public transit, bicycle facilities, or pedestrian facilities. Therefore, the project will not have any significant impacts to traffic. Likewise, air quality will not worsen as a result of the proposed project. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with SCAQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

**e. The site can be adequately served by all required utilities and public services.**

The project site will be adequately served by all public utilities and services given that the property was previously developed with commercial uses surrounded by urban uses, served by existing infrastructure, and is consistent with the General Plan.

The project is a transit-oriented, infill development on a site within an urbanized area and meets the criteria outlined above. Therefore, the project qualifies for a Class 32 Categorical Exemption.

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

The City has considered whether the proposed Project is subject to any of the six (6) exceptions that would prohibit the use of a categorical exemption as set forth in State CEQA Guidelines Section 15300.2. The six (6) exceptions to this Exemption are: (a) Location; (b) Cumulative Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources.

- a. **Cumulative Impacts.** *All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

The project is consistent with the type of development permitted for the area zoned RD1.5-1 and designated Low Medium II Residential. The proposed project will not exceed thresholds identified for impacts to the area (i.e. traffic, noise, etc.) and will not result in significant cumulative impacts.

- b. **Significant Effect Due to Unusual Circumstances.** *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

The project proposes the demolition of a two-story triplex and the construction of a three-story, 16,716 square-foot, 25-unit apartment building, of which six (6) dwelling

units will be set aside for very low-income households, providing five (5) parking spaces on site. The surrounding area is developed with similar residential uses. There are 20 buildings within a 200 foot radius of the project site that range between one and three stories, including two (2) three story buildings.

The proposed height and massing are not unusual for the project vicinity or the nearby Venice Boulevard corridor. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

- c. **Scenic Highways.** *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.*

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. State Route 27 is located more than 7 miles northwest of the project site. Therefore, the project will not impact a designated state scenic highway.

- d. **Hazardous Waste Sites.** *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

The project site is not identified as a hazardous waste site or is on any list compiled pursuant to Section 65962.5 of the Government Code.

- e. **Historical Resources.** *A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

The subject site and existing structure have not been identified as a historic resource or within a historic district (SurveyLA, 2015). The project is not listed on the National or California Register of Historic Places, nor identified as a Historic Cultural Monument (HCM).

## 7. Waiver of Dedication and/or Improvement Findings

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

Mildred Avenue is a Local Street (Standard) designated to a right-of-way width of 60 feet and a roadway width of 36 feet. The actual right-of-way width is 40 feet, and the roadway width is 30 feet. Mildred Avenue is improved with a curb, gutter and sidewalk on the northernly side of the street. The roadway adjoining the subject site is not improved with a curb, gutter and sidewalk. The applicant is requesting a Waiver of Dedication to allow a 6-foot dedication on Mildred Avenue to complete a 26-foot half right-of-way in lieu of the 10-foot dedication required to complete a 30-foot half right-of-way, as otherwise required by LAMC 12.37 A.

The existing half-roadway width for Mildred Ave adjoining the subject property is 20-feet: 2-feet larger than the designated half-roadway width of 18 feet. The roadway adjoining the subject site does not contain a sidewalk; therefore, the 10 feet dedication would be only used to accommodate a new sidewalk and parkway along a section of Mildred that does not contain a contiguous sidewalk.

The project has been designed so that pedestrian access is located on Venice Blvd and the driveway access for the five (5) on-site automobile parking spaces will be

provided on Mildred Avenue, which is a local street, however the north side of Mildred Avenue does not contain adequate pedestrian access from the east.

A wider roadway is not necessary to meet the City's mobility needs. The project will provide six-foot wide dedication of land, adjoining to Mildred Avenue, to provide a six-foot wide parkway and sidewalk area. The right-of-way improvements will enhance the pedestrian realm and are consistent with the mobility needs of the Low Residential land uses.

**b. The dedication of 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.**

The north portion of Mildred Avenue consists of lots that were formed from an old railway easement and therefore these lots are substandard in terms of lot depth and overall size. As these lots have been redeveloped over the course of the last 30 years, but that shallow lot depth and substandard lot size has prevented the City from requiring any sort of dedication to accommodate a full pedestrian right-of-way or sidewalk. Several of these lots on the north side of Mildred were developed as recently as 2016 without any dedication or pedestrian access.

The result of these factors is that the north side of Mildred Avenue has not been able to establish a contiguous sidewalk during this current development cycle. For that reason, it is unlikely that projects to the north side of Mildred Avenue will not receive a contiguous sidewalk for the typical 75-year lifespan of buildings.

In summary, adherence to the Street Standard for a Local Street (Standard) for a dedication requirement for 10 feet to allow for the construction of a 12-foot sidewalk and parkway 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. A six-foot sidewalk without a parkway is sufficient to meet the City's Mobility.

**c. The dedication or improvement requirement is physically impractical.**

The widest pedestrian right-of-way along the north side of Mildred Avenue is 6-feet, with many lots having no adjoining sidewalks. The 10-foot dedication requirement for the subject site is not necessary. A new sidewalk would essentially terminate at the of the subject site. If a new sidewalk were to terminate at the easterly edge of our Mildred frontage, there would be no safe means of crossing to the sidewalk on the south side of Mildred Avenue. Pedestrians would be much better off crossing at the corner of Mildred Ave and Ocean Ave so that they could access the contiguous 10-foot-wide sidewalk/parkway along the south side of Mildred Ave.

#### **ADDITIONAL MANDATORY FINDING**

8. 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 AE, outside the flood zone.

## PUBLIC HEARING AND COMMUNICATIONS

A public hearing was held virtually via Zoom on May 6, 2024 at 11:30 am. The hearing was conducted by the Hearing Officer, Ira Brown, on behalf of the City Planning Commission in taking testimony for Case No. CPC-2020-5389-DB-CU-CDP-MEL-SPP-WDI-HCA and ENV-2020-5840-CE. All interested parties were invited to attend the public hearing at which they could listen, ask questions, or present testimony regarding the project. The purpose of the hearing was to obtain testimony from affected and/or interested parties regarding this application. Interested parties are also invited to submit written comments regarding the request prior to the hearing. Due to a revision in the project's scope of work, a new public hearing is required. The public hearing was attended by the applicant's representatives and 20 members of the public.

### Applicant Presentation:

- Brian Silveira – Applicant's representative, provided detailed revision to proposed project, clarified that no lease restriction for cars would be implemented, clarified vehicle and pedestrian access to the project site, and included discussion of the proposed amenities for tenants.

### Public Comment:

- Gary Pearl – Adjacent property owner, indicated the project address should be utilized as a parking lot as opposed to the structure proposed.
- Nancy Perkins – Adjacent property owner on Ocean Avenue, indicated the proposed projects lack of parking will limit access to the coastline. She further clarified the Metro line is not developed enough to accommodate the removal of approximately 50 street parking spaces.
- Eva Green – Adjacent property owner on Ocean Avenue, indicated concerns regarding parking in Venice and accessibility for the Elderly and disabled. The lack of parking study does not justify the reduction in parking. The California Coastal Commission has stated the reduction in parking is not permitted due to concerns over coastal access.
- Julia Bean – Adjacent property owner on Ocean Avenue at Kiddy Corner. They indicated Venice needs more affordable hotels. They further indicate the number of market rate units compared to affordable units shows no concern for the housing crisis.
- Regan Kibbee – Adjacent property owner on Washington Way, indicated the impacts the proposed parking of the project may have on low and moderate income tenants. Further stating that single-story complexes within the neighborhood who cannot provide parking are already utilizing street parking, leaving no spaces for guests or delivery drivers further blocking access on the streets. They further indicated the landlord has not been a good neighbor since their purchase of the property.
- Robin Rudisill – Community Activist within Venice, indicated their support of the project justifying her decision by stating the location and local housing policy supports the project. Further stating that although the project follows local law and Density Bonus law, the project must still demonstrate there will be no hard to coastal resources. Robin touched upon future development in the area and that the proposed project is an indicator of future projects to come. The proposed project is also located within the revised map of Assembly Bill 2097, where no parking is required for projects located within the radius of a major transit stop.

- Robin Murez – Adjacent property owner who constructed the park at the corner of the project site. Robin indicated the property owner has been a bad neighbor to those neighboring the property. They further indicated the property owner cut down multiple trees on the property and dumped the trimmings onto the streets. The neighborhood has had multiple water main breaks as they pipes are clay and the ground is covered with salt and salt water from the ocean, causing corrosion of the pipes. The neighborhood cannot support this type of development.
- CJ Cole – Adjacent property owner within 500-feet of the proposed project. They indicated the lack of parking in the neighborhood is impossible and that there is already no available parking spaces on site. The use of shared mobility is not practical as there are people who need to drive to work and will need to utilize the shared car for more than the allowed time. The use of cars and scooters only allows for short destinations, typically not practical for those who use their cars to get to work.
- Daniel Tiffany – Adjacent neighbor to the project and local neighbor for the last 20 years. Indicated the project is hyper aggressive and the rideshare option is counterintuitive. Rideshare option would allow single tenants to monopolize the car for work. Daniel utilizes the Metro bus to get to and from South Los Angeles to teach and is one of the few individuals from the neighborhood who utilize public transportation. Both options are very unlikely to meet the needs of people that live and work in these units. Lastly, he voiced his concerns with congestion and density along Mildred Avenue that causes daily concern for those in the neighborhood.
- Sheila Bouffard – Adjacent neighbor to the project, indicated that parking is already an issue along Beach Avenue. Properties along Beach Avenue do not have driveways along the front of the home and as a caretaker to an elderly family member, they need to illegally park in order to get their mother into the car and house, and then find parking spaces further down the road. They also voiced their concerns about street cleaning days as it results in one side of the street to be vacated for cleaning. They further indicated the area the project is proposed results in major thoroughfare for parking as people from Santa Monica, Venice, and Marina Del Rey access the area to find parking for businesses along Abbot Kinney Boulevard.
- Barry Cassily – Venice Resident, indicated parking is an ongoing issue throughout Venice, however, traffic is not as bad as those have mentioned. He supports the project and stated this project is a great example of a market rate affordable housing project.
- Colin Murphy – Adjacent neighbor to the project, indicated they support the project, but has concerns. Individuals moving into this particular complex will utilize the facilities that are provided, but if no parking is indicated on the lease, then they will not abide by it. He further states the landlord should put a requirement in the lease to limit the number of vehicles within the complex.
- Jackie Feldstein – Adjacent neighbor to the project, indicated parking and crime within the area is an ongoing concern for safety. Due to the lack of available parking in front of their homes, they must find parking early on in the day as it is unsafe to find parking later on at night. It makes it difficult to leave or go home at a later time.
- Jan Ferguson – Adjacent neighbor to the project, indicated they like multiple aspects of the project, but has concern regarding parking. Street cleaning causes a major parking

concern as there are no places to park as one side of the street cannot be utilized during those days. The additional number of units will result in more difficulty finding parking.

- Megan O'Neil – Adjacent neighbor to the project, indicated that there could be more than 25 cars within the neighborhood as two people to a unit could result in two cars, making the number of actual parking 50 cars per street as opposed to the 25 cars. In addition, visitors visiting the people who live in the units could result in additional cars.

In response to public testimony, the applicant team provided the following response:

- Brian Silveria – Applicant's representative, indicated the unaffordable area of Venice is the only community plan area that has shrunk within the last 20 years. Losing old RSO and affordable housing, have resulted in only expensive and unaffordable units coming into the City. The parking for the project is supposed to appeal to those working and living in Venice. The project does propose the loss of one street parking space along Mildred Avenue. The data a member of the public spoke to states cars are parking approximately 90% of the time, and that is what they are stating this new project will allow others to do. The number of affordable housing units is significantly higher than what people have asked for.

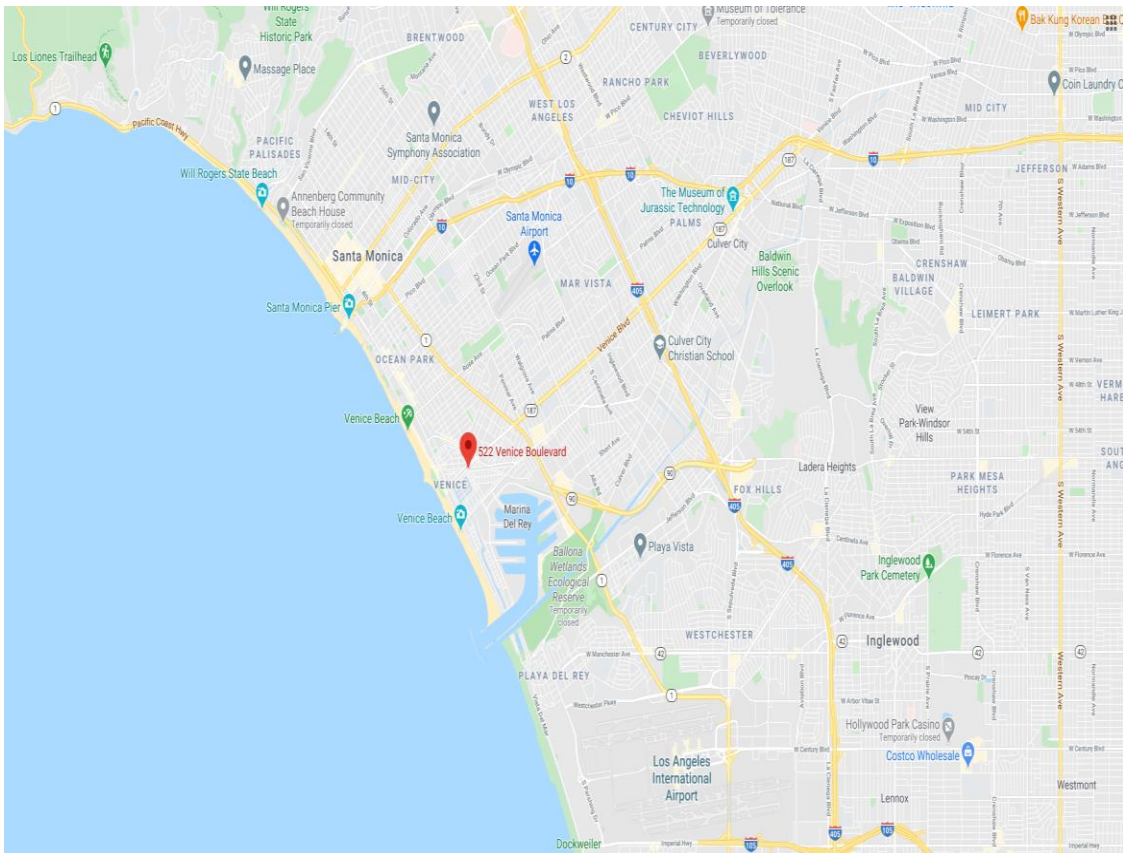
The Hearing Officer, indicated that the revised plans will need to be submitted prior to the tentatively scheduled City Planning Commission hearing.

## Exhibit A: Maps

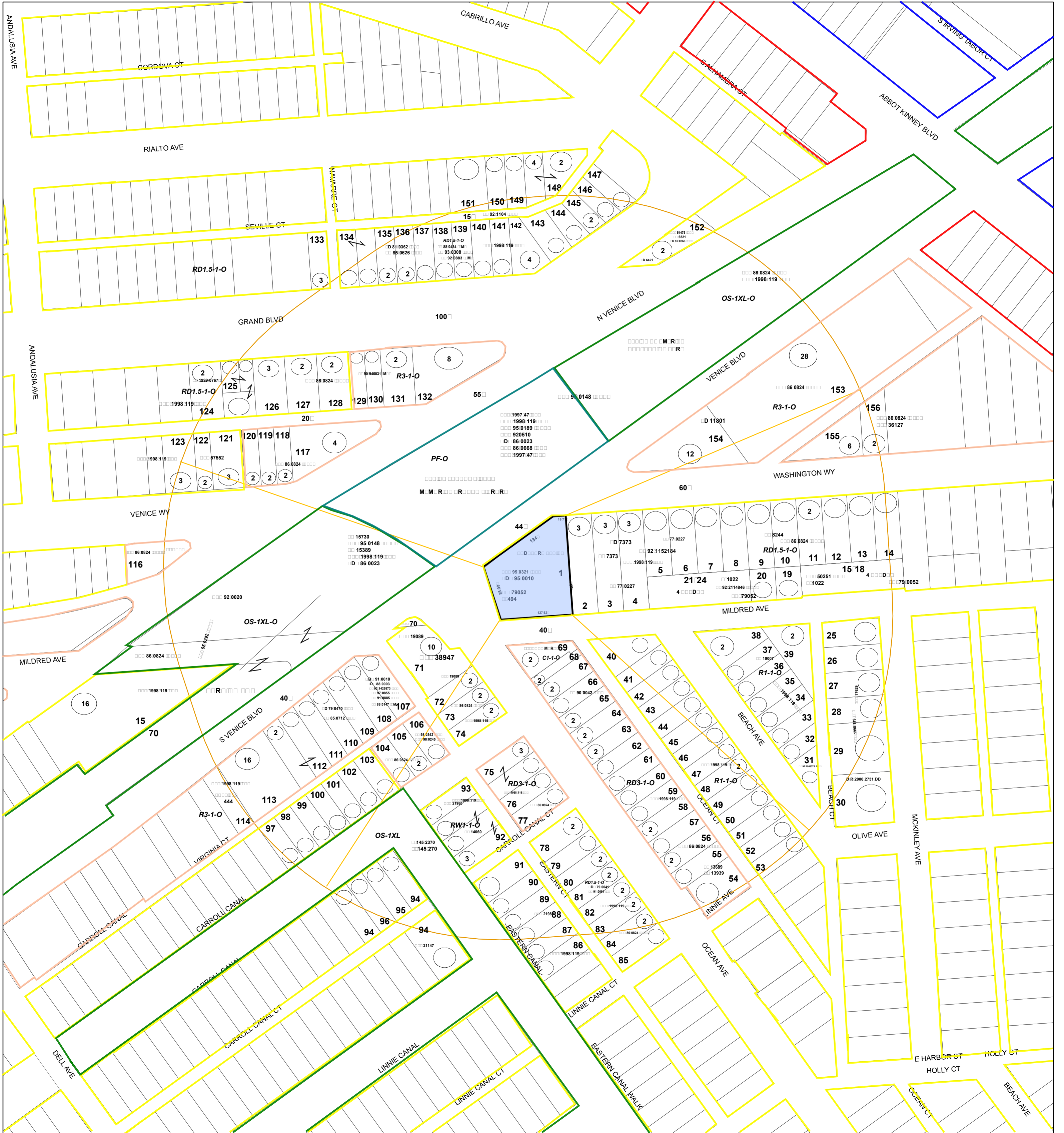
- A.1 – Vicinity Map
- A.2 – Radius Map
- A.3 – Zoning Map
- A.4 – Land Use Designation Map

# Vicinity Map

## 522 Venice Blvd





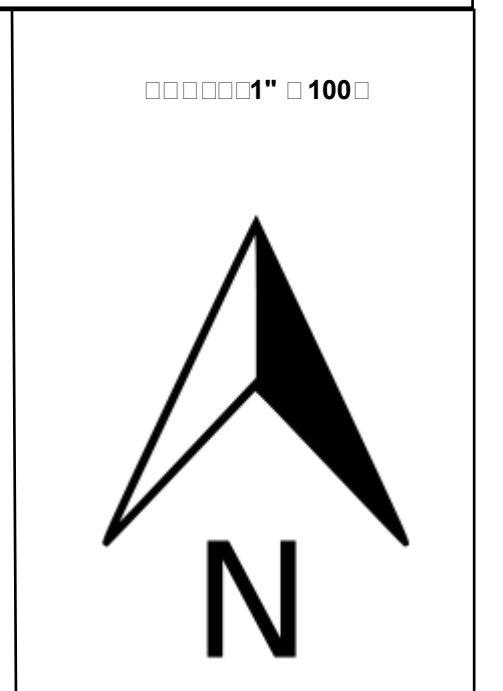


D M R M M R D M R M R D D M R M

R DDR  
 522 D  
 90291  
 R 370  
  
 R R D M  
 263 193  
 R 91502  
 818 220 5401  
 r rd  
 r rd  
 DR  
 D 07.09.2021

M R R  
 671 RD 6  
  
 42 43  
 R R 6329  
 M 67 37  
  
 M 106.5 147

D 11  
 2739 02  
  
 D  
  
 D



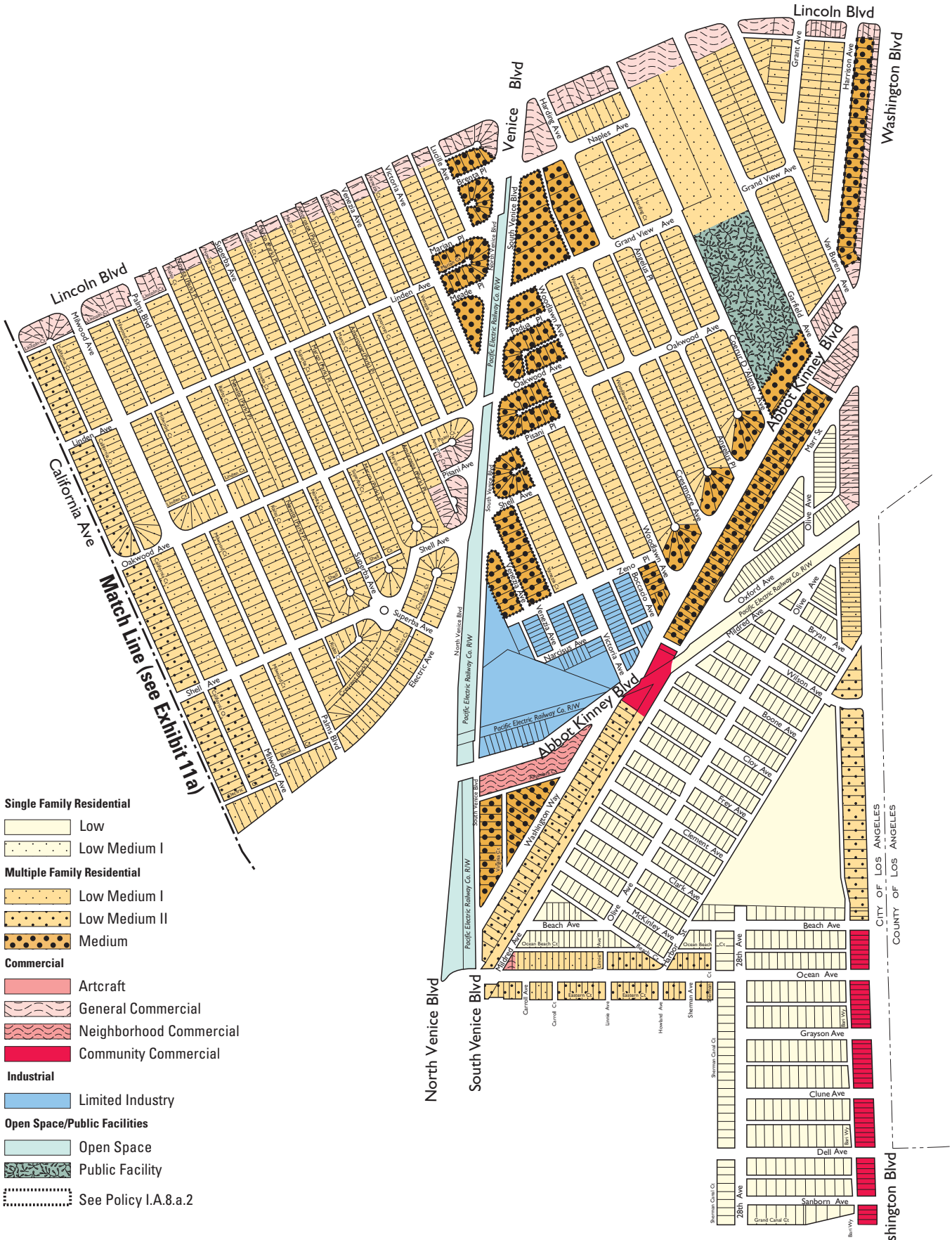


Address: 522 E VENICE BLVD  
 APN: 4228003001  
 PIN #: 106-5A147 47

Tract: TR 6329  
 Block: None  
 Lot: FR 42  
 Arb: None

Zoning: RD1.5-1-O  
 General Plan: Low Medium II Residential





**Exhibit 11b**  
**Land Use Plan (Map): Oakwood • Milwood • Southeast Venice**

CPC-2020-5839-DB-CU-CDP-MEL-SPP-HCA

## Exhibit B: Plans

### B.1 – Project Plans







**Luxer Lockers Specifications**

**LUXER ONE**

LuxerOne.com

### Outdoor Locker Tower Specifications

1 of 2 (Continued on next page)

**15-DOOR MAIN**  
 • 15 doors  
 • Touchscreen  
 • Battery back-up  
 • Large retention and electronics  
 • One main unit is required with every installation.  
 Weight: 550 lbs.

**17-DOOR ADD-ON**  
 • 3 large doors  
 • 4 medium doors  
 • 10 small doors  
 • Add as many as you need.  
 Weight: 550 lbs.

**14-DOOR ADD-ON**  
 • 14 medium doors  
 • Add as many as you need.  
 Weight: 550 lbs.

Brackets required on exposed sides of locker bank. Brackets add 2" width to locker bank footprint on each side.

**LUXER ONE**

LuxerOne.com

### Outdoor Locker Tower Specifications

2 of 2 (Continued from previous page)

**OVERSIZED**  
 • 1 oversized door  
 • Accepts 100% of assets, including oversized and odd-shaped packages  
 • At least one of these units strongly recommended for every installation.  
 Weight: 550 lbs.

**4-DOOR ADD-ON**  
 • 4 extra tall doors  
 • Add as many as you need.  
 Weight: 400 lbs.

**24-DOOR ADD-ON**  
 • 4 medium doors  
 • 20 small doors  
 • Add as many as you need.  
 Weight: 400 lbs.

Brackets required on exposed sides of locker bank. Brackets add 2" width to locker bank footprint on each side.

**LUXER ONE**

LuxerOne.com

### Locker Compartment Dimensions

COMPARTMENT DIMENSIONS  
DOOR DIMENSIONS

**LUXER ONE**

LuxerOne.com

TECHNICAL SPECIFICATIONS	INDOOR LOCKERS	OUTDOOR LOCKERS
<b>Leveling</b>	Leveling feet	Leveling feet Outdoor mounting brackets
<b>Operating Temperature</b>	41°F to 113°F (5°C to 45°C)	-4° to 113°F (-20°C to 45°C)
<b>Humidity</b>	0-95% RH, non-condensing	
<b>Power Consumption</b>	.4A nominal   1A peak* Luxer Fridge: 1.5A *Based on single row of up to 8 locker towers including Main	.7A nominal 6.25 peak*
<b>AC Voltage</b>	Recommended: 120VAC Minimum: 110VAC 50/60Hz nominal	
<b>Ethernet/Data</b>	CAT5 with RJ45 jack Minimum upload speed: 1.5MB DHCP connection with open port preferred Cellular and WiFi connectivity options available as an alternative to Ethernet	

**LUXER ONE**

LuxerOne.com

### Outdoor Lockers: What's Included

- Roof Package**
  - Required for outdoor installs, unless located under an enclosed area.
  - Protects unit from the elements.
  - Provides mount for LED lights for nighttime illumination.
  - Provides mount for surveillance cameras.
- Electronics Package**
  - Protects the computer from extreme heat and cold.
  - Drains the electronics bay contained in the main unit, and provides airflow and temperature modulation.
- Camera Package**
  - Weather-proof outdoor-compliant camera.
  - Mounts to roof package.
- Outdoor Mounting Package**
  - Brackets included for anchoring towers to the concrete pad.
  - Requires use of concrete anchors.

Please notify us if your installation site is located in an extreme weather region.

**LUXER ONE**

LuxerOne.com

### Outdoor Lockers: Installation Requirements

**Power & Data**

- Power: 120VAC, 50/60Hz from 20A electrical disconnect. Outdoor-rated #12 electrical wire run from an accessible outdoor-rated disconnect in 3/4" conduit. Disconnect must be accessible to complete connectivity.
- Ethernet: Outdoor-rated CAT5 cable run in 3/4" conduit. Ethernet cable terminated with an RJ45 sp.
- Cellular connectivity option available as an alternative to ethernet.

**Video Surveillance**

Luxer One provides 24/7 video surveillance.

- One (1) surveillance camera is included.
- One camera needed for every four lockers.
- Footage is available for ten (10) days.
- Your team may request footage directly from your Luxer One Account Representative.

For illustrative purposes only. Refer to site-specific floorplan.

**LUXER ONE**

LuxerOne.com

### Outdoor Lockers: Location Options

**Concrete Pad Installation Requirements**

- Side: 8" required on each side of locker bank for mounting feet and anchors.
- Back: 3" required for power connections, network connectivity, and airflow.
- Front: Minimum of 60" of free space in front of lockers for ADA compliance.
- Below grade: ramp required for ADA accessibility.
- Maximum drainage slope of level pad not to exceed rise or fall of more than 1.5".

A concrete pad or equivalent surface is required.

**LUXER ONE**

LuxerOne.com

### Locker Construction

Choose from four standard locker colors:

- Silver (RAL 9006)
- Black (RAL 9005)
- Brown (RAL 8028)
- White (RAL 9016)

**Superior Construction**

- Heavy duty, corrosion-resistant steel for long-term durability.
- iPad-based touchscreens at ADA-compliant height.
- Battery back-up included in case of power outage.
- Web-based interface with extensive metrics reporting.
- Image capture of labels, signatures, and proof of pickup.
- Minimal Luxer One branding standard on all locker variations.

**Go Bold!**

Ask about trim pieces, custom colors, wraps, and adding your branding.

**LUXER ONE**

LuxerOne.com

### DS4 | E-Scooter Docking & Charging Station

Universal Four (4) E-Scooter Charging and Docking Station

Premium & Compact Design for Class-A  
 Supports all models of E-Scooters  
 Weather Proof (Indoor or Outdoor Use)  
 Premium Ambient LED Lighting  
 Advanced Thermal Management  
 Property Custom Branding with Laser Etching  
 Built-in Power outlets for non-RIDY E-Scooters  
 Made in the U.S.A.

30% FEDERAL Tax Credit - Potential Savings w/ RA

**Power Requirements and Setup**

- 100V, 20 Amp Standard Power Outlets
- Easy Setup with Free Standing Rails or Additional Security with Anchoring

**RIDY**

### DS4 | E-Scooter Station Dimensions

70,250  
46,000  
95,000

**RIDY**

### DS4 | E-Scooter Station Dimensions

6'  
5'  
4'  
3'  
2'  
1'  
0'

Power cord location options

**RIDY**

### Pulsar | E-Bike & E-Scooter Docking & Charging Station

Universal Two (2) E-Bike & E-Scooter Charging and Docking Station

Premium & Compact Design for Class-A  
 Supports all models E-Bikes & E-Scooters  
 Weather Proof (Indoor or Outdoor Use)  
 Premium Ambient LED Lighting  
 Advanced Thermal Management  
 Property Custom Branding with Laser Etching  
 Built-in Power outlets for non-RIDY E-Scooters  
 Made in the U.S.A.

30% FEDERAL Tax Credit - Potential Savings w/ RA

**Power Requirements and Setup**

- 100V, 20 Amp Standard Power Outlets
- Easy Setup with Free Standing Rails or Additional Security with Anchoring

**RIDY**

### Pulsar | E-Scooter Station Dimensions

47,036  
53,520

All dimensions are in inches unless otherwise specified.

**RIDY**

### Pulsar | E-Scooter Station Dimensions

4200

All dimensions are in inches unless otherwise specified.

**RIDY**

### Pulsar | E-Scooter Station Dimensions

92,500  
98,000

All dimensions are in inches unless otherwise specified.

**RIDY**

### Pulsar | E-Bike Station Dimensions

48,526  
72,194

All dimensions are in inches unless otherwise specified.

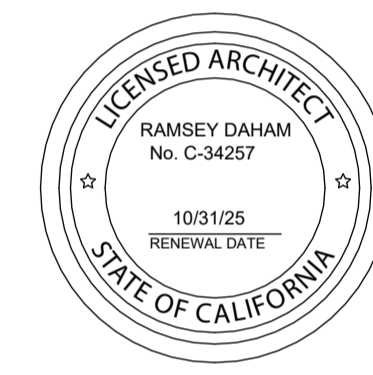
**RIDY**

### Pulsar | E-Bike Station Dimensions

9100  
96,000

All dimensions are in inches unless otherwise specified.

**RIDY**



Revision Schedule	
Revision Number	Revision Date

**SPECS / RESEARCH REPORTS**

DRAWN \_\_\_\_\_ CR

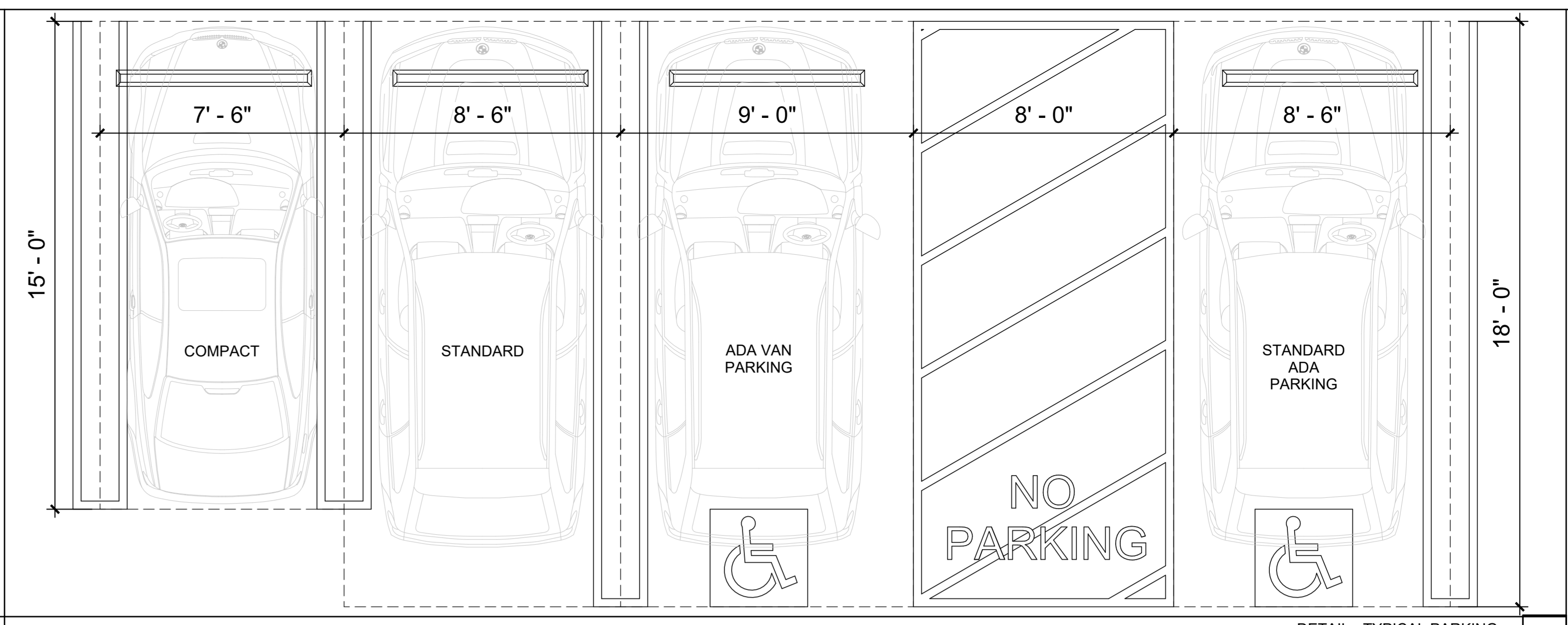
CHECKED \_\_\_\_\_ PNK

DATE 7/8/2024 3:26:40 PM

SCALE \_\_\_\_\_

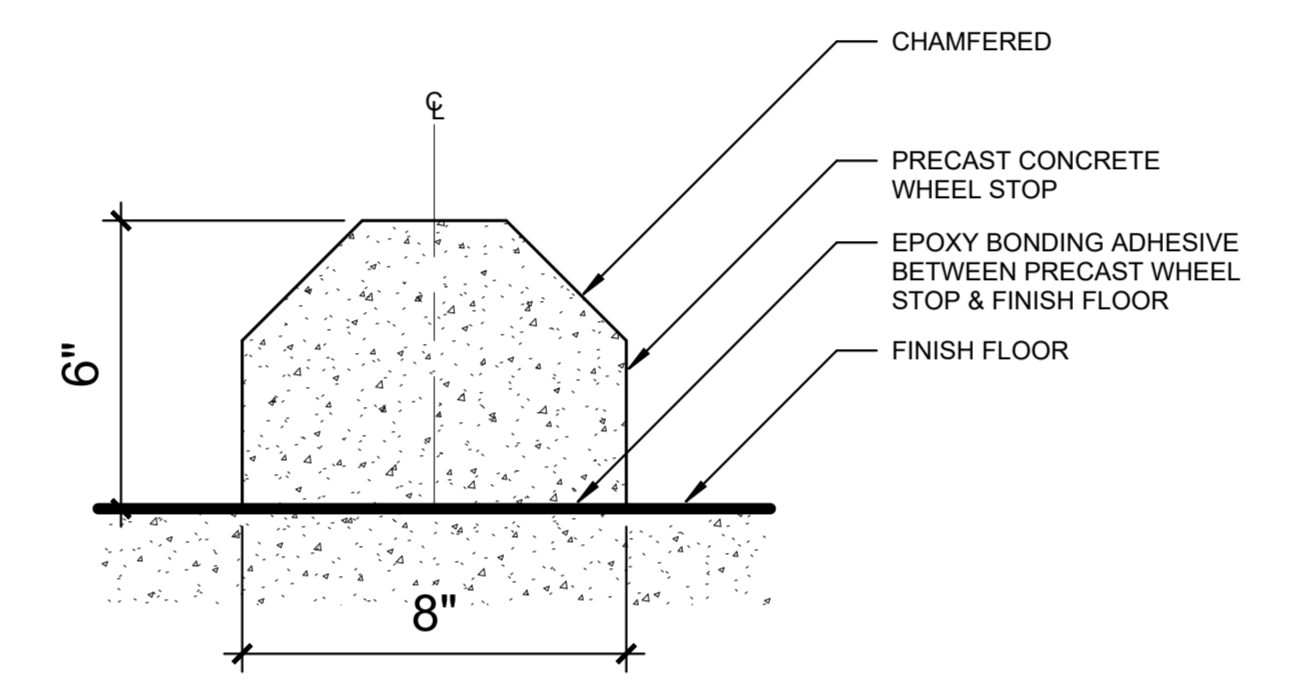
JOB # 17042



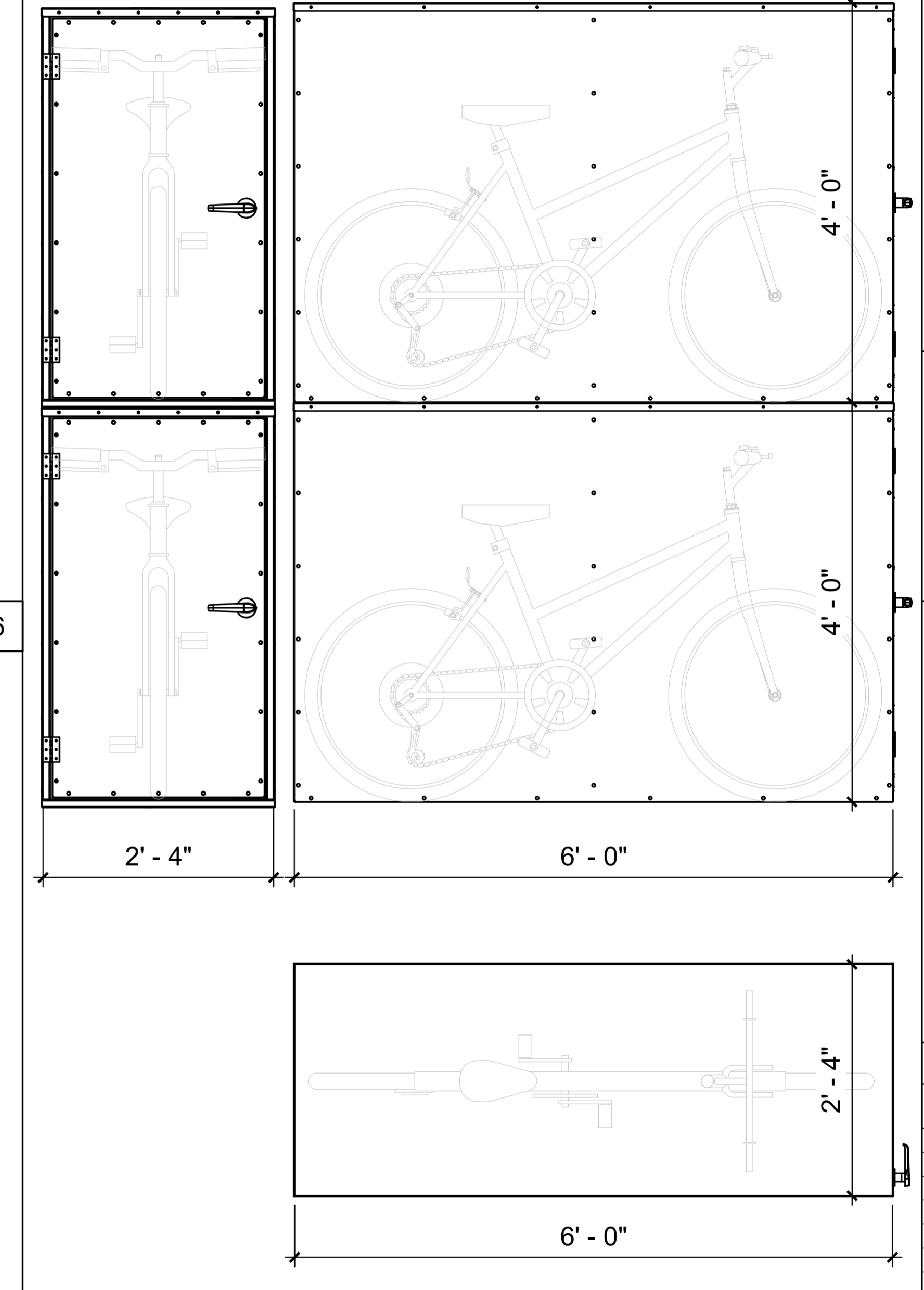


DETAIL - TYPICAL PARKING  
3/8" = 1'-0"

3

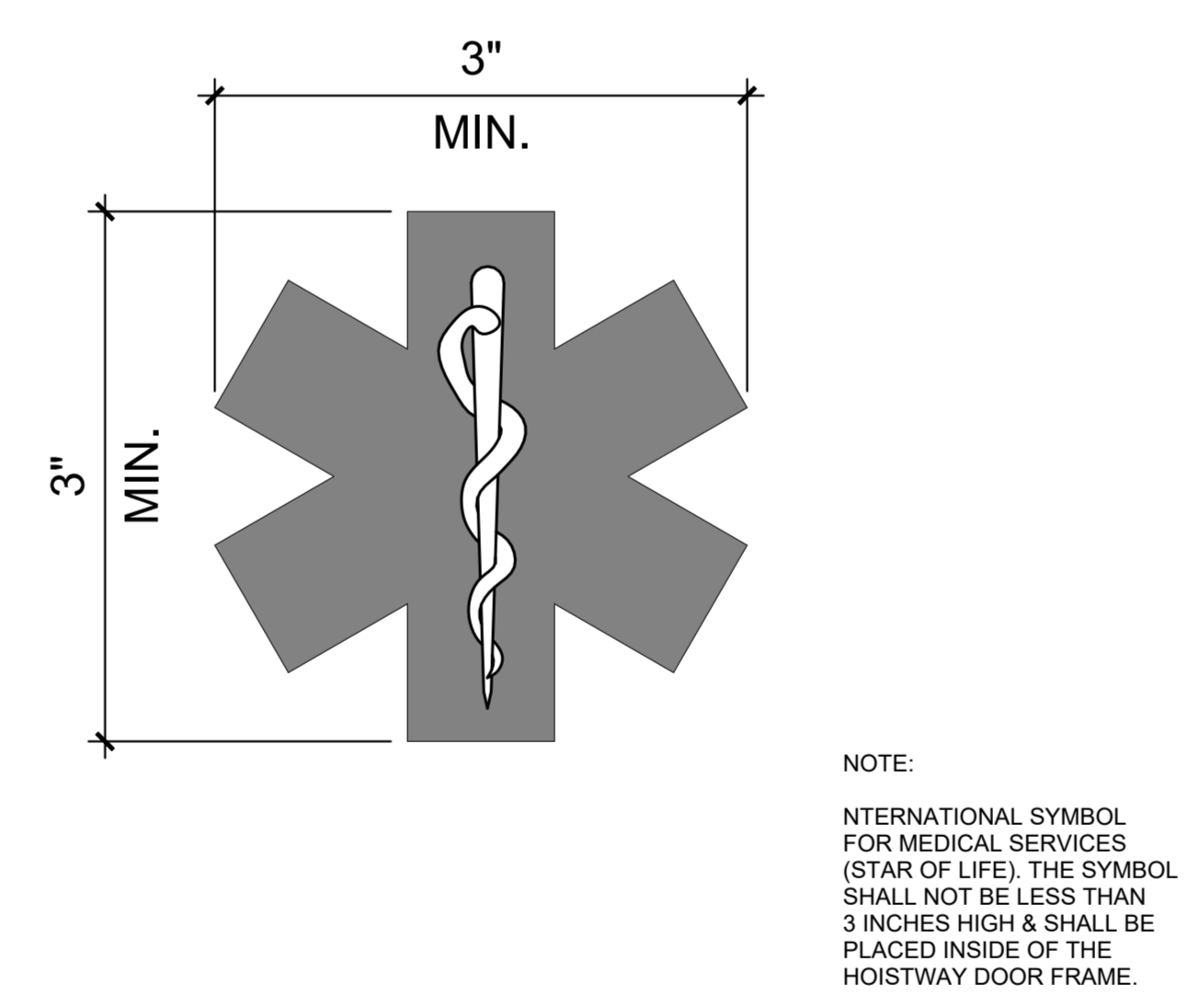


DETAIL - WHEEL STOP  
3" = 1'-0"



DETAIL - BICYCLE PARKING LONG TERM LOCKER  
1" = 1'-0"

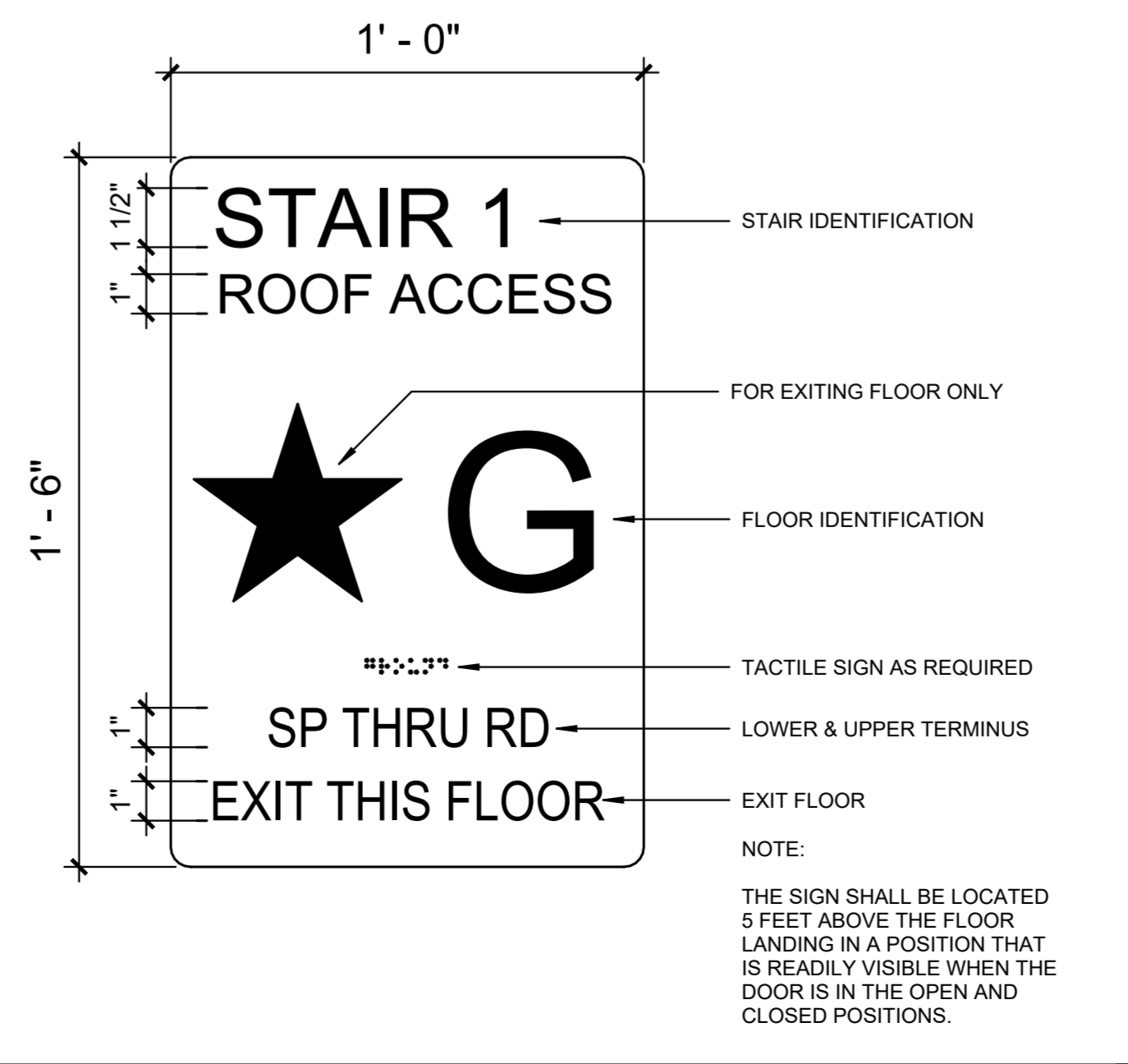
2



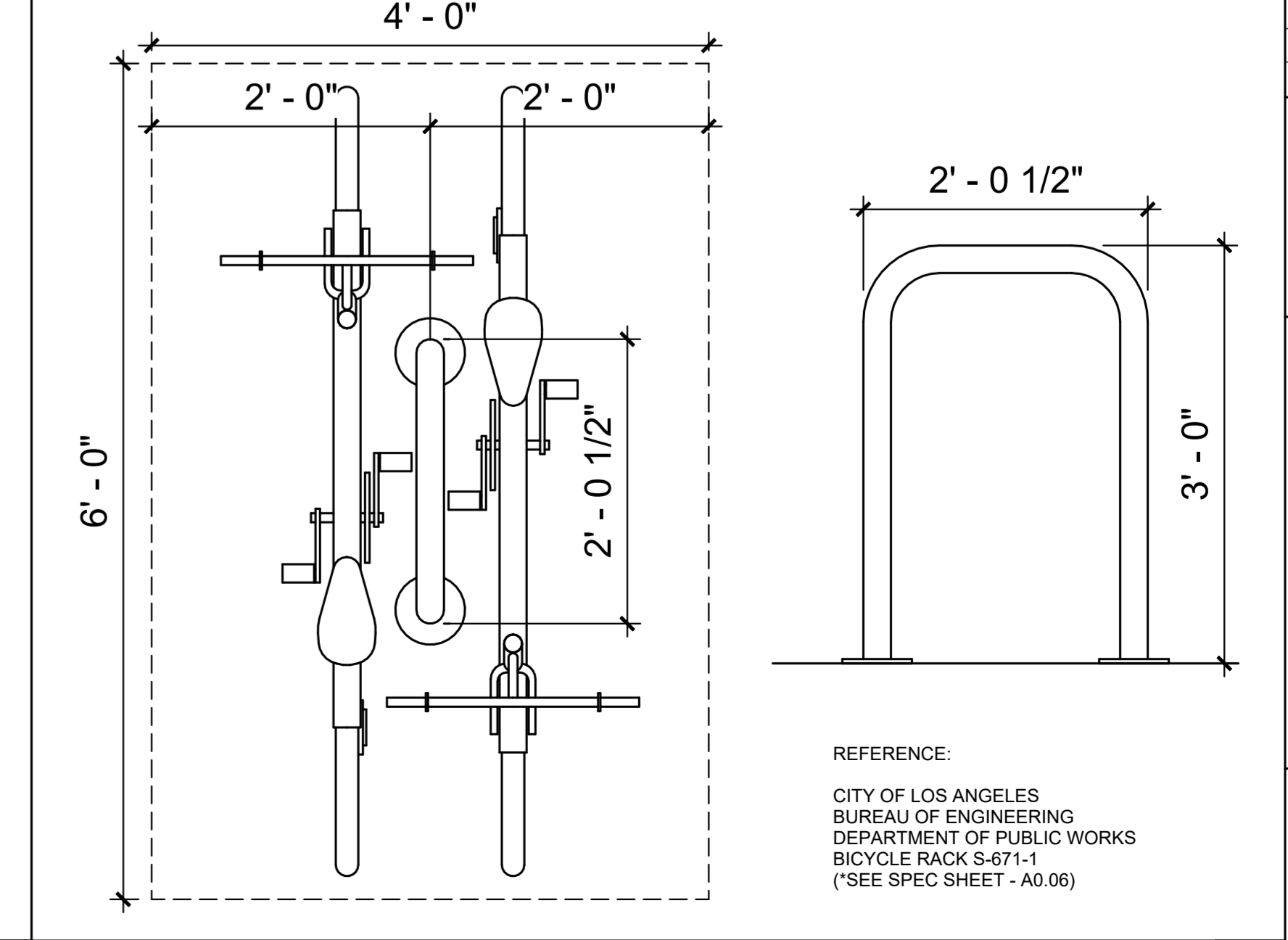
DETAIL - MEDICAL SERVICES SYMBOL  
12" = 1'-0"

DETAIL - BICYCLE PARKING SHORT TERM TYP.  
1" = 1'-0"

1

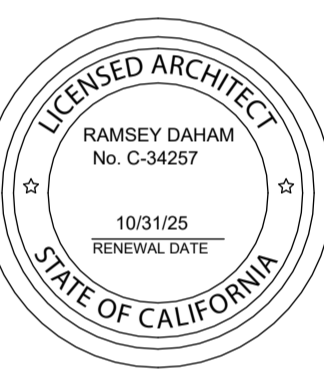


DETAIL - FLOOR I.D. SIGN TYP.  
3" = 1'-0"



DETAIL - BICYCLE PARKING SHORT TERM TYP.  
1" = 1'-0"

1



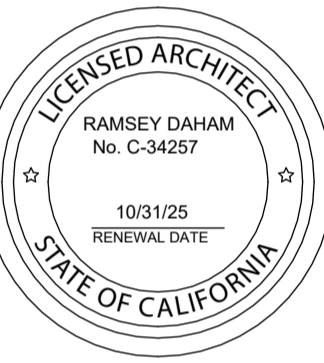
522 S. VENICE BLVD.  
VENICE, CA 90291

Revision Schedule	
Revision Number	Revision Date

**GENERAL DETAILS**

DRAWN	CR
CHECKED	PNK
DATE	7/8/2024 3:26:42 PM
SCALE	As indicated
JOB #	17042

A0.10 C



522 S. VENICE BLVD.  
VENICE, CA 90291

Revision Schedule	
Revision Number	Revision Date

EXISTING SITE SURVEY

DRAWN	CR
CHECKED	PNK
DATE	7/8/2024 3:26:45 PM
SCALE	
JOB #	17042

PLEASE NOTE

IF THIS DRAWING IS PROVIDED IN AN ELECTRONIC FORMAT (VIA EMAIL OR ON COMPUTER DISC) AS A COURTESY TO OUR CLIENT, THE DELIVERY OF THE ELECTRONIC FILE DOES NOT CONSTITUTE THE DELIVERY OF OUR PROFESSIONAL WORK PRODUCT. IN THE EVENT THE ELECTRONIC FILE IS ALTERED, THE PRINT MUST BE REFERRED TO FOR THE ORIGINAL AND CORRECT SURVEY INFORMATION. PACIFIC LAND CONSULTANTS, INC. SHALL NOT BE RESPONSIBLE FOR ANY MODIFICATIONS MADE TO THE ELECTRONIC FILE OR FOR ANY PRODUCTS DERIVED FROM THE ELECTRONIC FILE WHICH ARE NOT REVIEWED, SIGNED AND SEALED BY PACIFIC LAND CONSULTANTS, INC.

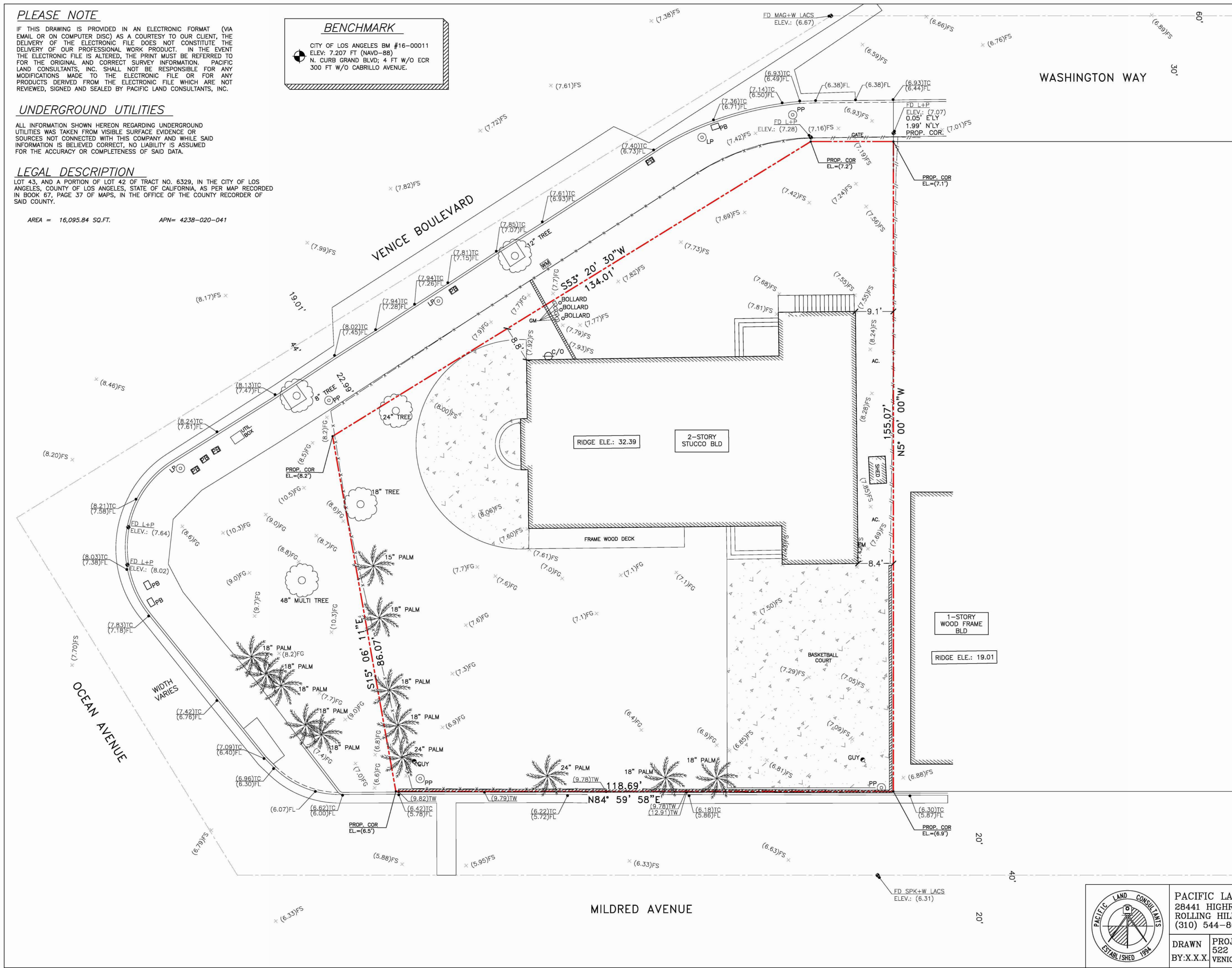
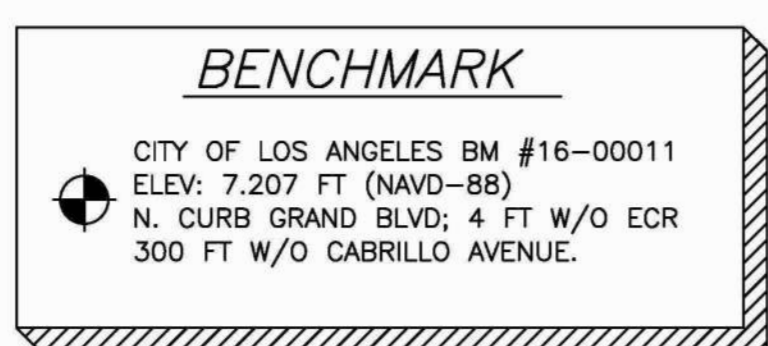
UNDERGROUND UTILITIES

ALL INFORMATION SHOWN HEREON REGARDING UNDERGROUND UTILITIES WAS TAKEN FROM VISIBLE SURFACE EVIDENCE OR SOURCES NOT CONNECTED WITH THIS COMPANY AND WHILE SAID INFORMATION IS BELIEVED CORRECT, NO LIABILITY IS ASSUMED FOR THE ACCURACY OR COMPLETENESS OF SAID DATA.

LEGAL DESCRIPTION

LOT 43, AND A PORTION OF LOT 42 OF TRACT NO. 6329, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 67, PAGE 37 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

AREA = 16,095.84 SQ.FT.      APN= 4238-020-041



LEGEND

- A.C. ASPHALT CONCRETE PAVEMENT
- B.M. BENCHMARK
- C.B.W. CONCRETE BLOCK WALL
- C.B.R.W. CONCRETE BLOCK RETAINING WALL
- C.O. CONC.
- C/O SEWER CLEANOUT
- D.W.Y. CONC. DRIVEWAY APRON
- E.G. EDGE OF GUTTER
- E.M. ELECTRIC METER
- E.P. EDGE OF PAVEMENT
- E.V. ELECTRIC VALVE
- F.F. FINISHED FLOOR
- F.G. FINISHED GRADE
- F.H. FIRE HYDRANT
- F.S. FINISHED SURFACE
- F.L. FLOW LINE
- G.M. GAS METER
- INV. DRAIN INVERT
- I.C.V. IRRIGATION CONTROL VALVE
- P.B. PULL BOX
- P.C.R.W. POURED CONC. RETAINING WALL
- R.R.W. ROCK RETAINING WALL
- S.S.M.H. SEWER MANHOLE
- S.D.M.H. STORM DRAIN MANHOLE
- T.C. TOP OF CURB
- T.G. TOP OF DRAIN GRATE
- T.W. TOP OF WALL
- W.M.H. WATER MANHOLE
- W.V. WATER VALVE
- OVERHANG
- EASEMENT LIMIT
- CONCRETE SURFACE
- TREE AND TRUNK DIAMETER
- WOOD FENCE
- POWER POLE
- LIGHT POLE

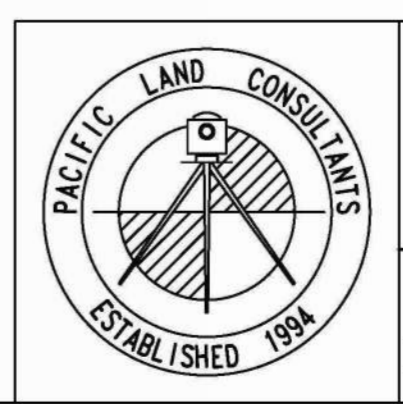
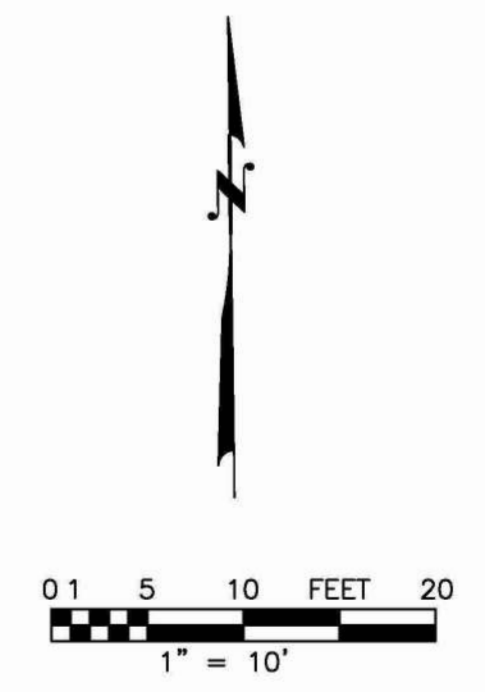
TOPOGRAPHIC NOTES

- CONTOUR LINES SHOWN ON THIS TOPOGRAPHIC SURVEY WERE GENERATED FROM RANDOM SPOT ELEVATIONS. THE EXPECTED LEVEL OF ACCURACY IS ±1/2 OF THE CONTOUR INTERVAL. ISOLATED ELEVATIONS, AS PLACED ON THE PLAT WERE PHYSICALLY MEASURED AT APPROXIMATELY THE LOCATIONS SHOWN. THEIR EXPECTED LEVEL OF ACCURACY IS ± 0.10 FOOT.
- IF SPECIFIC ELEVATIONS ARE REQUIRED, THE USER SHOULD CONTACT PACIFIC LAND CONSULTANTS, INC., TEL: (310)544-8689 FOR SAME. INTERPOLATIONS MADE FROM THIS TOPOGRAPHIC SURVEY SHOULD BE DONE IN ACCORDANCE WITH STANDARD SURVEYING PRACTICES, AND LIABILITY FOR INTERPOLATIONS IS NOT ASSUMED BY PACIFIC LAND CONSULTANTS, INC.

SURVEY CERTIFICATION

I HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR OF THE STATE OF CALIFORNIA, THAT THIS PLAT CONSISTING OF ONE SHEET CORRECTLY REPRESENTS A SURVEY MADE UNDER MY SUPERVISION IN XXXXXX, 2012; THAT ALL MONUMENTS SHOWN HEREON ACTUALLY EXIST AND THEIR POSITIONS ARE CORRECTLY SHOWN. THIS SURVEY DOES NOT INCLUDE EASEMENTS EXCEPT THOSE SPECIFICALLY DELINEATED HEREON.

CHRISTOPHER W. VASSALLO P.L.S. 8418 DATE  
REGISTRATION EXPIRES 12-31-2024



PACIFIC LAND CONSULTANTS, INC.  
28441 HIGHRIDGE RD. SUITE 230  
ROLLING HILLS ESTATES, CA 90274  
(310) 544-8689

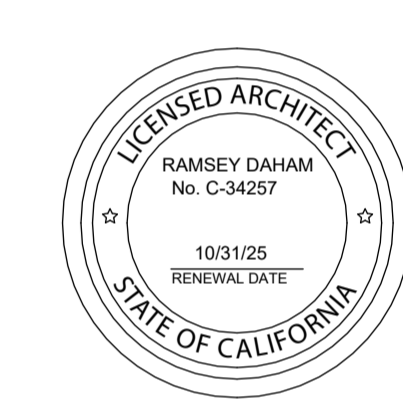
FILE NAME: 22108LS.DWG  
DATE: 11-15-2022  
SCALE: 1" = 10'  
JOB NO. 22108  
SHEET 1 OF 1

DRAWN BY: X.X.X.  
PROJECT SITE:  
522 S. VENICE BOULEVARD  
VENICE, CA

\* FOR REFERENCE ONLY



ZONING CODE FLOOR AREA	
FIRST FLOOR -INCLUDED	4,635 SF
SECOND FLOOR -INCLUDED	4,635 SF
THIRD FLOOR -INCLUDED	4,635 SF
<b>TOTAL PROVIDED</b>	<b>16,176 SF</b>



522 S. VENICE BLVD.  
VENICE, CA 90291

Revision Schedule	
Revision Number	Revision Date

Revision Schedule	
Revision Number	Revision Date

### SQUARE FOOTAGE BREAKDOWNS

<b>DRAWN</b>	CR
<b>CHECKED</b>	PNK
<b>DATE</b>	7/8/2024 3:26:48 PM
<b>SCALE</b>	As indicated
<b>JOB #</b>	17042

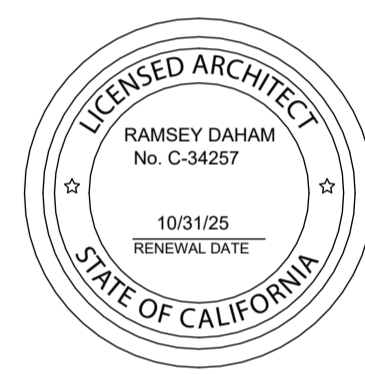
A0.14 A





OPEN SPACE PROVIDED VS. REQUIRED		
PROVIDED	REQUIRED	
COMMON OPEN SPACE:	317 SF 467 SF	25 UNITS @ < 3 HABITABLE ROOMS (100 S.F.) (25 UNITS)(100 S.F.) = 2,500 SF
PRIVATE OPEN SPACE TOWARDS CALCULATION BASED ON ZONING CODE 12.21G.2.b.2:		0 UNITS @ 3 HABITABLE ROOMS (125 S.F.) (0 UNITS)(125 S.F.) = 0 SF
25 UNITS x 50 SF =	1,250 SF	0 UNITS @ > 3 HABITABLE ROOMS (175 S.F.) (0 UNITS)(175 S.F.) = 0 SF
<b>TOTAL</b>	<b>2,034 SF</b>	<b>TOTAL 2,500 SF</b>

COMMON OPEN SPACE TREE COUNT			
PROVIDED		REQUIRED	
ON SITE	(N) 2 TREES	1 TREE PER EVERY 4 UNITS	
IN PARKWAY OFF OCEAN AVE.	(E) 8 TREES	26 UNITS / 4 =	7 TREES
OFF VENICE BLVD.	(E) 2 TREES (N) 4 TREES		
<b>TOTAL</b>	<b>16 TREES</b>	<b>TOTAL</b>	<b>7 TREES</b>



Revision Schedule	
Revision Number	Revision Date

**OPEN SPACE AREA CALCULATIONS**

<b>DRAWN</b>	Author
<b>CHECKED</b>	Checker
<b>DATE</b>	7/8/2024 3:32:49 PM
<b>SCALE</b>	3/32" = 1'-0"
<b>JOB #</b>	17042

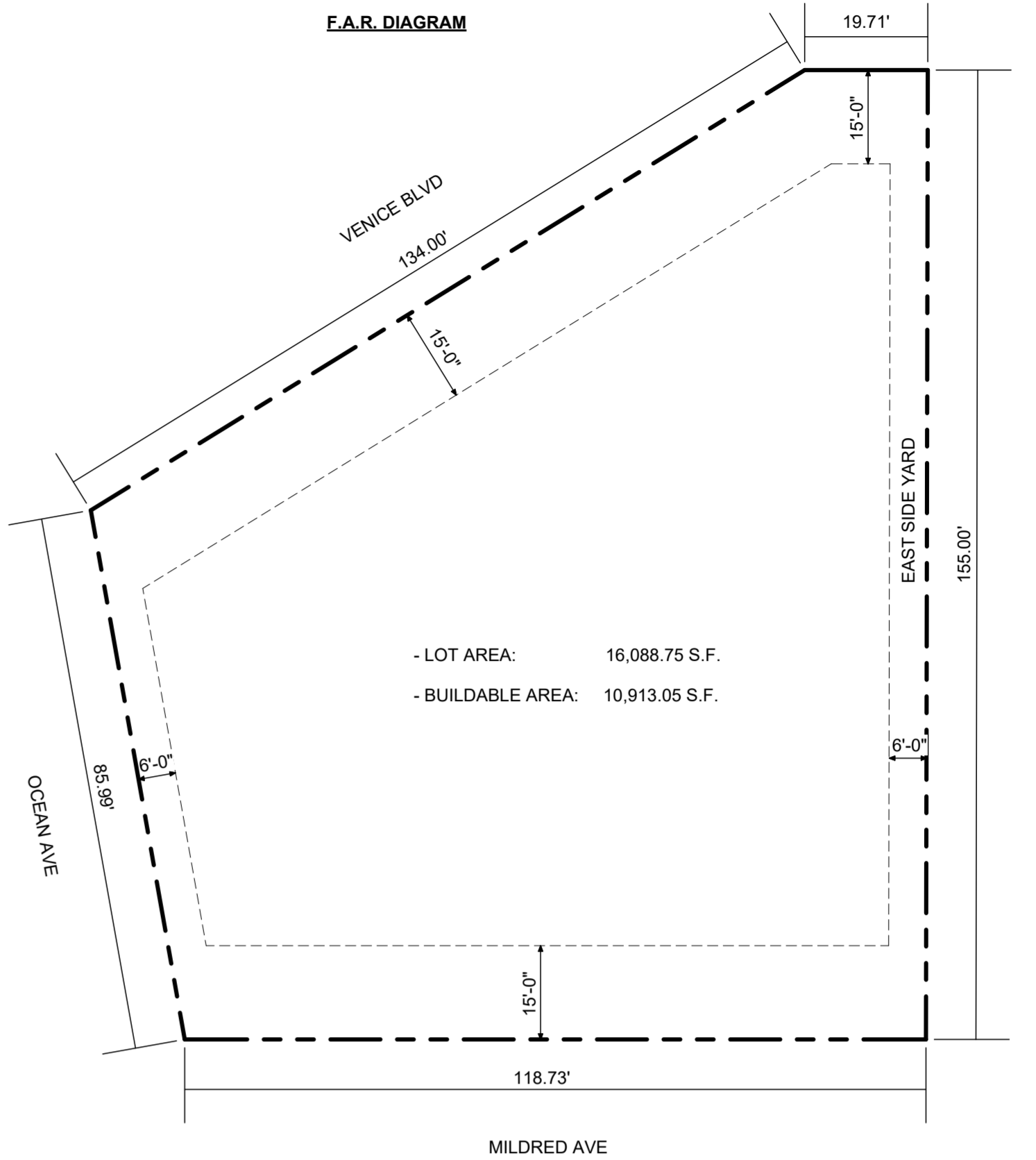
OPEN SPACE - THIRD FLOOR  
3/32" = 1'-0"

MILDRED AVE  
OPEN SPACE - FIRST FLOOR  
3/32" = 1'-0"



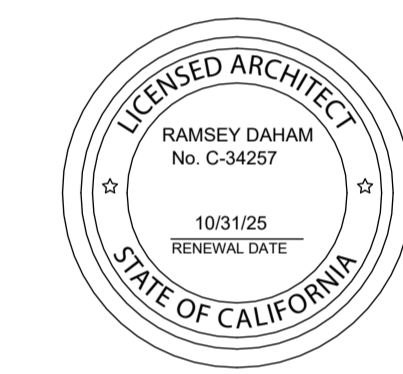
**F.A.R. CALCULATIONS**

FIRST FLOOR - INCLUDED	4,635 SF	
FIRST FLOOR - EXCLUDED	1,803 SF	
SECOND FLOOR - INCLUDED	4,635 SF	
SECOND FLOOR - EXCLUDED	334 SF	
THIRD FLOOR - INCLUDED	4,635 SF	
THIRD FLOOR - EXCLUDED	334 SF	
<b>TOTAL PROVIDED</b>	<b>16,176 SF</b>	



**breakformdesign**

127 arena street, el segundo, ca 90245  
[o] 310.322.3700



522 S. VENICE BLVD.  
VENICE, CA 90291

**Revision Schedule**

Revision Number	Revision Date

**F.A.R. CALCULATIONS**

**DRAWN** \_\_\_\_\_ Author

**CHECKED** \_\_\_\_\_ Checker

**DATE** 7/8/2024 3:26:58 PM

**SCALE** As indicated

**JOB #** 17042

A0.16

**1**

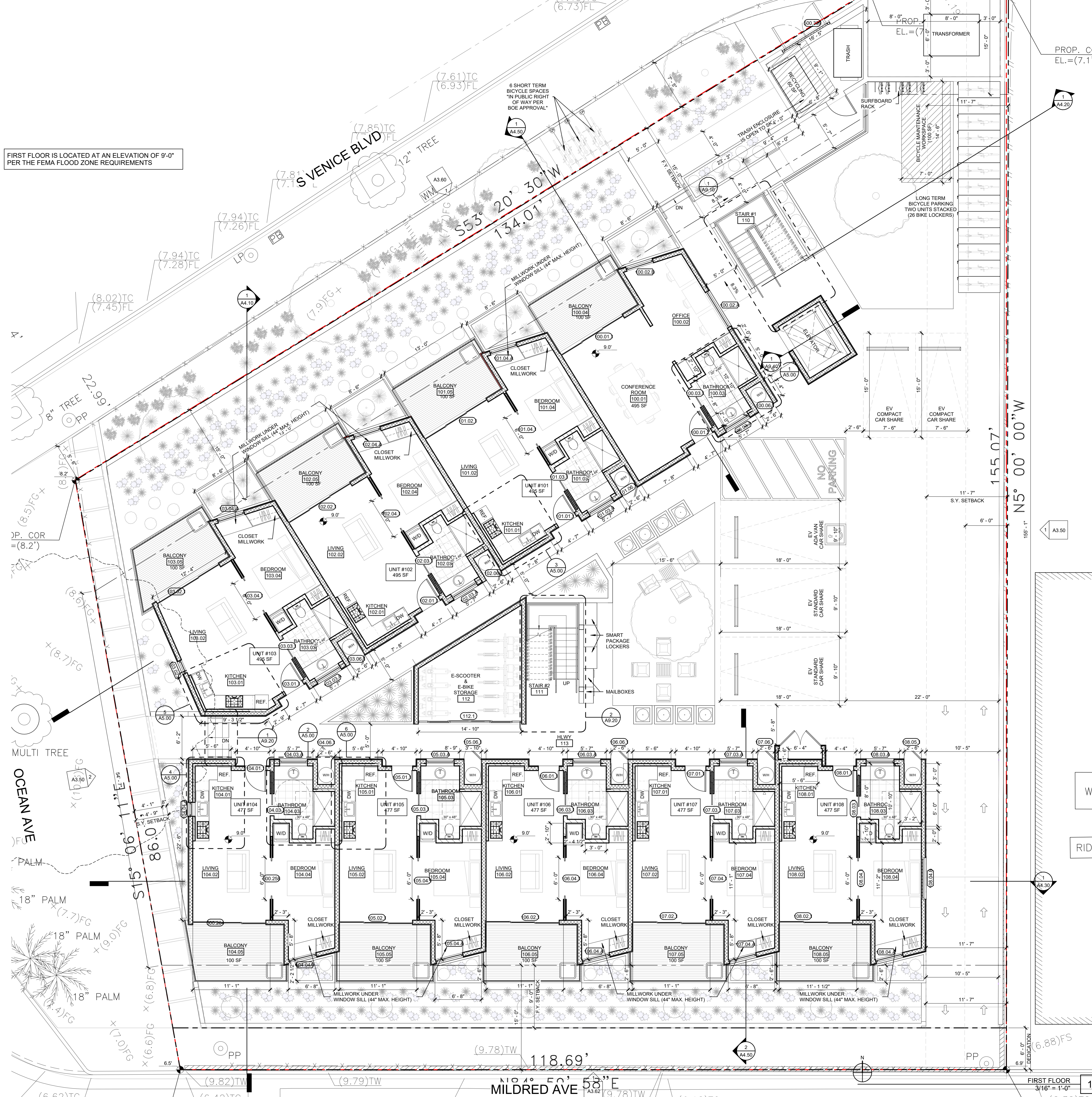


ASSEMBLY TYPES	
<b>WALLS</b>	<b>FLOORS</b>
1 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.10)	4 CONC FLOOR PER STRC. W/ WOOD FINISH (9/A0.10)
2 2x6 PLUMBING WALL ASSM. (2/A0.10)	5 CONC FLOOR PER STRC. W/ TILE FINISH (10/A0.10)
3 1-HR 2x6 INTERIOR WALL ASSM. (3/A0.10)	6 CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (11/A0.10)
4 1-HR 2x6 EXTERIOR WALL ASSM. (4/A0.10)	7 WOOD JOIST PER STRC. W/ WOOD FINISH (12/A0.10)
5 (5/A0.10)	8 WOOD JOIST PER STRC. W/ TILE FINISH (13/A0.10)
6 4" CONC. PER STRC. (6/A0.10)	9 WOOD JOIST W/ WOOD DECK PER SPEC. (14/A0.10)
7 8" CONC. RETAINING WALL PER STRC. (7/A0.10)	10 WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (15/A0.10)

FLOOR PLAN LEGEND	
	FLOOR TYPE
	WINDOW TAG (A0.10 - SCHEDULE)
	DOOR TAG (A0.08, A0.09 - SCHEDULE)
	WALL TYPE
	ELEVATION MARKER
	PROPERTY LINE
	ACCESSIBLE ROUTE
	1 HR
	2 HR
	SMOKE DETECTOR
	CARBON MONOXIDE
	EXHAUST (ENERGY STAR, HUMIDISTAT CONTROLLED, DUCTED TO EXTERIOR) NFPA - 14 CLASS - 1 STANDPIPE
	ILLUMINATED EXIT SIGN

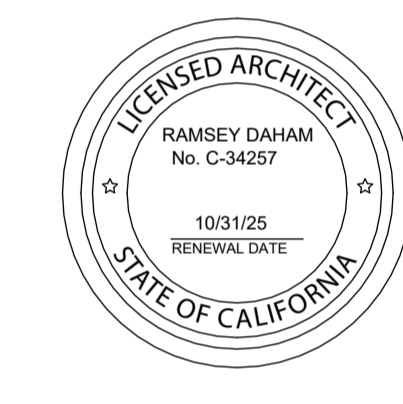
KEYNOTE LEGEND	
1	MAILBOXES DETAIL: A0.11C
2	-
3	OCCUPANT LOAD SIGN
4	STONE COUNTERTOP
5	SHORT TERM BICYCLE PARKING SPEC: A0.04D, DETAIL: 1/A0.10C
6	LONG TERM BICYCLE PARKING LOCKERS (TWO UNIT STACKED BIKE LOCKERS) SPEC: A0.04D, DETAIL: 2/A0.10C
7	STAIRWAY IDENTIFICATION SIGN
8	FLOOR LANDING NUMBER (4/A0.16)
9	MEDICAL SERVICES SYMBOL (5/A0.16)
10	NFPA 72 OCCUPANT NOTIFICATION SYSTEM

FIRST FLOOR IS LOCATED AT AN ELEVATION OF 9'-0" PER THE FEMA FLOOD ZONE REQUIREMENTS



**NOTES:**  
 FENCES, PLANTERS, AND RETAINING WALLS SHALL NOT EXCEED A HEIGHT OF 6 FT. ABOVE THE NATURAL GROUND LEVEL IN THE REQUIRED SIDE YARD.  
 DOUBLE STRIPING OF STALLS SHALL BE PER ZONING CODE SECTION 12.21AS CHART NO. 5

**breakformdesign**  
 127 arena street, el segundo, ca 90245  
 [o] 310.322.3700



522 S. VENICE BLVD.  
 VENICE, CA 90291

Revision Schedule	
Revision Number	Revision Date

PROPOSED PLANS	
DRAWN	CR
CHECKED	PNK
DATE	7/8/2024 3:27:10 PM
SCALE	As indicated
JOB #	17042

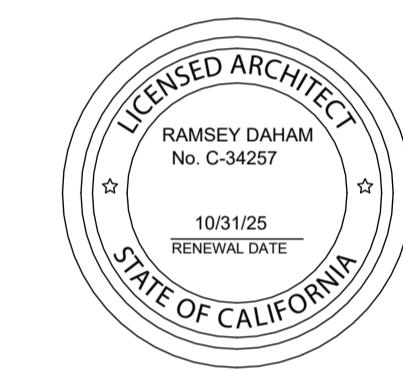
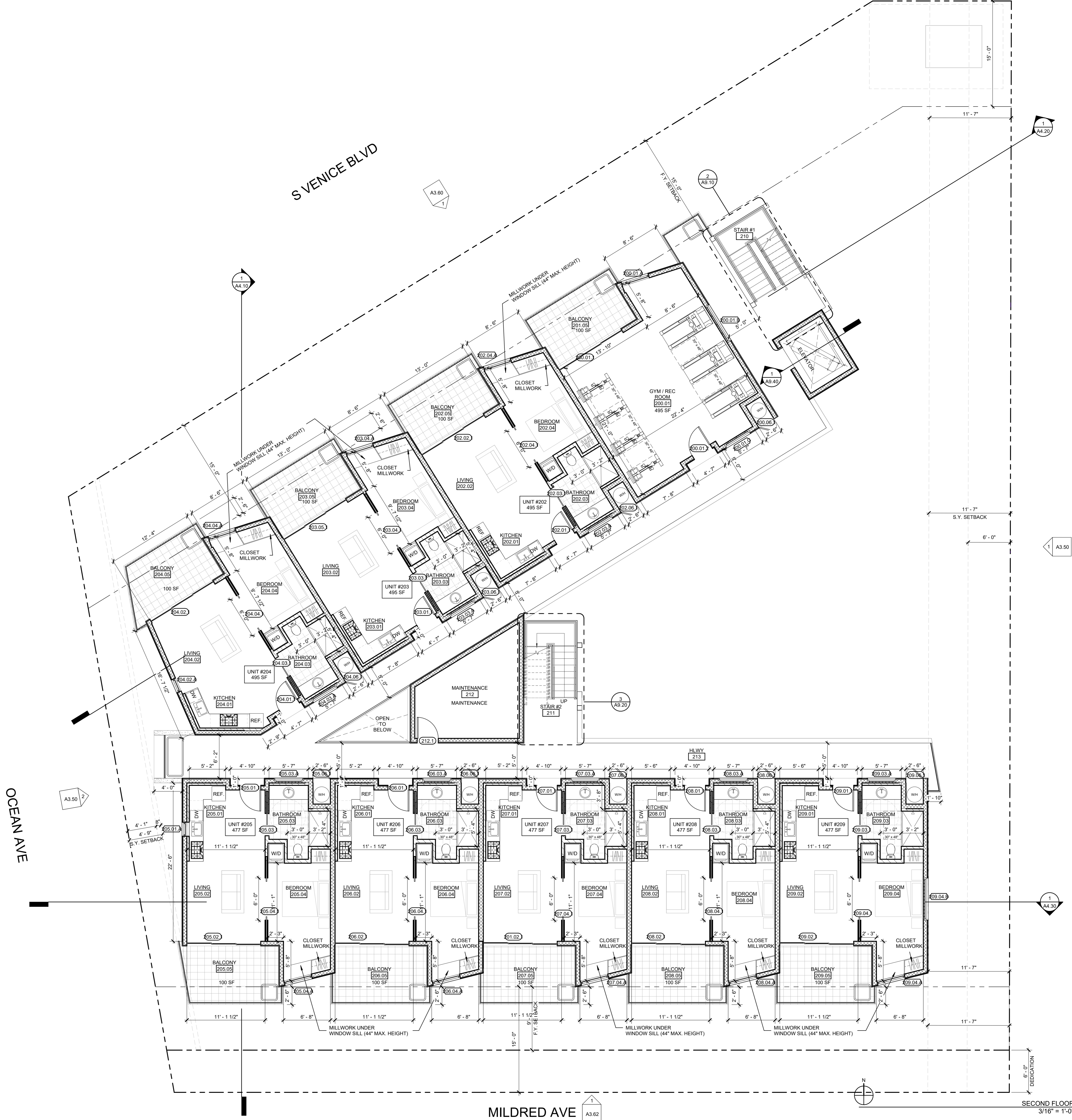
A2.10



- ASSEMBLY TYPES**
- |   |   |
|---|---|
| <b>WALLS</b>                                  | <b>FLOORS</b>   |
| 1 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.10)     | 4 CONC FLOOR PER STRC. W/ WOOD FINISH (9/A0.10)               |
| 2 2x6 PLUMBING WALL ASSM. (2/A0.10)           | 5 CONC FLOOR PER STRC. W/ TILE FINISH (10/A0.10)              |
| 3 1-HR 2x6 INTERIOR WALL ASSM. (3/A0.10)      | 6 CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (11/A0.10)    |
| 4 1-HR 2x6 EXTERIOR WALL ASSM. (4/A0.10)      | 7 WOOD JOIST PER STRC. W/ WOOD FINISH (12/A0.10)              |
| 5 (5/A0.10)                                   | 8 WOOD JOIST PER STRC. W/ TILE FINISH (13/A0.10)              |
| 6 4" CONC. PER STRC. (6/A0.10)                | 9 WOOD JOIST W/ WOOD DECK PER SPEC. (14/A0.10)                |
| 7 8" CONC. RETAINING WALL PER STRC. (7/A0.10) | 10 WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (15/A0.10) |

- FLOOR PLAN LEGEND**
- ◇ FLOOR TYPE
  - ⊗ WINDOW TAG (A0.10 - SCHEDULE)
  - ⊗ DOOR TAG (A0.08, A0.09 - SCHEDULE)
  - ◇ WALL TYPE
  - ⊗ ELEVATION MARKER
  - - - - PROPERTY LINE
  - - - - ACCESSIBLE ROUTE
  - - - - 1 HR
  - - - - 2 HR
  - ⊙ SMOKE DETECTOR
  - ⊙ CARBON MONOXIDE
  - ⊙ EXHAUST (ENERGY STAR, HUMIDISTAT CONTROLLED, DUCTED TO EXTERIOR)  
NFPA - 14 CLASS - 1 STANDPIPE
  - ⊙ ILLUMINATED EXIT SIGN

- KEYNOTE LEGEND**
- ① MAILBOXES  
DETAIL: A0.11C
  - ② -
  - ③ OCCUPANT LOAD SIGN
  - ④ STONE COUNTERTOP
  - ⑤ SHORT TERM BICYCLE PARKING  
SPEC: A0.04D, DETAIL: 1/A0.10C
  - ⑥ LONG TERM BICYCLE PARKING LOCKERS  
(TWO UNIT STACKED BIKE LOCKERS)  
SPEC: A0.04D, DETAIL: 2/A0.10C
  - ⑦ STAIRWAY IDENTIFICATION SIGN
  - ⑧ FLOOR LANDING NUMBER (4/A0.16)
  - ⑨ MEDICAL SERVICES SYMBOL (5/A0.16)
  - ⑩ NFPA 72 OCCUPANT NOTIFICATION SYSTEM



522 S. VENICE BLVD.  
VENICE, CA 90291

Revision Schedule	
Revision Number	Revision Date

**PROPOSED PLANS**

**DRAWN** \_\_\_\_\_ **CR** \_\_\_\_\_

**CHECKED** \_\_\_\_\_ **PNK** \_\_\_\_\_

**DATE** 7/8/2024 3:27:13 PM

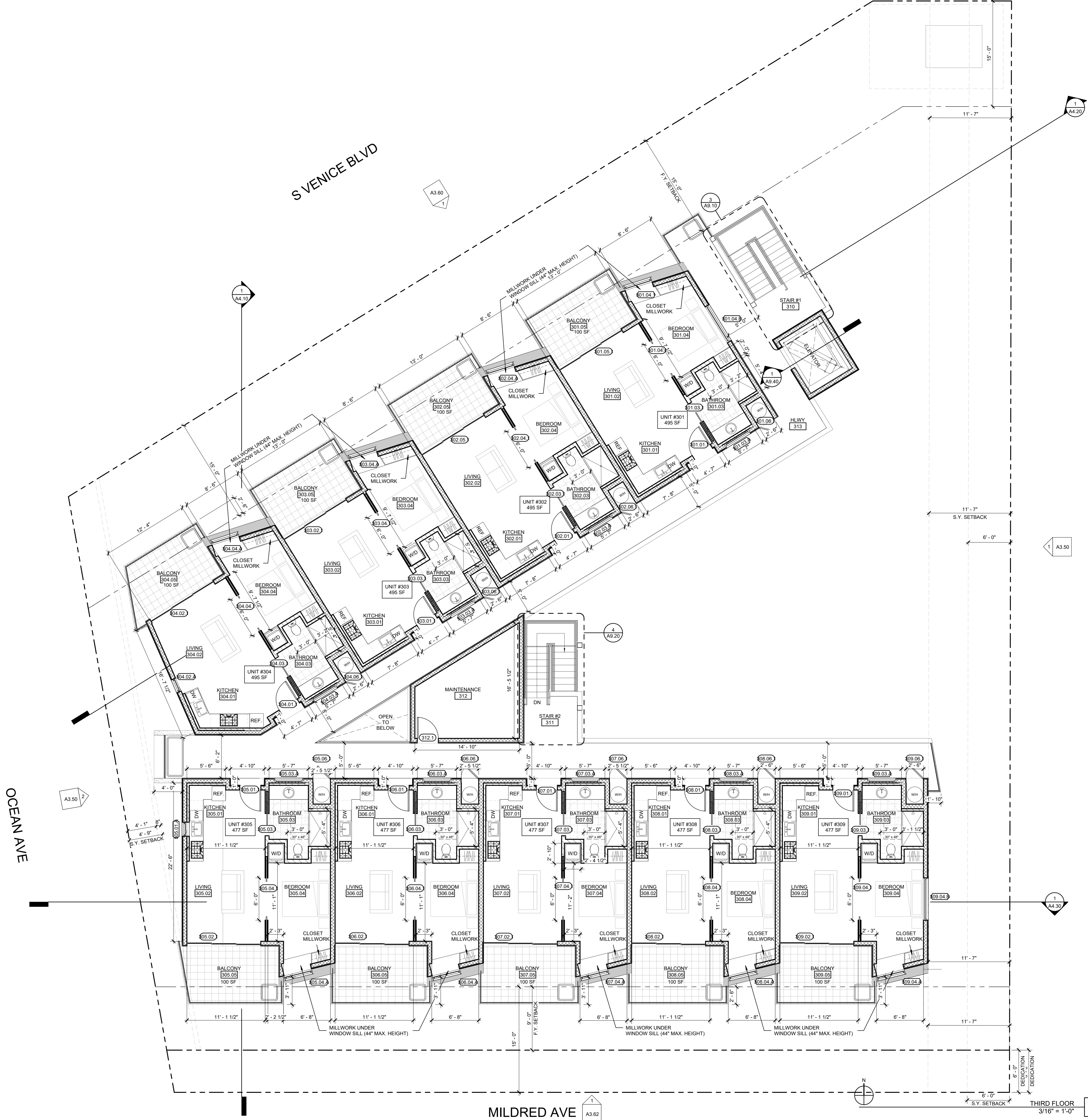
**SCALE** As indicated

**JOB #** 17042

SECOND FLOOR  
3/16" = 1'-0"

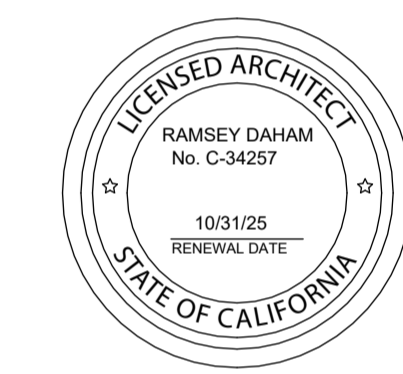
- ASSEMBLY TYPES**
- |   |   |
|---|---|
| <b>WALLS</b>                                  | <b>FLOORS</b>   |
| 1 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.10)     | 4 CONC FLOOR PER STRC. W/ WOOD FINISH (9/A0.10)               |
| 2 2x6 PLUMBING WALL ASSM. (2/A0.10)           | 5 CONC FLOOR PER STRC. W/ TILE FINISH (10/A0.10)              |
| 3 1-HR 2x6 INTERIOR WALL ASSM. (3/A0.10)      | 6 CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (11/A0.10)    |
| 4 1-HR 2x6 EXTERIOR WALL ASSM. (4/A0.10)      | 7 WOOD JOIST PER STRC. W/ WOOD FINISH (12/A0.10)              |
| 5 5/8" (5/A0.10)                              | 8 WOOD JOIST PER STRC. W/ TILE FINISH (13/A0.10)              |
| 6 4" CONC. PER STRC. (6/A0.10)                | 9 WOOD JOIST W/ WOOD DECK PER SPEC. (14/A0.10)                |
| 7 8" CONC. RETAINING WALL PER STRC. (7/A0.10) | 10 WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (15/A0.10) |

- FLOOR PLAN LEGEND**
- FLOOR TYPE
  - WINDOW TAG (A0.10 - SCHEDULE)
  - DOOR TAG (A0.08, A0.09 - SCHEDULE)
  - WALL TYPE
  - ELEVATION MARKER
  - PROPERTY LINE
  - ACCESSIBLE ROUTE
  - 1 HR
  - 2 HR
  - SMOKE DETECTOR
  - CARBON MONOXIDE
  - EXHAUST (ENERGY STAR, HUMIDISTAT CONTROLLED, DUCTED TO EXTERIOR)
  - NFPA - 14 CLASS - I STANDPIPE
  - ILLUMINATED EXIT SIGN
- KEYNOTE LEGEND**
- 1 MAILBOXES  
DETAIL: A0.11C
  - 2 -
  - 3 OCCUPANT LOAD SIGN
  - 4 STONE COUNTERTOP
  - 5 SHORT TERM BICYCLE PARKING  
SPEC: A0.04D, DETAIL: 1/A0.10C
  - 6 LONG TERM BICYCLE PARKING LOCKERS  
(TWO UNIT STACKED BIKE LOCKERS)  
SPEC: A0.04D, DETAIL: 2/A0.10C
  - 7 STAIRWAY IDENTIFICATION SIGN
  - 8 FLOOR LANDING NUMBER (4/A0.16)
  - 9 MEDICAL SERVICES SYMBOL (5/A0.16)
  - 10 NFPA 72 OCCUPANT NOTIFICATION SYSTEM



# breakformdesign

127 arena street, el segundo, ca 90245  
[p] 310.322.3700



522 S. VENICE BLVD.  
VENICE, CA 90291

Revision Schedule

Revision Number	Revision Date

PROPOSED PLANS

<b>DRAWN</b>	CR
<b>CHECKED</b>	PNK
<b>DATE</b>	7/8/2024 3:27:15 PM
<b>SCALE</b>	As Indicated
<b>JOB #</b>	17042

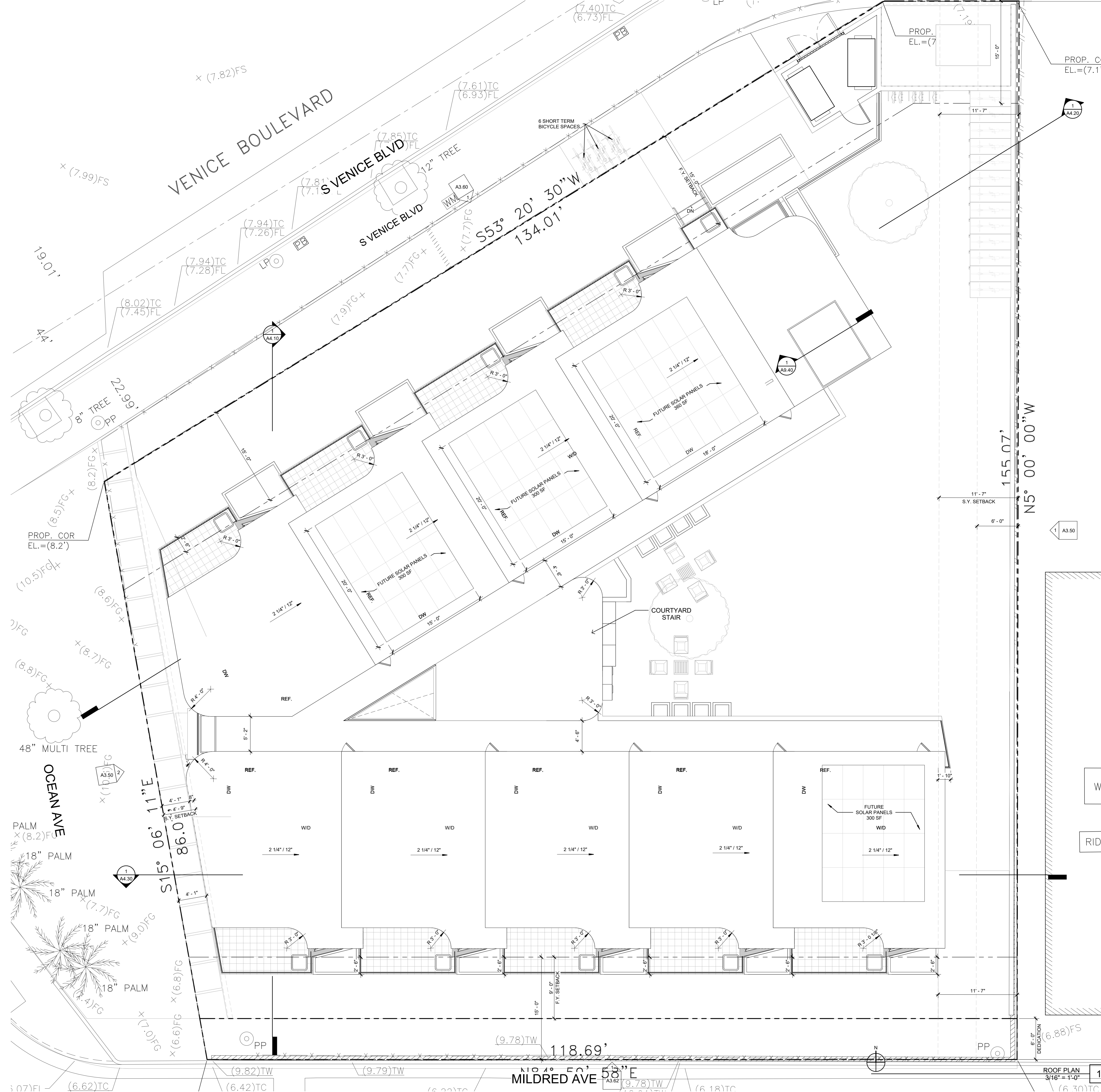
- ASSEMBLY TYPES**
- |   |  |
|---|--|
| <b>WALLS</b>                                  | <b>FLOORS</b>  |
| 1 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.10)     | 1 CONC FLOOR PER STRC. W/ WOOD FINISH (9/A0.10)              |
| 2 2x6 PLUMBING WALL ASSM. (2/A0.10)           | 2 CONC FLOOR PER STRC. W/ TILE FINISH (10/A0.10)             |
| 3 1-HR 2x6 INTERIOR WALL ASSM. (3/A0.10)      | 3 CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (11/A0.10)   |
| 4 1-HR 2x6 EXTERIOR WALL ASSM. (4/A0.10)      | 4 WOOD JOIST PER STRC. W/ WOOD FINISH (12/A0.10)             |
| 5 (5/A0.10)                                   | 5 WOOD JOIST PER STRC. W/ TILE FINISH (13/A0.10)             |
| 6 4" CONC. PER STRC. (6/A0.10)                | 6 WOOD JOIST W/ WOOD DECK PER SPEC. (14/A0.10)               |
| 7 8" CONC. RETAINING WALL PER STRC. (7/A0.10) | 7 WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (15/A0.10) |

- FLOOR PLAN LEGEND**
- FLOOR TYPE
  - WINDOW TAG (A0.10 - SCHEDULE)
  - DOOR TAG (A0.08, A0.09 - SCHEDULE)
  - WALL TYPE
  - ELEVATION MARKER
  - PROPERTY LINE
  - ACCESSIBLE ROUTE
  - 1 HR
  - 2 HR

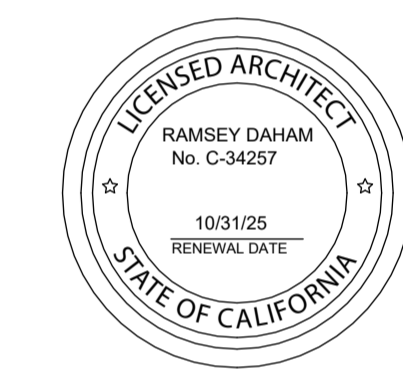
- SMOKE DETECTOR
- CARBON MONOXIDE
- EXHAUST (ENERGY STAR, HUMIDISTAT CONTROLLED, DUCTED TO EXTERIOR) NFPA - 14 CLASS - I STANDPIPE
- ILLUMINATED EXIT SIGN

- KEYNOTE LEGEND**
- 1 MAILBOXES DETAIL: A0.11C
  - 2 -
  - 3 OCCUPANT LOAD SIGN
  - 4 STONE COUNTERTOP
  - 5 SHORT TERM BICYCLE PARKING SPEC: A0.04D, DETAIL: 1/A0.10C
  - 6 LONG TERM BICYCLE PARKING LOCKERS (TWO UNIT STACKED BIKE LOCKERS) SPEC: A0.04D, DETAIL: 2/A0.10C
  - 7 STAIRWAY IDENTIFICATION SIGN
  - 8 FLOOR LANDING NUMBER (4/A0.16)
  - 9 MEDICAL SERVICES SYMBOL (5/A0.16)
  - 10 NFPA 72 OCCUPANT NOTIFICATION SYSTEM

FUTURE SOLAR ZONE AREA			
PROVIDED		REQUIRED	
SOLAR AREA 1	360 SF	≥ 15% OF ROOF AREA	
SOLAR AREA 2	300 SF	8,160 SF x .15 =	1,224 SF
SOLAR AREA 3	300 SF	(ROOF AREA) x (15 %)	
SOLAR AREA 4	300 SF		
<b>TOTAL</b>	<b>1,260 SF</b>	<b>TOTAL</b>	<b>1,224 SF</b>



**breakformdesign**  
 127 arena street, el segundo, ca 90245  
 [o] 310.322.3700



522 S. VENICE BLVD.  
 VENICE, CA 90291

Revision Schedule

Revision Number	Revision Date

**PROPOSED PLANS**

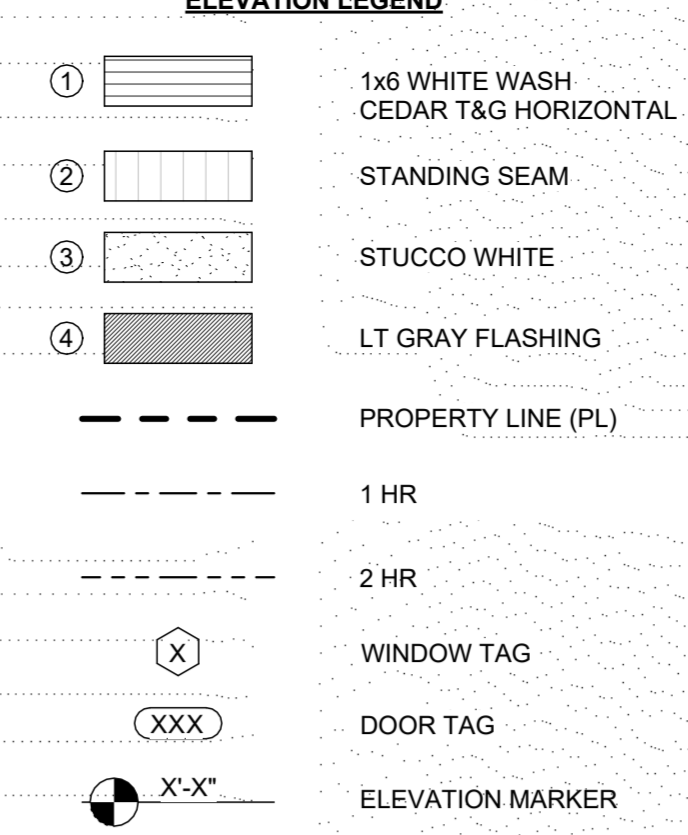
DRAWN \_\_\_\_\_ CR  
 CHECKED \_\_\_\_\_ PNK  
 DATE 7/8/2024 3:34:50 PM  
 SCALE As indicated  
 JOB # 17042

A2.40

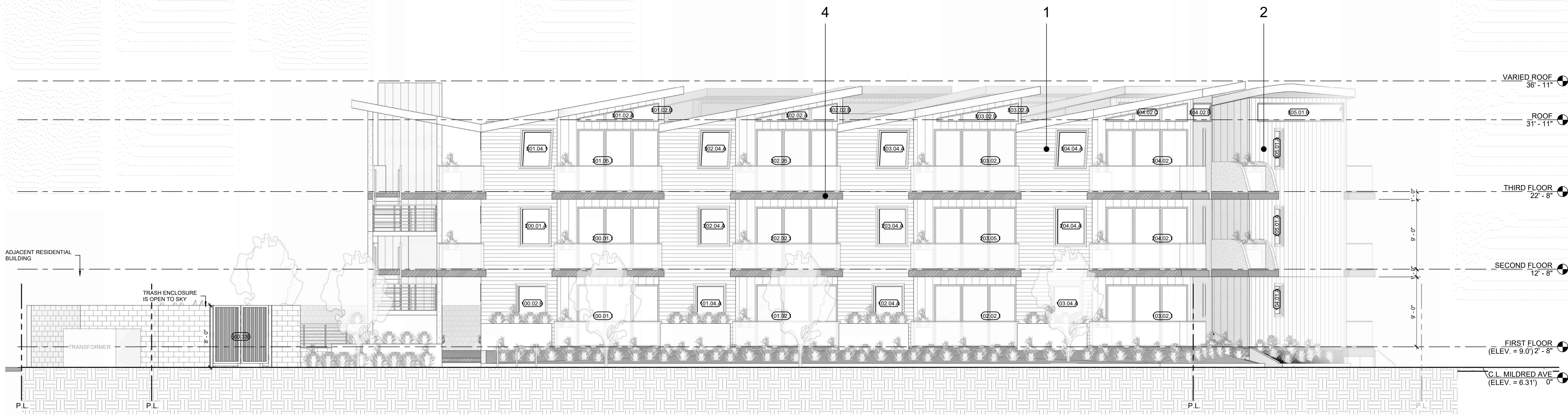
- EXHAUST FANS TO HAVE 50 CFM INTERMITTENT OR 35 CFM CONTINUOUS.
- BATHROOM EXHAUST FANS SHALL BE ENERGY STAR COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.
- NEWLY INSTALLED BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDISTAT WHICH SHALL BE READILY ACCESSIBLE.
- INSTALLED AUTOMATIC IRRIGATION SYSTEM CONTROLLERS ARE SOIL BASED.
- ALL BATHROOMS TO HAVE WATER RESISTANT GYP.
- CONTRACTOR TO VERIFY PROPERTY LINE & WALL LOCATIONS WITH FIELD SURVEY PRIOR TO WALL PLACEMENT.
- ALL DIMENSIONS TO FRAMING LINE. COORDINATE WITH WALL TYPES ON A3.5.
- THE PANEL OR SUBPANEL SHALL PROVIDE CAPACITY TO INSTALL A 40-AMPERE MINIMUM DEDICATED BRANCH CIRCUIT AND SPACE(S) RESERVED TO PERMIT INSTALLATION OF A BRANCH CIRCUIT OVERCURRENT PROTECTIVE DEVICE.
- THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING AS EV CAPABLE. THE RACEWAY TERMINATION LOCATION SHALL BE PERMANENT AND VISIBLY MARKED BY CAPABLE.
- 1-HR CONSTRUCTION AT UNDERSIDE OF ALL SIDE YARD PROJECTIONS.
- ALL DOORS 4" FROM WALL U.O.N.
- 80% OF THE TOTAL AREA RECEIVING RESILIENT FLOORING SHALL COMPLY WITH ONE OR MORE OF THE FOLLOWING:
  - VOC EMISSION LIMITS DEFINED IN THE CHPS HIGH PERFORMANCE PRODUCTS DATABASE
  - PRODUCTS COMPLIANT WITH THE CHPS CRITERIA CERTIFIED UNDER THE GREENGUARD CHILDREN & SCHOOLS PROGRAM
  - CERTIFICATION UNDER THE RESILIENT FLOOR COVERING INSTITUTE (RFC) FLOORSCORE PROGRAM
  - MEET THE CALIFORNIA DEPARTMENT OF PUBLIC HEALTH'S SPECIFICATION.
- THE HEATING AND AIR-CONDITIONING SYSTEMS SHALL BE SIZED AND DESIGNED USING ANSIACCA MANUAL J-2004, ANSIACCA 28-D-2009 OR ASHRAE HANDBOOKS AND HAVE THE EQUIPMENT SELECTED IN ACCORDANCE WITH ANSIACCA 36-S MANUAL S-2004.
- THE CONSTRUCTION SHALL NOT RESTRICT A FIVE-FOOT CLEAR AND UNOBSTRUCTED ACCESS TO ANY WATER OR POER DISTRIBUTION FACILITIES (POWER POLES, PULL-BOXES, TRANSFORMER, VAULTS, PUMPS, VALVES, METERS, APPURTENANCES, ETC.) OR TO THE LOCATION OF THE HOOK-UP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.
- FOR EXISTING POOL ON SITE, PROVIDE AN ALARM FOR DOORS TO THE DWELLING THAT FORM A PART OF THE POOL ENCLOSURE. THE ALARM SHALL SOUND CONTINUOUSLY FOR A MIN. OF 30 SECONDS WHEN THE DOOR IS OPENED. IT SHALL AUTOMATICALLY RESET AND BE EQUIPPED WITH A MANUAL MEANS TO DEACTIVATE (FOR 15 SECS. MAX) FOR A SINGLE OPENING. THE DEACTIVATION SWITCH SHALL BE AT LEAST 5' ABOVE THE FLOOR. (8109 OF LADBC)
- FOR EXISTING POOL ON SITE, PROVIDE ANTI-ENTRAPMENT COVER MEETING THE CURRENT ASTM OR ASME FOR THE SUCTION OUTLETS OF THE SWIMMING POOL, TODDLER POOL AND SPA FOR SINGLE FAMILY DWELLINGS PER ASSEMBLY BILL (AB) NO. 297. (3162B)
- FOR ONE- AND TWO-FAMILY DWELLINGS, ANY PERMANENTLY INSTALLED OUTDOOR IN-GROUND SWIMMING POOL OR SPA SHALL BE EQUIPPED WITH A COVER HAVING A MANUAL OR POWER-OPERATED REEL SYSTEM. FOR IRREGULAR-SHAPED POOLS WHERE IT IS INFEASIBLE TO COVER 100 PERCENT OF THE POOL, DUE TO ITS IRREGULAR SHAPE, A MINIMUM OF 80 PERCENT OF THE POOL SHALL BE COVERED.
- AN APPROVED SEISMIC GAS SHUTOFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWNSTREAM SIDE OF THE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING. (PER ORDINANCE 170,158) (SEPARATE PLUMBING PERMITS IS REQUIRED).
- PLUMBING FIXTURES ARE REQUIRED TO BE CONNECTED TO A SANITARY SEWER OR TO AN APPROVED SWEAGE DISPOSAL SYSTEM (R306.3)
- KITCHEN SINKS, LAVATORIES, BATHUBS, SHOWERS, BIDETS, LAUNDRY TUBS AND WASHING MACHINE OUTLETS SHALL BE PROVIDED WITH HOT AND COLD WATER AND CONNECTED TO AN APPROVED WATER SUPPLY (R306.4)

- BATHUB AND SHOWER FLOORS, WALLS ABOVE BATHUBS WITH A SHOWERHEAD, AND SHOWER COMPARTMENTS SHALL BE FINISHED WITH A NONABSORBENT SURFACE. SUCH WALL SURFACES SHALL EXTEND TO A HEIGHT OF NOT LESS THAN 6 FEET ABOVE THE FLOOR (R307.2)
- PROVIDE ULTRA-LOW FLUSH WATER CLOSETS FOR ALL NEW CONSTRUCTION. EXISTING SHOWER HEADS AND TOILETS MUST BE ADAPTED FOR LOW WATER CONSUMPTION.
- WATER HEATER MUST BE STRAPPED TO WALL. (SEC. 507.3, LAPC)
- AUTOMATIC GARAGE DOOR OPENERS, IF PROVIDED, SHALL BE LISTED IN ACCORDANCE WITH UL 325, (R314.6.2)
- SMOKE DETECTORS SHALL BE PROVIDED FOR ALL DWELLING UNITS INTENDED FOR HUMAN OCCUPANCY, UPON THE OWNER'S APPLICATION FOR A PERMIT FOR ALTERATIONS, REPAIRS, OR ADDITIONS, EXCEEDING ONE THOUSAND DOLLARS (\$1000). (R314.6.2)
- WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS OR ADDITIONS EXCEEDING ONE THOUSAND DOLLARS (\$1000), EXISTING DWELLINGS OR SLEEPING UNITS THAT HAVE ATTACHED GARAGES OR FUEL-BURNING APPLIANCES SHALL BE PROVIDED WITH A CARBON MONOXIDE ALARM IN ACCORDANCE WITH SECTION R315.2. CARBON MONOXIDE ALARMS SHALL ONLY BE REQUIRED IN THE SPECIFIC DWELLING UNIT OR SLEEPING UNIT FOR WHICH THE PERMIT WAS OBTAINED. (R315.2.2)
- EVERY SPACE INTENDED FOR HUMAN OCCUPANCY SHALL BE PROVIDED WITH NATURAL LIGHT BY MEANS OF EXTERIOR GLAZED OPENINGS IN ACCORDANCE WITH SECTION R303.1 OR SHALL BE PROVIDED WITH ARTIFICIAL LIGHT THAT IS ADEQUATE TO PROVIDE AN AVERAGE ILLUMINATION OF 6 FOOT-CANDELES OVER THE AREA OF THE ROOM AT A HEIGHT OF 30 INCHES ABOVE THE FLOOR LEVEL. (R303.1)
- A COPY OF THE EVALUATION REPORT AND/OR CONDITIONS OF LISTING SHALL BE MADE AVAILABLE AT THE JOB SITE.
- A COPY OF THE CONSTRUCTION DOCUMENTS OR A COMPARABLE DOCUMENT INDICATING THE INFORMATION FROM ENERGY CODE SECTIONS 110.10(B) THROUGH 110.10(C) SHALL BE PROVIDED TO THE OCCUPANT.
- THE MAIN ELECTRICAL SERVICE PANEL SHALL HAVE A RESERVED SPACE TO ALLOW FOR INSTALLATION OF DOUBLE POLE CIRCUIT BREAKER FOR A FUTURE SOLAR ELECTRIC INSTALLATION. THE RESERVED SPACE SHALL BE POSITIONED AT THE OPPOSITE (LOAD) END FROM THE INPUT FEEDER LOCATION OR MAIN CIRCUIT LOCATION AND SHALL BE PERMANENTLY MARKED AS FOR FUTURE SOLAR ELECTRIC.
- ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER-STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2 INCH GYPSUM BOARD.
- ALL INTERIOR AND EXTERIOR STAIRWAYS SHALL BE ILLUMINATED.
- FOR GLASS HANDRAILS AND GUARDS, THE PANELS AND THEIR SUPPORT SYSTEM SHALL BE DESIGNED TO WITHSTAND THE LOADS SPECIFIED IN CHAPTER 16 OF 2014 IBC. A SAFETY FACTOR OF FOUR SHALL BE USED. THE MINIMUM NOMINAL THICKNESS OF THE GLASS SHALL BE 1/4" (2407)
- LOOKS SHALL BE INSTALLED ON ALL PUBLICLY ACCESSIBLE EXTERIOR FAUCETS AND HOSE BIBS. (4.304.4)
- FOR SITES WITH OVER 500 SQUARE FEET OF LANDSCAPE AREA WASTE PIPING SHALL BE ARRANGED TO PERMIT DISCHARGE FROM THE CLOTHESWASHER, BATHUB, SHOWERS, AND BATHROOM RESTROOMS WASH BASINS TO BE USED FOR A FUTURE GRAY WATER IRRIGATION SYSTEM. (4.305.1)
- WATER USED IN THE BUILDING FOR WATER CLOSETS, URINALS, FLOOR DRAINS, AND PROCESS COOLING AND HEATING SHALL COME FROM CITY-RECYCLE WATER IF AVAILABLE FOR USE WITHIN 200 FEET OF THE PROPERTY LINE. (4.305.2)
- WHERE GROUNDWATER IS BEING EXTRACTED AND DISCHARGED, A SYSTEM FOR ONSITE REUSE OF THE GROUNDWATER SHALL BE DEVELOPED AND C-CONSTRUCTED IF THE GROUNDWATER WILL NOT BE DISCHARGED TO THE SEWER. (4.305.4)
- THE HOT WATER SYSTEM SHALL NOT ALLOW MORE THAN 6 GALLONS OF WATER TO BE DELIVERED TO ANY FIXTURE BEFORE HOT WATER ARRIVES OR SHALL COMPLY WITH EITHER LOS ANGELES PLUMBING CODE SECTION 610.4.1.2 OR 610.4.1.3
- THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT THE FULL RATED AMPERAGE OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
- THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE. THE RACEWAY TERMINATION LOCATION SHALL BE PERMANENT AND VISIBLY MARKED BY CAPABLE.

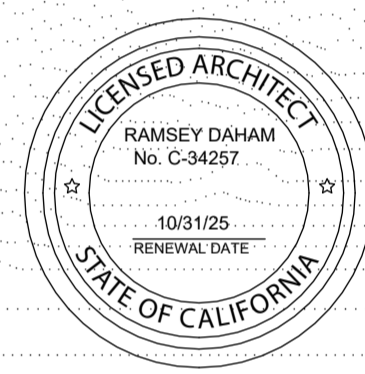
- THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE. THE RACEWAY TERMINATION LOCATION SHALL BE PERMANENT AND VISIBLY MARKED BY CAPABLE.
  - THE PANEL OR SUBPANEL SHALL PROVIDE CAPACITY TO INSTALL A 40-AMPERE MINIMUM DEDICATED BRANCH CIRCUIT AND SPACE(S) RESERVED TO PERMIT INSTALLATION OF A BRANCH CIRCUIT OVERCURRENT PROTECTIVE DEVICE.
  - UNIT SIGHTS SHALL BE LABELED BY A LA CITY APPROVED LABELING AGENCY. SUCH LABEL SHALL STATE THE APPROVED LABELING AGENCY NAME, PRODUCT DESIGNATION AND PERFORMANCE GRADE RATING. (RESEARCH REPORT NOT REQUIRED). (R308.6.9)
- GARAGE / CARPORT:**
- DOORS BETWEEN GARAGE AND THE DWELLING UNIT SHALL HAVE A MINIMUM FIRE PROTECTION RATING OF 20 MINUTES AND SELF-CLOSING AND SELF-LATCHING DEVICES, OR SOLID WOOD OR SOLID OR HONEYCOMB CORE STEEL, NOT LESS THAN 1 3/8 INCHES THICK. (R302.5.1)
  - GARAGE FLOOR SURFACES SHALL BE OF AN APPROVED NONCOMBUSTIBLE MATERIAL, AND THE AREA USED TO PARK VEHICLES SHALL BE SLOPED TO A DRAIN OR TOWARD THE MAIN VEHICLE ENTRY DOORWAY. (R201)
- FIRE-RESISTANCE RATED CONSTRUCTION:**
- IN COMBUSTIBLE CONSTRUCTION, FIRE BLOCKING SHALL BE PROVIDED TO CUT OFF ALL CONCEALED DRAFT OPENINGS (BOTH VERTICAL AND HORIZONTAL) AND TO FORM AN EFFECTIVE FIRE BARRIER BETWEEN STORES, AND BETWEEN A TOP STORY AND THE ROOF SPACE. (R302.11)
  - IN COMBUSTIBLE CONSTRUCTION WHERE THERE IS USABLE SPACE BOTH ABOVE AND BELOW THE CONCEALED SPACE OF A FLOOR/CEILING ASSEMBLY, DRAFTSTOPS SHALL BE INSTALLED SO THAT THE AREA OF THE CONCEALED SPACE DOES NOT EXCEED 1,000 SQUARE FEET. DRAFTSTOPPING SHALL DIVIDE THE CONCEALED SPACE INTO APPROXIMATELY EQUAL AREAS. (R302.12)
  - THE BUILDING SHALL BE EQUIPPED WITH AN AUTOMATIC RESIDENTIAL FIRE SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION R313.3 OR NFPA13D. (R313, 12.21.417(D))
  - THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION.
  - AN APPROVED SMOKE ALARM SHALL BE INSTALLED IN EACH SLEEPING ROOM & HALLWAY OR AREA GIVING ACCESS TO A SLEEPING ROOM, AND ON EACH STORY AND BASEMENT FOR DWELLINGS WITH MORE THAN ONE STORY. SMOKE ALARMS SHALL BE INTERCONNECTED SO THAT ACTIVATION OF ONE ALARM WILL ACTIVATE ALL THE ALARMS WITHIN THE INDIVIDUAL DWELLING UNIT. IN NEW CONSTRUCTION SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER SOURCE FROM THE BUILDING WIRING AND SHALL BE EQUIPPED WITH BATTERY BACK-UP AND LOW BATTERY SIGNAL. (R314)
  - AN APPROVED CARBON MONOXIDE ALARM SHALL BE INSTALLED IN DWELLING UNITS AND IN SLEEPING UNITS WITHIN WHICH FUEL-BURNING APPLIANCES ARE INSTALLED AND IN DWELLING UNITS THAT HAVE ATTACHED GARAGES. CARBON MONOXIDE ALARM SHALL BE PROVIDED OUTSIDE OF EACH SEPARATE SLEEPING AREA IN THE IMMEDIATE VICINITY OF THE BEDROOM(S) AND ON EVERY LEVEL OF A DWELLING UNIT INCLUDING BASEMENTS. (R315)
  - ALL INTERIOR AND EXTERIOR STAIRWAYS SHALL BE ILLUMINATED.
- BUILDING ENVELOPE:**
- PROTECTION OF WOOD AND WOOD BASED PRODUCTS FROM DECAY SHALL BE PROVIDED IN THE LOCATIONS SPECIFIED PER SECTION R317.1 BY THE USE OF NATURALLY DURABLE WOOD OR WORD THAT IS PRESERVATIVE-TREATED IN ACCORDANCE WITH AWPA U1 FOR THE SPECIES, PRODUCT, PRESERVATIVE AND END USE. PRESERVATIVES SHALL BE LISTED IN SECTION 4 OF AWPA U1.
  - PROVIDE ANTI-GRAFFITI FINISH WITHIN THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS. EXCEPTION, MAINTENANCE OF BUILDING AFFADVIT IS RECORDED BY THE OWNER TO COVENANT AND AGREE WITH THE CITY OF LOS ANGELES TO REMOVE ANY GRAFFITI WITHIN 7 DAYS OF THE GRAFFITI BEING APPLIED. (6306)
  - BUILDINGS SHALL HAVE APPROVED ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION PLACED IN A POSITION THAT IS PLAINLY LEGIBLE AND VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. (R319.1)



FIRST FLOOR IS LOCATED AT BASE FLOOD ELEVATION OF 9'-0" PER THE FEMA FLOOD ZONE REQUIREMENTS



NORTH ELEVATION  
3/16" = 1'-0"



522 S. VENICE BLVD.  
VENICE, CA 90291

Revision Schedule	
Revision Number	Revision Date

ELEVATIONS	
DRAWN	CR
CHECKED	PNK
DATE	7/8/2024 3:27:32 PM
SCALE	As indicated
JOB #	17042

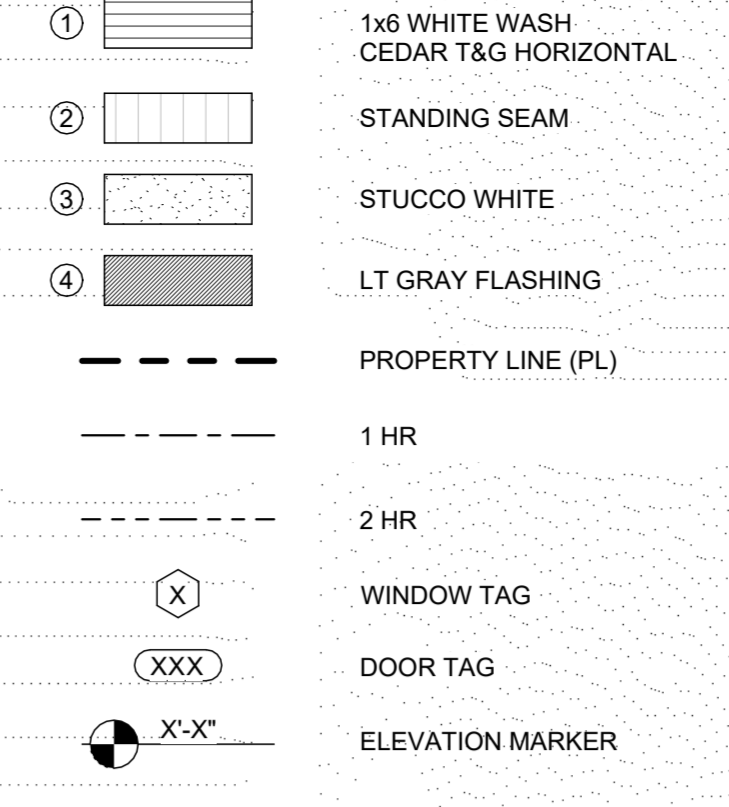
**GENERAL NOTES:**

- EXHAUST FANS TO HAVE 50 CFM INTERMITTENT OR 35 CFM CONTINUOUS.
- BATHROOM EXHAUST FANS SHALL BE ENERGY STAR COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.
- NEWLY INSTALLED BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HANDSTAT WHICH SHALL BE READILY ACCESSIBLE.
- INSTALLED AUTOMATIC IRRIGATION SYSTEM CONTROLLERS ARE SOIL BASED.
- ALL BATHROOMS TO HAVE WATER RESISTANT GYP.
- CONTRACTOR TO VERIFY PROPERTY LINE & WALL LOCATIONS WITH FIELD SURVEY PRIOR TO WALL PLACEMENT.
- ALL DIMENSIONS TO FRAMING LINE. COORDINATE WITH WALL TYPES ON A0.5.
- THE PANEL OR SUBPANEL SHALL PROVIDE CAPACITY TO INSTALL A 40-AMPERE MINIMUM DEDICATED BRANCH CIRCUIT AND SPACE(S) RESERVED TO PERMIT INSTALLATION OF A BRANCH CIRCUIT OVERCURRENT PROTECTIVE DEVICE.
- THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING AS EV CAPABLE. THE RACEWAY TERMINATION LOCATION SHALL BE PERMANENT AND VISIBLY MARKED BY CAPABLE.
- 1-HR CONSTRUCTION AT UNDERSIDE OF ALL SIDE YARD PROJECTIONS.
- ALL DOORS 4" FROM WALL U.O.N.
- 80% OF THE TOTAL AREA RECEIVING RESILIENT FLOORING SHALL COMPLY WITH ONE OR MORE OF THE FOLLOWING:
  - A. VOC EMISSION LIMITS DEFINED IN THE CHPS HIGH PERFORMANCE PRODUCTS DATABASE
  - B. PRODUCTS COMPLIANT WITH THE CHPS CRITERIA CERTIFIED UNDER THE GREENGUARD CHILDREN & SCHOOLS PROGRAM.
  - C. CERTIFICATION UNDER THE RESILIENT FLOOR COVERING INSTITUTE (RFCI) FLOORSCORE PROGRAM.
  - D. MEET THE CALIFORNIA DEPARTMENT OF PUBLIC HEALTH'S SPECIFICATION.
- THE HEATING AND AIR-CONDITIONING SYSTEMS SHALL BE SIZED AND DESIGNED USING ANSI/ACCA MANUAL J-2004, ANSI/ACCA 28-D-2009 OR ASHRAE HANDBOOKS AND HAVE THE EQUIPMENT SELECTED IN ACCORDANCE WITH ANSI/ACCA 36-S MANUAL S-2004.
- THE CONSTRUCTION SHALL NOT RESTRICT A FIVE-FOOT CLEAR AND UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL-BOXES, TRANSFORMER, VAULTS, PUMPS, VALVES, APPURTENANCES, ETC.) OR TO THE LOCATION OF THE HOOK-UP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.
- FOR EXISTING POOL ON SITE, PROVIDE AN ALARM FOR DOORS TO THE DWELLING THAT FORM A PART OF THE POOL ENCLOSURE. THE ALARM SHALL SOUND CONTINUOUSLY FOR A MIN. OF 30 SECONDS WHEN THE DOOR IS OPENED. IT SHALL AUTOMATICALLY RESET AND BE EQUIPPED WITH A MANUAL MEANS TO DEACTIVATE (FOR 15 SECS. MAX) FOR A SINGLE OPENING. THE DEACTIVATION SWITCH SHALL BE AT LEAST 5' ABOVE THE FLOOR. (6109 OF LADBC)
- FOR EXISTING POOL ON SITE, PROVIDE ANTI-ENTRAPMENT COVER MEETING THE CURRENT ASTM OR ASME FOR THE SUCTION OUTLETS OF THE SWIMMING POOL, TODDLER POOL, AND SPA FOR SINGLE FAMILY DWELLINGS PER ASSEMBLY BILL (AB) NO. 297. (31628)
- FOR ONE- AND TWO-FAMILY DWELLINGS, ANY PERMANENTLY INSTALLED OUTDOOR IN-GROUND SWIMMING POOL OR SPA SHALL BE EQUIPPED WITH A COVER HAVING A MANUAL OR POWER-OPERATED REEL SYSTEM. FOR IRREGULAR-SHAPED POOLS WHERE IT IS INFEASIBLE TO COVER 100 PERCENT OF THE POOL, DUE TO ITS IRREGULAR SHAPE, A MINIMUM OF 80 PERCENT OF THE POOL SHALL BE COVERED.
- AN APPROVED SEISMIC GAS SHUTOFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWNSTREAM SIDE OF THE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING. (PER ORDINANCE 170,158) (SEPARATE PLUMBING PERMITS IS REQUIRED).
- PLUMBING FIXTURES ARE REQUIRED TO BE CONNECTED TO A SANITARY SEWER OR TO AN APPROVED SWEAGE DISPOSAL SYSTEM (R306.3)
- KITCHEN SINKS, LAVATORIES, BATHTUBS, SHOWERS, BIDETS, LAUNDRY TUBS AND WASHING MACHINE OUTLETS SHALL BE PROVIDED WITH HOT AND COLD WATER AND CONNECTED TO AN APPROVED WATER SUPPLY (R306.4)

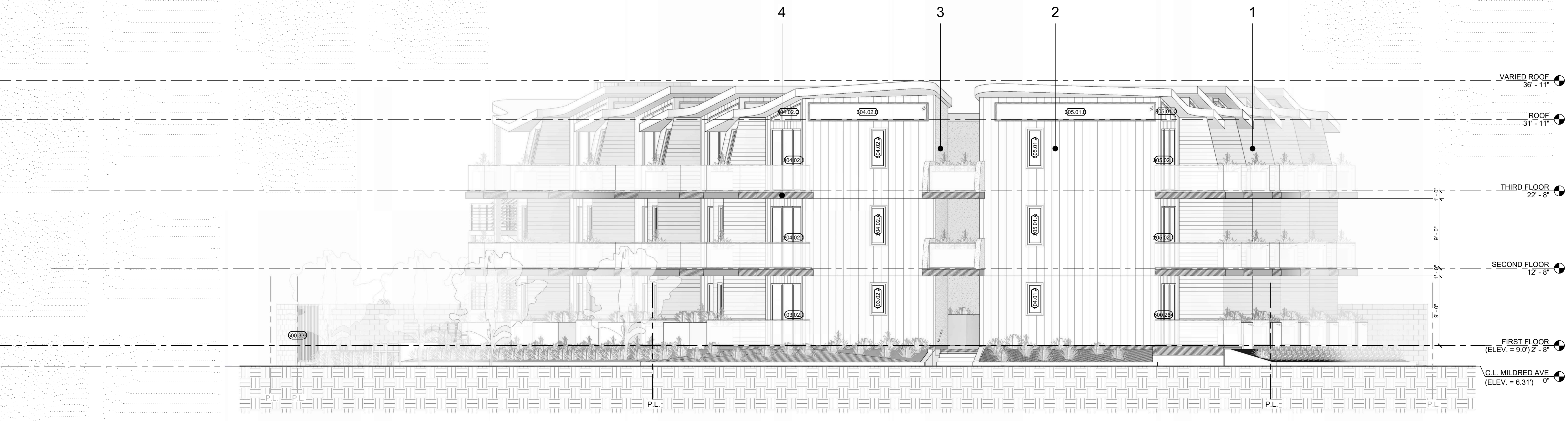
- BATHTUB AND SHOWER FLOORS, WALLS ABOVE BATHTUBS WITH A SHOWERHEAD, AND SHOWER COMPARTMENTS SHALL BE FINISHED WITH A NONABSORBENT SURFACE. SUCH WALL SURFACES SHALL EXTEND TO A HEIGHT OF NOT LESS THAN 6 FEET ABOVE THE FLOOR (R307.2)
- PROVIDE ULTRA-LOW FLUSH WATER CLOSETS FOR ALL NEW CONSTRUCTION. EXISTING SHOWER HEADS AND TOILETS MUST BE ADAPTED FOR LOW WATER CONSUMPTION.
- WATER HEATER MUST BE STRAPPED TO WALL. (SEC. 507.3, LAPC)
- AUTOMATIC GARAGE DOOR OPENERS, IF PROVIDED, SHALL BE LISTED IN ACCORDANCE WITH UL 325. (R314.6.2)
- SMOKE DETECTORS SHALL BE PROVIDED FOR ALL DWELLING UNITS INTENDED FOR HUMAN OCCUPANCY. UPON THE OWNER'S APPLICATION FOR A PERMIT FOR ALTERATIONS, REPAIRS, OR ADDITIONS, EXCEEDING ONE THOUSAND DOLLARS (\$1000). (R314.6.2)
- WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS OR ADDITIONS EXCEEDING ONE THOUSAND DOLLARS (\$1000), EXISTING DWELLINGS OR SLEEPING UNITS THAT HAVE ATTACHED GARAGES OR FUEL-BURNING APPLIANCES SHALL BE PROVIDED WITH A CARBON MONOXIDE ALARM IN ACCORDANCE WITH SECTION R315.2. CARBON MONOXIDE ALARMS SHALL ONLY BE REQUIRED IN THE SPECIFIC DWELLING UNIT OR SLEEPING UNIT FOR WHICH THE PERMIT WAS OBTAINED. (R315.2.2)
- EVERY SPACE INTENDED FOR HUMAN OCCUPANCY SHALL BE PROVIDED WITH NATURAL LIGHT BY MEANS OF EXTERIOR GLAZED OPENINGS IN ACCORDANCE WITH SECTION R303.1 OR SHALL BE PROVIDED WITH ARTIFICIAL LIGHT THAT IS ADEQUATE TO PROVIDE AN AVERAGE ILLUMINATION OF 6 FOOT-CANDELES OVER THE AREA OF THE ROOM AT A HEIGHT OF 30 INCHES ABOVE THE FLOOR LEVEL. (R303.1)
- A COPY OF THE EVALUATION REPORT AND/OR CONDITIONS OF LISTING SHALL BE MADE AVAILABLE AT THE JOB SITE.
- A COPY OF THE CONSTRUCTION DOCUMENTS OR A COMPARABLE DOCUMENT INDICATING THE INFORMATION FROM ENERGY CODE SECTIONS 110.10(B) THROUGH 110.10(C) SHALL BE PROVIDED TO THE OCCUPANT.
- THE MAIN ELECTRICAL SERVICE PANEL SHALL HAVE A RESERVED SPACE TO ALLOW FOR INSTALLATION OF DOUBLE POLE CIRCUIT BREAKER FOR A FUTURE SOLAR ELECTRIC INSTALLATION. THE RESERVED SPACE SHALL BE POSITIONED AT THE OPPOSITE (LOAD) END FROM THE INPUT FEEDER LOCATION OR MAIN CIRCUIT LOCATION AND SHALL BE PERMANENTLY MARKED AS FOR FUTURE SOLAR ELECTRIC.
- ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER-STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2 INCH CYPRUM BOARD.
- ALL INTERIOR AND EXTERIOR STAIRWAYS SHALL BE ILLUMINATED.
- FOR GLASS HANDRAILS AND GUARDS, THE PANELS AND THEIR SUPPORT SYSTEM SHALL BE DESIGNED TO WITHSTAND THE LOADS SPECIFIED IN CHAPTER 16 OF 2014 IBC. A SAFETY FACTOR OF FOUR SHALL BE USED. THE MINIMUM NOMINAL THICKNESS OF THE GLASS SHALL BE 1/4" (2407)
- LOOKS SHALL BE INSTALLED ON ALL PUBLICLY ACCESSIBLE EXTERIOR FAUCETS AND HOSE BIBS. (4.304.4)
- FOR SITES WITH OVER 500 SQUARE FEET OF LANDSCAPE AREA, WASTE PIPING SHALL BE ARRANGED TO PERMIT DISCHARGE FROM THE CLOTHESWASHER, BATHTUB, SHOWERS, AND BATHROOM RESTROOMS WASH BASINS TO BE USED FOR A FUTURE GRAY WATER IRRIGATION SYSTEM. (4.305.1)
- WATER USED IN THE BUILDING FOR WATER CLOSETS, URINALS, FLOOR DRAINS, AND PROCESS COOLING AND HEATING SHALL COME FROM CITY-RECYCLE WATER IF AVAILABLE FOR USE WITHIN 200 FEET OF THE PROPERTY LINE. (4.305.2)
- WHERE GROUNDWATER IS BEING EXTRACTED AND DISCHARGED, A SYSTEM FOR ONSITE REUSE OF THE GROUNDWATER SHALL BE DEVELOPED AND CONSTRUCTED IF THE GROUNDWATER WILL NOT BE DISCHARGED TO THE SEWER. (4.305.4)
- THE HOT WATER SYSTEM SHALL NOT ALLOW MORE THAN 6 GALLONS OF WATER TO BE DELIVERED TO ANY FIXTURE BEFORE HOT WATER ARRIVES OR SHALL COMPLY WITH EITHER LOS ANGELES PLUMBING CODE SECTION 610.4.1.2 OR 610.4.1.3
- THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT THE FULL RATED AMPERAGE OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
- THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE. THE RACEWAY TERMINATION LOCATION SHALL BE PERMANENT AND VISIBLY MARKED BY CAPABLE.

- THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE. THE RACEWAY TERMINATION LOCATION SHALL BE PERMANENT AND VISIBLY MARKED BY CAPABLE.
  - THE PANEL OR SUBPANEL SHALL PROVIDE CAPACITY TO INSTALL A 40-AMPERE MINIMUM DEDICATED BRANCH CIRCUIT AND SPACE(S) RESERVED TO PERMIT INSTALLATION OF A BRANCH CIRCUIT OVERCURRENT PROTECTIVE DEVICE.
  - UNIT SKYLIGHTS SHALL BE LABELED BY A LA CITY APPROVED LABELING AGENCY. SUCH LABEL SHALL STATE THE APPROVED LABELING AGENCY NAME, PRODUCT DESIGNATION AND PERFORMANCE GRADE RATING. (RESEARCH REPORT NOT REQUIRED). (R308.6.9)
- GARAGE / CARPORT:**
- DOORS BETWEEN GARAGE AND THE DWELLING UNIT SHALL HAVE A MINIMUM FIRE PROTECTION RATING OF 20 MINUTES AND SELF-CLOSING AND SELF-LATCHING DEVICES, OR SOLID WOOD OR SOLID OR HONEYCOMB CORE STEEL, NOT LESS THAN 1 3/8 INCHES THICK. (R302.5.1)
  - GARAGE FLOOR SURFACES SHALL BE OF AN APPROVED NONCOMBUSTIBLE MATERIAL, AND THE AREA USED TO PARK VEHICLES SHALL BE SLOPED TO A DRAIN OR TOWARD THE MAIN VEHICLE ENTRY DOORWAY. (R201)
- FIRE-RESISTANCE RATED CONSTRUCTION:**
- IN COMBUSTIBLE CONSTRUCTION, FIRE BLOCKING SHALL BE PROVIDED TO CUT OFF ALL CONCEALED DRAFT OPENINGS (BOTH VERTICAL AND HORIZONTAL) AND TO FORM AN EFFECTIVE FIRE BARRIER BETWEEN STORES, AND BETWEEN A TOP STORY AND THE ROOF SPACE. (R302.11)
  - IN COMBUSTIBLE CONSTRUCTION WHERE THERE IS USABLE SPACE BOTH ABOVE AND BELOW THE CONCEALED SPACE OF A FLOOR/CILING ASSEMBLY, DRAFTSTOPS SHALL BE INSTALLED SO THAT THE AREA OF THE CONCEALED SPACE DOES NOT EXCEED 1,000 SQUARE FEET. DRAFTSTOPPING SHALL DIVIDE THE CONCEALED SPACE INTO APPROXIMATELY EQUAL AREAS. (R302.12)
  - THE BUILDING SHALL BE EQUIPPED WITH AN AUTOMATIC RESIDENTIAL FIRE SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION R313.3 OR NFPA13D. (R313.1, 12.21417(D))
  - THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION.
  - AN APPROVED SMOKE ALARM SHALL BE INSTALLED IN EACH SLEEPING ROOM & HALLWAY OR AREA GIVING ACCESS TO A SLEEPING ROOM, AND ON EACH STORY AND BASEMENT FOR DWELLINGS WITH MORE THAN ONE STORY. SMOKE ALARMS SHALL BE INTERCONNECTED SO THAT ACTIVATION OF ONE ALARM WILL ACTIVATE ALL THE ALARMS WITHIN THE INDIVIDUAL DWELLING UNIT. IN NEW CONSTRUCTION SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER SOURCE FROM THE BUILDING WIRING AND SHALL BE EQUIPPED WITH BATTERY BACK-UP AND LOW BATTERY SIGNAL. (R314)
  - AN APPROVED CARBON MONOXIDE ALARM SHALL BE INSTALLED IN DWELLING UNITS AND IN SLEEPING UNITS WITHIN WHICH FUEL-BURNING APPLIANCES ARE INSTALLED AND IN DWELLING UNITS THAT HAVE ATTACHED GARAGES. CARBON MONOXIDE ALARM SHALL BE PROVIDED OUTSIDE OF EACH SEPARATE SLEEPING AREA IN THE IMMEDIATE VICINITY OF THE BEDROOM(S) AND ON EVERY LEVEL OF A DWELLING UNIT INCLUDING BASEMENTS. (R315)
  - ALL INTERIOR AND EXTERIOR STAIRWAYS SHALL BE ILLUMINATED.
- BUILDING ENVELOPE:**
- PROTECTION OF WOOD AND WOOD BASED PRODUCTS FROM DECAY SHALL BE PROVIDED IN THE LOCATIONS SPECIFIED PER SECTION R317.1 BY THE USE OF NATURALLY DURABLE WOOD OR WOOD THAT IS PRESERVATIVE-TREATED IN ACCORDANCE WITH AWPA U1 FOR THE SPECIES, PRODUCT, PRESERVATIVE AND END USE. PRESERVATIVES SHALL BE LISTED IN SECTION 4 OF AWPA U1.
  - PROVIDE ANTI-GRAFFITI FINISH WITHIN THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS. EXCEPTION: MAINTENANCE OF BUILDING AFFIDAVIT IS RECORDED BY THE OWNER TO COVENANT AND AGREE WITH THE CITY OF LOS ANGELES TO REMOVE ANY GRAFFITI WITHIN 7 DAYS OF THE GRAFFITI BEING APPLIED. (6306)
  - BUILDINGS SHALL HAVE APPROVED ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION PLACED IN A POSITION THAT IS PLAINLY LEGIBLE AND VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. (R19.1)

**ELEVATION LEGEND**

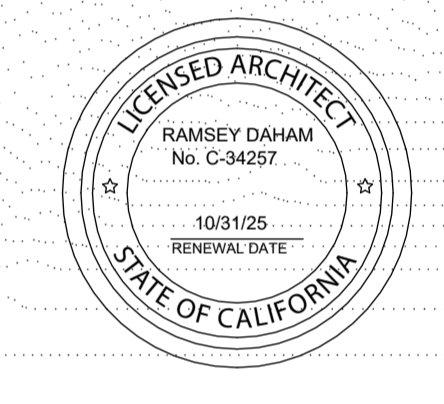


FIRST FLOOR IS LOCATED AT BASE FLOOD ELEVATION OF 9'-0" PER THE FEMA FLOOD ZONE REQUIREMENTS



**breakform design**

127 arena street, el segundo, ca 90245  
[o] 310.322.3700



522 S. VENICE BLVD.  
VENICE, CA 90291

Revision Schedule	
Revision Number	Revision Date

ELEVATIONS	
<b>DRAWN</b>	CR
<b>CHECKED</b>	PNK
<b>DATE</b>	7/8/2024 3:27:47 PM
<b>SCALE</b>	As Indicated
<b>JOB #</b>	17042

A3.20

WEST ELEVATION  
3/16" = 1'-0"

2

**GENERAL NOTES:**

- EXHAUST FANS TO HAVE 50 CFM INTERMITTENT OR 35 CFM CONTINUOUS.
- BATHROOM EXHAUST FANS SHALL BE ENERGY STAR COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.
- NEWLY INSTALLED BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HANDBSTAT WHICH SHALL BE READILY ACCESSIBLE.
- INSTALLED AUTOMATIC IRRIGATION SYSTEM CONTROLLERS ARE SOIL BASED.
- ALL BATHROOMS TO HAVE WATER RESISTANT GYP.
- CONTRACTOR TO VERIFY PROPERTY LINE & WALL LOCATIONS WITH FIELD SURVEY PRIOR TO WALL PLACEMENT.
- ALL DIMENSIONS TO FRAMING LINE. COORDINATE WITH WALL TYPES ON A1.5.
- THE PANEL OR SUBPANEL SHALL PROVIDE CAPACITY TO INSTALL A 40-AMPERE MINIMUM DEDICATED BRANCH CIRCUIT AND SPACE(S) RESERVED TO PERMIT INSTALLATION OF A BRANCH CIRCUIT OVERCURRENT PROTECTIVE DEVICE.
- THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING AS EV CAPABLE. THE RACEWAY TERMINATION LOCATION SHALL BE PERMANENT AND VISIBLY MARKED BY CAPABLE.
- 1-HR CONSTRUCTION AT UNDERSIDE OF ALL SIDE YARD PROJECTIONS.
- ALL DOORS 4" FROM WALL U.O.N.
- 80% OF THE TOTAL AREA RECEIVING RESILIENT FLOORING SHALL COMPLY WITH ONE OR MORE OF THE FOLLOWING:
  - VOC EMISSION LIMITS DEFINED IN THE CHPS HIGH PERFORMANCE PRODUCTS DATABASE
  - PRODUCTS COMPLIANT WITH THE CHPS CRITERIA CERTIFIED UNDER THE GREGGARD CHILDREN & SCHOOLS PROGRAM.
  - CERTIFICATION UNDER THE RESILIENT FLOOR COVERING INSTITUTE (RFI) FLOORSCORE PROGRAM.
  - MEET THE CALIFORNIA DEPARTMENT OF PUBLIC HEALTH'S SPECIFICATION.
- THE HEATING AND AIR-CONDITIONING SYSTEMS SHALL BE SIZED AND DESIGNED USING ANSII/ACCA MANUAL J-2004, ANSII/ACCA 28-D-2009 OR ASHRAE HANDBOOKS AND HAVE THE EQUIPMENT SELECTED IN ACCORDANCE WITH ANSII/ACCA 36-S MANUAL S-2004.
- THE CONSTRUCTION SHALL NOT RESTRICT A FIVE-FOOT CLEAR AND UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL-BOXES, TRANSFORMER, VAULTS, VALVES, METERS, APPURTENANCES, ETC.) OR TO THE LOCATION OF THE HOOK-UP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.
- FOR EXISTING POOL ON SITE, PROVIDE AN ALARM FOR DOORS TO THE DWELLING THAT FORM A PART OF THE POOL ENCLOSURE. THE ALARM SHALL SOUND CONTINUOUSLY FOR A MIN. OF 30 SECONDS WHEN THE DOOR IS OPENED. IT SHALL AUTOMATICALLY RESET AND BE EQUIPPED WITH A MANUAL MEANS TO DEACTIVATE (FOR 15 SECS. MAX) FOR A SINGLE OPENING. THE DEACTIVATION SWITCH SHALL BE AT LEAST 5' ABOVE THE FLOOR. (8109 OF LADBC)
- FOR EXISTING POOL ON SITE, PROVIDE ANTI-ENTRAPMENT COVER MEETING THE CURRENT ASTM OR ASME FOR THE SUCTION OUTLETS OF THE SWIMMING POOL, TODDLER POOL, AND SPA FOR SINGLE FAMILY DWELLINGS PER ASSEMBLY BILL (AB) NO. 297, (3162)
- FOR ONE- AND TWO-FAMILY DWELLINGS, ANY PERMANENTLY INSTALLED OUTDOOR IN-GROUND SWIMMING POOL OR SPA SHALL BE EQUIPPED WITH A COVER HAVING A MANUAL OR POWER-OPERATED REEL SYSTEM. FOR IRREGULAR-SHAPED POOLS WHERE IT IS INFEASIBLE TO COVER 100 PERCENT OF THE POOL, DUE TO ITS IRREGULAR SHAPE, A MINIMUM OF 80 PERCENT OF THE POOL SHALL BE COVERED.
- AN APPROVED SEISMIC GAS SHUTOFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWNSTREAM SIDE OF THE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING. (PER ORDINANCE 170, 158) (SEPARATE PLUMBING PERMITS IS REQUIRED).
- PLUMBING FIXTURES ARE REQUIRED TO BE CONNECTED TO A SANITARY SEWER OR TO AN APPROVED SWEAGE DISPOSAL SYSTEM (R306.3)
- KITCHEN SINKS, LAVATORIES, BATHUBS, SHOWERS, BIDETS, LAUNDRY TUBS AND WASHING MACHINE OUTLETS SHALL BE PROVIDED WITH HOT AND COLD WATER AND CONNECTED TO AN APPROVED WATER SUPPLY (R306.4)

- BATHUB AND SHOWER FLOORS, WALLS ABOVE BATHUBS WITH A SHOWERHEAD, AND SHOWER COMPARTMENTS SHALL BE FINISHED WITH A NONABSORBENT SURFACE. SUCH WALL SURFACES SHALL EXTEND TO A HEIGHT OF NOT LESS THAN 6 FEET ABOVE THE FLOOR (R307.2)
- PROVIDE ULTRA-LOW FLUSH WATER CLOSETS FOR ALL NEW CONSTRUCTION. EXISTING SHOWER HEADS AND TOILETS MUST BE ADAPTED FOR LOW WATER CONSUMPTION.
- WATER HEATER MUST BE STRAPPED TO WALL. (SEC. 507.3, LAPC)
- AUTOMATIC GARAGE DOOR OPENERS, IF PROVIDED, SHALL BE LISTED IN ACCORDANCE WITH UL 325, (R314.6.2)
- SMOKE DETECTORS SHALL BE PROVIDED FOR ALL DWELLING UNITS INTENDED FOR HUMAN OCCUPANCY, UPON THE OWNER'S APPLICATION FOR A PERMIT FOR ALTERATIONS, REPAIRS, OR ADDITIONS, EXCEEDING ONE THOUSAND DOLLARS (\$1000). (R314.6.2)
- WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS OR ADDITIONS EXCEEDING ONE THOUSAND DOLLARS (\$1000), EXISTING DWELLINGS OR SLEEPING UNITS THAT HAVE ATTACHED GARAGES OR FUEL-BURNING APPLIANCES SHALL BE PROVIDED WITH A CARBON MONOXIDE ALARM IN ACCORDANCE WITH SECTION R315.2. CARBON MONOXIDE ALARMS SHALL ONLY BE REQUIRED IN THE SPECIFIC DWELLING UNIT OR SLEEPING UNIT FOR WHICH THE PERMIT WAS OBTAINED. (R315.2.2)
- EVERY SPACE INTENDED FOR HUMAN OCCUPANCY SHALL BE PROVIDED WITH NATURAL LIGHT BY MEANS OF EXTERIOR GLAZED OPENINGS IN ACCORDANCE WITH SECTION R303.1 OR SHALL BE PROVIDED WITH ARTIFICIAL LIGHT THAT IS ADEQUATE TO PROVIDE AN AVERAGE ILLUMINATION OF 6 FOOT-CANDELES OVER THE AREA OF THE ROOM AT A HEIGHT OF 30 INCHES ABOVE THE FLOOR LEVEL. (R303.1)
- A COPY OF THE EVALUATION REPORT AND/OR CONDITIONS OF LISTING SHALL BE MADE AVAILABLE AT THE JOB SITE.
- A COPY OF THE CONSTRUCTION DOCUMENTS OR A COMPARABLE DOCUMENT INDICATING THE INFORMATION FROM ENERGY CODE SECTIONS 110.10(B) THROUGH 110.10(C) SHALL BE PROVIDED TO THE OCCUPANT.
- THE MAIN ELECTRICAL SERVICE PANEL SHALL HAVE A RESERVED SPACE TO ALLOW FOR INSTALLATION OF DOUBLE POLE CIRCUIT BREAKER FOR A FUTURE SOLAR ELECTRIC INSTALLATION. THE RESERVED SPACE SHALL BE POSITIONED AT THE OPPOSITE (LOAD) END FROM THE INPUT FEEDER LOCATION OR MAIN CIRCUIT LOCATION AND SHALL BE PERMANENTLY MARKED AS FOR FUTURE SOLAR ELECTRIC.
- ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER-STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2 INCH GYPSUM BOARD.
- ALL INTERIOR AND EXTERIOR STAIRWAYS SHALL BE ILLUMINATED.
- FOR GLASS HANDRAILS AND GUARDS, THE PANELS AND THEIR SUPPORT SYSTEM SHALL BE DESIGNED TO WITHSTAND THE LOADS SPECIFIED IN CHAPTER 18 OF 2014 LABC. A SAFETY FACTOR OF FOUR SHALL BE USED. THE MINIMUM NOMINAL THICKNESS OF THE GLASS SHALL BE 1/4" (2407)
- LOOKS SHALL BE INSTALLED ON ALL PUBLICLY ACCESSIBLE EXTERIOR FAUCETS AND HOSE BIBS. (4.304.4)
- FOR SITES WITH OVER 500 SQUARE FEET OF LANDSCAPE AREA, WASTE PIPING SHALL BE ARRANGED TO PERMIT DISCHARGE FROM THE CLOTHESWASHER, BATHUB, SHOWERS, AND BATHROOM RESTROOMS WASH BASINS TO BE USED FOR A FUTURE GRAY WATER IRRIGATION SYSTEM. (4.305.1)
- WATER USED IN THE BUILDING FOR WATER CLOSETS, URINALS, FLOOR DRAINS, AND PROCESS COOLING AND HEATING SHALL COME FROM CITY-RECYCLE WATER IF AVAILABLE FOR USE WITHIN 200 FEET OF THE PROPERTY LINE. (4.305.2)
- WHERE GROUNDWATER IS BEING EXTRACTED AND DISCHARGED, A SYSTEM FOR ONSITE REUSE OF THE GROUNDWATER SHALL BE DEVELOPED AND C-UNSTRUCTURED IF THE GROUNDWATER WILL NOT BE DISCHARGED TO THE SEWER. (4.305.4)
- THE HOT WATER SYSTEM SHALL NOT ALLOW MORE THAN 8 GALLONS OF WATER TO BE DELIVERED TO ANY FIXTURE BEFORE HOT WATER ARRIVES OR SHALL COMPLY WITH EITHER LOS ANGELES PLUMBING CODE SECTION 610.4.1.2 OR 610.4.1.3
- THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT THE FULL RATED AMPERAGE OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
- THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE. THE RACEWAY TERMINATION LOCATION SHALL BE PERMANENT AND VISIBLY MARKED BY CAPABLE.

- THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE. THE RACEWAY TERMINATION LOCATION SHALL BE PERMANENT AND VISIBLY MARKED BY CAPABLE.
- THE PANEL OR SUBPANEL SHALL PROVIDE CAPACITY TO INSTALL A 40-AMPERE MINIMUM DEDICATED BRANCH CIRCUIT AND SPACE(S) RESERVED TO PERMIT INSTALLATION OF A BRANCH CIRCUIT OVERCURRENT PROTECTIVE DEVICE.
- UNIT SKYLIGHTS SHALL BE LABELED BY A LA CITY APPROVED LABELING AGENCY. SUCH LABEL SHALL STATE THE APPROVED LABELING AGENCY NAME, PRODUCT DESIGNATION AND PERFORMANCE GRADE RATING. (RESEARCH REPORT NOT REQUIRED). (R308.6.9)

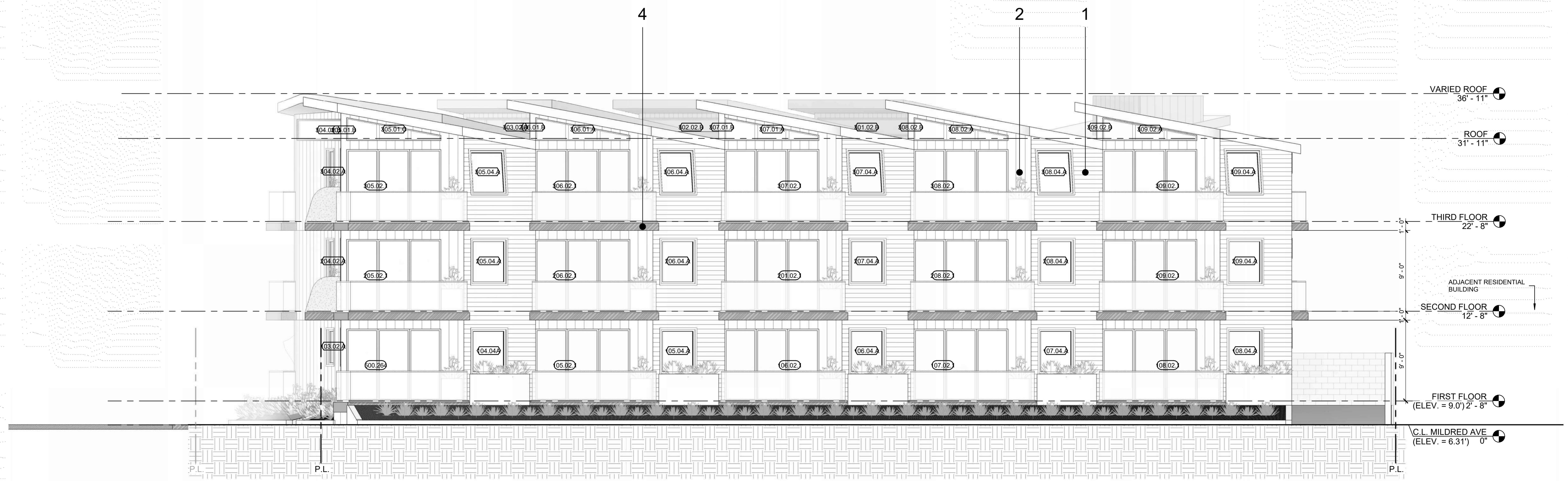
- GARAGE / CARPORT:**
- DOORS BETWEEN GARAGE AND THE DWELLING UNIT SHALL HAVE A MINIMUM FIRE PROTECTION RATING OF 20 MINUTES AND SELF-CLOSING AND SELF-LATCHING DEVICES, OR SOLID WOOD OR SOLID OR HONEYCOMB CORE STEEL, NOT LESS THAN 1 3/8 INCHES THICK. (R302.5.1)
  - GARAGE FLOOR SURFACES SHALL BE OF AN APPROVED NONCOMBUSTIBLE MATERIAL, AND THE AREA USED TO PARK VEHICLES SHALL BE SLOPED TO A DRAIN OR TOWARD THE MAIN VEHICLE ENTRY DOORWAY. (R201)
- FIRE-RESISTANCE RATED CONSTRUCTION:**
- IN COMBUSTIBLE CONSTRUCTION, FIRE BLOCKING SHALL BE PROVIDED TO CUT OFF ALL CONCEALED DRAFT OPENINGS (BOTH VERTICAL AND HORIZONTAL) AND TO FORM AN EFFECTIVE FIRE BARRIER BETWEEN STORES, AND BETWEEN A TOP STORY AND THE ROOF SPACE. (R302.11)
  - IN COMBUSTIBLE CONSTRUCTION WHERE THERE IS USABLE SPACE BOTH ABOVE AND BELOW THE CONCEALED SPACE OF A FLOOR/CILING ASSEMBLY, DRAFTSTOPS SHALL BE INSTALLED SO THAT THE AREA OF THE CONCEALED SPACE DOES NOT EXCEED 1,000 SQUARE FEET. DRAFTSTOPPING SHALL DIVIDE THE CONCEALED SPACE INTO APPROXIMATELY EQUAL AREAS. (R302.12)
  - THE BUILDING SHALL BE EQUIPPED WITH AN AUTOMATIC RESIDENTIAL FIRE SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION R313.3 OR NFPA13D. (R313, 12.21417(D))
  - THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION.
  - AN APPROVED SMOKE ALARM SHALL BE INSTALLED IN EACH SLEEPING ROOM & HALLWAY OR AREA GIVING ACCESS TO A SLEEPING ROOM, AND ON EACH STORY AND BASEMENT FOR DWELLINGS WITH MORE THAN ONE STORY. SMOKE ALARMS SHALL BE INTERCONNECTED SO THAT ACTIVATION OF ONE ALARM WILL ACTIVATE ALL THE ALARMS WITHIN THE INDIVIDUAL DWELLING UNIT. IN NEW CONSTRUCTION SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER SOURCE FROM THE BUILDING WIRING AND SHALL BE EQUIPPED WITH BATTERY BACK-UP AND LOW BATTERY SIGNAL. (R314)
  - AN APPROVED CARBON MONOXIDE ALARM SHALL BE INSTALLED IN DWELLING UNITS AND IN SLEEPING UNITS WITHIN WHICH FUEL-BURNING APPLIANCES ARE INSTALLED AND IN DWELLING UNITS THAT HAVE ATTACHED GARAGES. CARBON MONOXIDE ALARM SHALL BE PROVIDED OUTSIDE OF EACH SEPARATE SLEEPING AREA IN THE IMMEDIATE VICINITY OF THE BEDROOM(S) AND ON EVERY LEVEL OF A DWELLING UNIT INCLUDING BASEMENTS. (R315)
  - ALL INTERIOR AND EXTERIOR STAIRWAYS SHALL BE ILLUMINATED.

- BUILDING ENVELOPE:**
- PROTECTION OF WOOD AND WOOD BASED PRODUCTS FROM DECAY SHALL BE PROVIDED IN THE LOCATIONS SPECIFIED PER SECTION R317.1 BY THE USE OF NATURALLY DURABLE WOOD OR WORD THAT IS PRESERVATIVE-TREATED IN ACCORDANCE WITH AWPA U1 FOR THE SPECIES, PRODUCT, PRESERVATIVE AND END USE. PRESERVATIVES SHALL BE LISTED IN SECTION 4 OF AWPA U1.
  - PROVIDE ANTI-GRAFFITI FINISH WITHIN THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS. EXCEPTION: MAINTENANCE OF BUILDING AFFADAVIT IS RECORDED BY THE OWNER TO COVENANT AND AGREE WITH THE CITY OF LOS ANGELES TO REMOVE ANY GRAFFITI WITHIN 7 DAYS OF THE GRAFFITI BEING APPLIED. (R306)
  - BUILDINGS SHALL HAVE APPROVED ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION PLACED IN A POSITION THAT IS PLAINLY LEGIBLE AND VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. (R319.1)

**ELEVATION LEGEND**

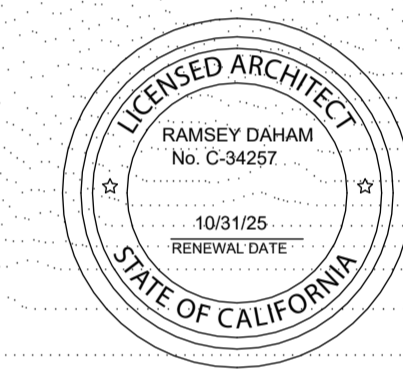
①	1x6 WHITE WASH CEDAR T&G HORIZONTAL
②	STANDING SEAM
③	STUCCO WHITE
④	LT GRAY FLASHING
- - - - -	PROPERTY LINE (P.L.)
- - - - -	1 HR
- - - - -	2 HR
(X)	WINDOW TAG
(XXX)	DOOR TAG
(X-X')	ELEVATION MARKER

FIRST FLOOR IS LOCATED AT BASE FLOOD ELEVATION OF 9'-0" PER THE FEMA FLOOD ZONE REQUIREMENTS



**SOUTH ELEVATION**  
3/16" = 1'-0"

**breakformdesign**  
127 arena street, el segundo, ca 90245  
[o] 310.322.3700



522 S. VENICE BLVD.  
VENICE, CA 90291

**Revision Schedule**

Revision Number	Revision Date

**ELEVATIONS**

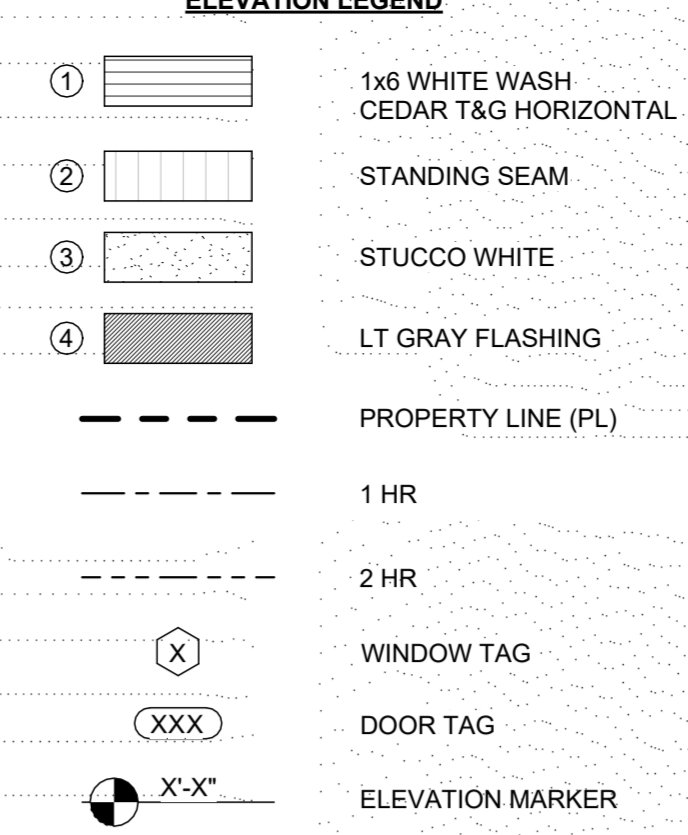
<b>DRAWN</b>	OR
<b>CHECKED</b>	PNK
<b>DATE</b>	7/8/2024 3:28:02 PM
<b>SCALE</b>	As indicated
<b>JOB #</b>	17042

A3.30  
2

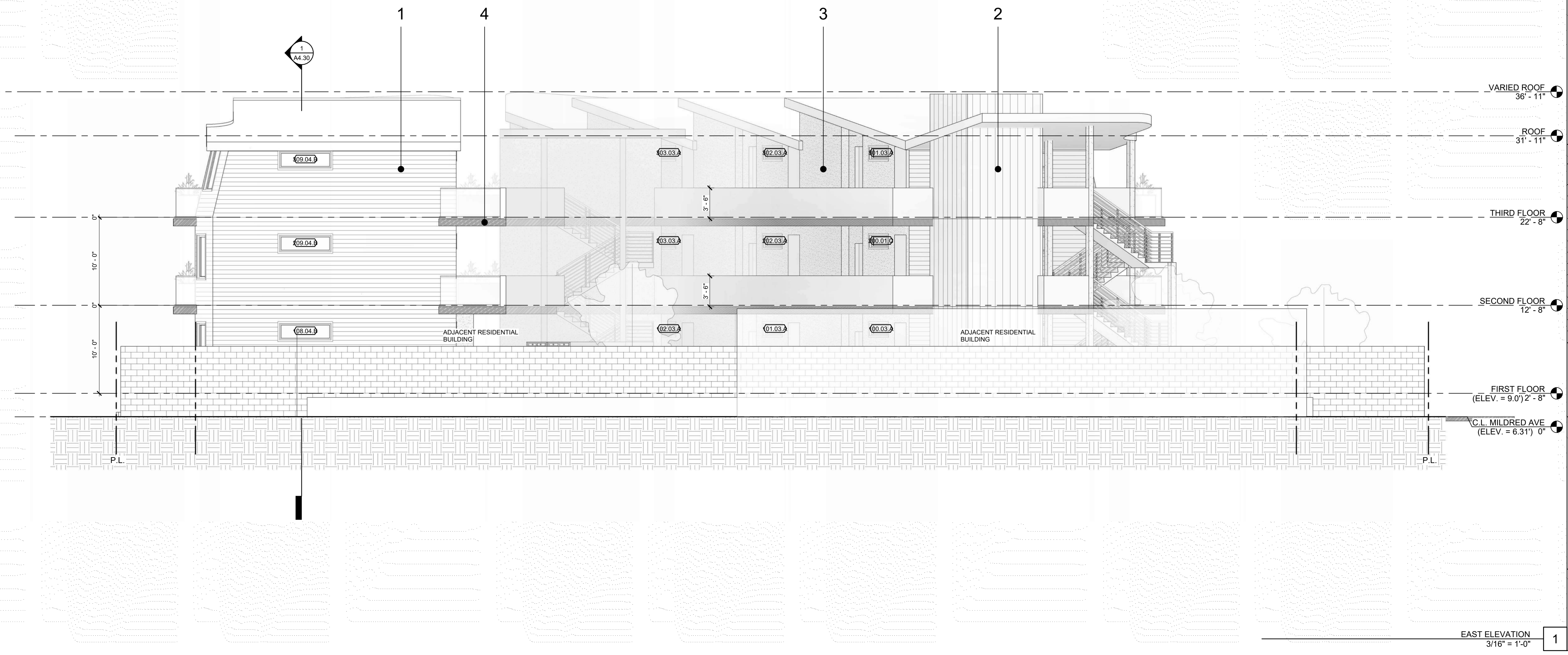
- GENERAL NOTES**
- EXHAUST FANS TO HAVE 50 CFM INTERMITTENT OR 35 CFM CONTINUOUS.
  - BATHROOM EXHAUST FANS SHALL BE ENERGY STAR COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.
  - NEWLY INSTALLED BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HANDBLAT WHICH SHALL BE READILY ACCESSIBLE.
  - INSTALLED AUTOMATIC IRRIGATION SYSTEM CONTROLLERS ARE SOIL BASED.
  - ALL BATHROOMS TO HAVE WATER RESISTANT GYP.
  - CONTRACTOR TO VERIFY PROPERTY LINE & WALL LOCATIONS WITH FIELD SURVEY PRIOR TO WALL PLACEMENT.
  - ALL DIMENSIONS TO FRAMING LINE. COORDINATE WITH WALL TYPES ON A3.5.
  - THE PANEL OR SUBPANEL SHALL PROVIDE CAPACITY TO INSTALL A 40-AMPERE MINIMUM DEDICATED BRANCH CIRCUIT AND SPACE(S) RESERVED TO PERMIT INSTALLATION OF A BRANCH CIRCUIT OVERCURRENT PROTECTIVE DEVICE.
  - THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING AS EV CAPABLE. THE RACEWAY TERMINATION LOCATION SHALL BE PERMANENT AND VISIBLY MARKED BY CAPABLE.
  - 1-HR CONSTRUCTION AT UNDERSIDE OF ALL SIDE YARD PROJECTIONS.
  - ALL DOORS 4" FROM WALL U.O.N.
  - 80% OF THE TOTAL AREA RECEIVING RESILIENT FLOORING SHALL COMPLY WITH ONE OR MORE OF THE FOLLOWING:
    - VOC EMISSION LIMITS DEFINED IN THE CHPS HIGH PERFORMANCE PRODUCTS DATABASE
    - PRODUCTS COMPLIANT WITH THE CHPS CRITERIA CERTIFIED UNDER THE GREGGARD CHILDREN & SCHOOLS PROGRAM
    - CERTIFICATION UNDER THE RESILIENT FLOOR COVERING INSTITUTE (RFI) FLOORSCORE PROGRAM
    - MEET THE CALIFORNIA DEPARTMENT OF PUBLIC HEALTH'S SPECIFICATION
  - THE HEATING AND AIR-CONDITIONING SYSTEMS SHALL BE SIZED AND DESIGNED USING ANSI/ACCA MANUAL J-2004, ANSI/ACCA 28-D-2009 OR ASHRAE HANDBOOKS AND HAVE THE EQUIPMENT SELECTED IN ACCORDANCE WITH ANSI/ACCA 36-S MANUAL S-2004.
  - THE CONSTRUCTION SHALL NOT RESTRICT A FIVE-FOOT CLEAR AND UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL-BOXES, TRANSFORMER, VAULTS, PUMPS, VALVES, METERS, APPURTENANCES, ETC.) OR TO THE LOCATION OF THE HOOK-UP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.
  - FOR EXISTING POOL ON SITE, PROVIDE AN ALARM FOR DOORS TO THE DWELLING THAT FORM A PART OF THE POOL ENCLOSURE. THE ALARM SHALL SOUND CONTINUOUSLY FOR A MIN. OF 30 SECONDS WHEN THE DOOR IS OPENED. IT SHALL AUTOMATICALLY RESET AND BE EQUIPPED WITH A MANUAL MEANS TO DEACTIVATE (FOR 15 SECS. MAX) FOR A SINGLE OPENING. THE DEACTIVATION SWITCH SHALL BE AT LEAST 5' ABOVE THE FLOOR. (B109 OF LADBC)
  - FOR EXISTING POOL ON SITE, PROVIDE ANTI-ENTRAPMENT COVER MEETING THE CURRENT ASTM OR ASME FOR THE SUCTION OUTLETS OF THE SWIMMING POOL, TODDLER POOL, AND SPA FOR SINGLE FAMILY DWELLINGS PER ASSEMBLY BILL (AB) NO. 297, (31628)
  - FOR ONE- AND TWO-FAMILY DWELLINGS, ANY PERMANENTLY INSTALLED OUTDOOR IN-GROUND SWIMMING POOL OR SPA SHALL BE EQUIPPED WITH A COVER HAVING A MANUAL OR POWER-OPERATED REEL SYSTEM. FOR IRREGULAR-SHAPED POOLS WHERE IT IS INFEASIBLE TO COVER 100 PERCENT OF THE POOL, DUE TO ITS IRREGULAR SHAPE, A MINIMUM OF 80 PERCENT OF THE POOL SHALL BE COVERED.
  - AN APPROVED SEISMIC GAS SHUTOFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWNSTREAM SIDE OF THE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING. (PER ORDINANCE 170,158) (SEPARATE PLUMBING PERMITS IS REQUIRED).
  - PLUMBING FIXTURES ARE REQUIRED TO BE CONNECTED TO A SANITARY SEWER OR TO AN APPROVED SWEAGE DISPOSAL SYSTEM (R306.3).
  - KITCHEN SINKS, LAVATORIES, BATHUBS, SHOWERS, BIDETS, LAUNDRY TUBS AND WASHING MACHINE OUTLETS SHALL BE PROVIDED WITH HOT AND COLD WATER AND CONNECTED TO AN APPROVED WATER SUPPLY (R306.4).

- BATHUB AND SHOWER FLOORS, WALLS ABOVE BATHUBS WITH A SHOWERHEAD, AND SHOWER COMPARTMENTS SHALL BE FINISHED WITH A NONABSORBENT SURFACE. SUCH WALL SURFACES SHALL EXTEND TO A HEIGHT OF NOT LESS THAN 6 FEET ABOVE THE FLOOR (R307.2).
- PROVIDE ULTRA-LOW FLUSH WATER CLOSETS FOR ALL NEW CONSTRUCTION. EXISTING SHOWER HEADS AND TOILETS MUST BE ADAPTED FOR LOW WATER CONSUMPTION.
- WATER HEATER MUST BE STRAPPED TO WALL. (SEC. 507.3, LAPC).
- AUTOMATIC GARAGE DOOR OPENERS, IF PROVIDED, SHALL BE LISTED IN ACCORDANCE WITH UL 325, (R314.6.2).
- SMOKE DETECTORS SHALL BE PROVIDED FOR ALL DWELLING UNITS INTENDED FOR HUMAN OCCUPANCY, UPON THE OWNER'S APPLICATION FOR A PERMIT FOR ALTERATIONS, REPAIRS, OR ADDITIONS, EXCEEDING ONE THOUSAND DOLLARS (\$1000). (R314.6.2).
- WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS OR ADDITIONS EXCEEDING ONE THOUSAND DOLLARS (\$1000), EXISTING DWELLINGS OR SLEEPING UNITS THAT HAVE ATTACHED GARAGES OR FUEL-BURNING APPLIANCES SHALL BE PROVIDED WITH A CARBON MONOXIDE ALARM IN ACCORDANCE WITH SECTION R315.2. CARBON MONOXIDE ALARMS SHALL ONLY BE REQUIRED IN THE SPECIFIC SLEEPING UNIT OR SLEEPING UNIT FOR WHICH THE PERMIT WAS OBTAINED. (R315.2.2).
- EVERY SPACE INTENDED FOR HUMAN OCCUPANCY SHALL BE PROVIDED WITH NATURAL LIGHT BY MEANS OF EXTERIOR GLAZED OPENINGS IN ACCORDANCE WITH SECTION R303.1 OR SHALL BE PROVIDED WITH ARTIFICIAL LIGHT THAT IS ADEQUATE TO PROVIDE AN AVERAGE ILLUMINATION OF 6 FOOT-CANDELES OVER THE AREA OF THE ROOM AT A HEIGHT OF 30 INCHES ABOVE THE FLOOR LEVEL. (R303.1).
- A COPY OF THE EVALUATION REPORT AND/OR CONDITIONS OF LISTING SHALL BE MADE AVAILABLE AT THE JOB SITE.
- A COPY OF THE CONSTRUCTION DOCUMENTS OR A COMPARABLE DOCUMENT INDICATING THE INFORMATION FROM ENERGY CODE SECTIONS 110.10(B) THROUGH 110.10(C) SHALL BE PROVIDED TO THE OCCUPANT.
- THE MAIN ELECTRICAL SERVICE PANEL SHALL HAVE A RESERVED SPACE TO ALLOW FOR INSTALLATION OF DOUBLE POLE CIRCUIT BREAKER FOR A FUTURE SOLAR ELECTRIC INSTALLATION. THE RESERVED SPACE SHALL BE POSITIONED AT THE OPPOSITE (LOAD) END FROM THE INPUT FEEDER LOCATION OR MAIN CIRCUIT LOCATION AND SHALL BE PERMANENTLY MARKED AS FOR FUTURE SOLAR ELECTRIC.
- ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER-STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2 INCH GYPSUM BOARD.
- ALL INTERIOR AND EXTERIOR STAIRWAYS SHALL BE ILLUMINATED.
- FOR GLASS HANDRAILS AND GUARDS, THE PANELS AND THEIR SUPPORT SYSTEM SHALL BE DESIGNED TO WITHSTAND THE LOADS SPECIFIED IN CHAPTER 16 OF 2014 IBC. A SAFETY FACTOR OF FOUR SHALL BE USED. THE MINIMUM NOMINAL THICKNESS OF THE GLASS SHALL BE 1/4" (2407)
- LOOKS SHALL BE INSTALLED ON ALL PUBLICLY ACCESSIBLE EXTERIOR FAUCETS AND HOSE BIBS. (4.304.4)
- FOR SITES WITH OVER 500 SQUARE FEET OF LANDSCAPE AREA, WASTE PIPING SHALL BE ARRANGED TO PERMIT DISCHARGE FROM THE CLOTHESWASHER, BATHUB, SHOWERS, AND BATHROOM RESTROOMS WASH BASINS TO BE USED FOR A FUTURE GRAY WATER IRRIGATION SYSTEM. (4.305.1)
- WATER USED IN THE BUILDING FOR WATER CLOSETS, URINALS, FLOOR DRAINS, AND PROCESS COOLING AND HEATING SHALL COME FROM CITY-RECYCLE WATER IF AVAILABLE FOR USE WITHIN 200 FEET OF THE PROPERTY LINE. (4.305.2)
- WHERE GROUNDWATER IS BEING EXTRACTED AND DISCHARGED, A SYSTEM FOR ONSITE REUSE OF THE GROUNDWATER SHALL BE DEVELOPED AND C-UNSTRUCTURED IF THE GROUNDWATER WILL NOT BE DISCHARGED TO THE SEWER. (4.305.4)
- THE HOT WATER SYSTEM SHALL NOT ALLOW MORE THAN 6 GALLONS OF WATER TO BE DELIVERED TO ANY FIXTURE BEFORE HOT WATER ARRIVES OR SHALL COMPLY WITH EITHER LOS ANGELES PLUMBING CODE SECTION 610.4.1.2 OR 610.4.1.3.
- THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT THE FULL RATED AMPERAGE OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
- THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE. THE RACEWAY TERMINATION LOCATION SHALL BE PERMANENT AND VISIBLY MARKED BY CAPABLE.

- THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE. THE RACEWAY TERMINATION LOCATION SHALL BE PERMANENT AND VISIBLY MARKED BY CAPABLE.
  - THE PANEL OR SUBPANEL SHALL PROVIDE CAPACITY TO INSTALL A 40-AMPERE MINIMUM DEDICATED BRANCH CIRCUIT AND SPACE(S) RESERVED TO PERMIT INSTALLATION OF A BRANCH CIRCUIT OVERCURRENT PROTECTIVE DEVICE.
  - UNIT SKYLIGHTS SHALL BE LABELED BY A LA CITY APPROVED LABELING AGENCY. SUCH LABEL SHALL STATE THE APPROVED LABELING AGENCY NAME, PRODUCT DESIGNATION AND PERFORMANCE GRADE RATING. (RESEARCH REPORT NOT REQUIRED). (R308.6.9)
- GARAGE / CARPORT:**
- DOORS BETWEEN GARAGE AND THE DWELLING UNIT SHALL HAVE A MINIMUM FIRE PROTECTION RATING OF 20 MINUTES AND SELF-CLOSING AND SELF-LATCHING DEVICES, OR SOLID WOOD OR SOLID OR HONEYCOMB CORE STEEL NOT LESS THAN 1 3/8 INCHES THICK. (R302.5.1)
  - GARAGE FLOOR SURFACES SHALL BE OF AN APPROVED NONCOMBUSTIBLE MATERIAL, AND THE AREA USED TO PARK VEHICLES SHALL BE SLOPED TO A DRAIN OR TOWARD THE MAIN VEHICLE ENTRY DOORWAY. (R201)
- FIRE-RESISTANCE RATED CONSTRUCTION:**
- IN COMBUSTIBLE CONSTRUCTION, FIRE BLOCKING SHALL BE PROVIDED TO CUT OFF ALL CONCEALED DRAFT OPENINGS (BOTH VERTICAL AND HORIZONTAL) AND TO FORM AN EFFECTIVE FIRE BARRIER BETWEEN STORES, AND BETWEEN A TOP STORY AND THE ROOF SPACE. (R302.11)
  - IN COMBUSTIBLE CONSTRUCTION WHERE THERE IS USABLE SPACE BOTH ABOVE AND BELOW THE CONCEALED SPACE OF A FLOOR/CILING ASSEMBLY, DRAFTSTOPS SHALL BE INSTALLED SO THAT THE AREA OF THE CONCEALED SPACE DOES NOT EXCEED 1,000 SQUARE FEET. DRAFTSTOPPING SHALL DIVIDE THE CONCEALED SPACE INTO APPROXIMATELY EQUAL AREAS. (R302.12)
  - THE BUILDING SHALL BE EQUIPPED WITH AN AUTOMATIC RESIDENTIAL FIRE SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION R313.3 OR NFPA13D. (R313, 12.21417(D))
  - THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION.
  - AN APPROVED SMOKE ALARM SHALL BE INSTALLED IN EACH SLEEPING ROOM & HALLWAY OR AREA GIVING ACCESS TO A SLEEPING ROOM, AND ON EACH STORY AND BASEMENT FOR DWELLINGS WITH MORE THAN ONE STORY. SMOKE ALARMS SHALL BE INTERCONNECTED SO THAT ACTIVATION OF ONE ALARM WILL ACTIVATE ALL THE ALARMS WITHIN THE INDIVIDUAL DWELLING UNIT. IN NEW CONSTRUCTION SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER SOURCE FROM THE BUILDING WIRING AND SHALL BE EQUIPPED WITH BATTERY BACK-UP AND LOW BATTERY SIGNAL. (R314)
  - AN APPROVED CARBON MONOXIDE ALARM SHALL BE INSTALLED IN DWELLING UNITS AND IN SLEEPING UNITS WITHIN WHICH FUEL-BURNING APPLIANCES ARE INSTALLED AND IN DWELLING UNITS THAT HAVE ATTACHED GARAGES. CARBON MONOXIDE ALARM SHALL BE PROVIDED OUTSIDE OF EACH SEPARATE SLEEPING AREA IN THE IMMEDIATE VICINITY OF THE BEDROOM(S) AND ON EVERY LEVEL OF A DWELLING UNIT INCLUDING BASEMENTS. (R315)
  - ALL INTERIOR AND EXTERIOR STAIRWAYS SHALL BE ILLUMINATED.
- BUILDING ENVELOPE:**
- PROTECTION OF WOOD AND WOOD BASED PRODUCTS FROM DECAY SHALL BE PROVIDED IN THE LOCATIONS SPECIFIED PER SECTION R317.1 BY THE USE OF NATURALLY DURABLE WOOD OR WORD THAT IS PRESERVATIVE-TREATED IN ACCORDANCE WITH AWPA U1 FOR THE SPECIES, PRODUCT, PRESERVATIVE AND END USE. PRESERVATIVES SHALL BE LISTED IN SECTION 4 OF AWPA U1.
  - PROVIDE ANTI-GRAFFITI FINISH WITHIN THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS. EXCEPTION: MAINTENANCE OF BUILDING AFFADAVIT IS RECORDED BY THE OWNER TO COVENANT AND AGREE WITH THE CITY OF LOS ANGELES TO REMOVE ANY GRAFFITI WITHIN 7 DAYS OF THE GRAFFITI BEING APPLIED. (B306)
  - BUILDINGS SHALL HAVE APPROVED ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION PLACED IN A POSITION THAT IS PLAINLY LEGIBLE AND VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. (R319.1)

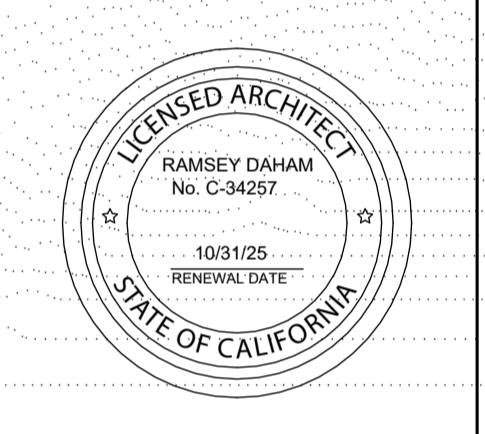


FIRST FLOOR IS LOCATED AT BASE FLOOD ELEVATION OF 9'-0" PER THE FEMA FLOOD ZONE REQUIREMENTS



# breakformdesign

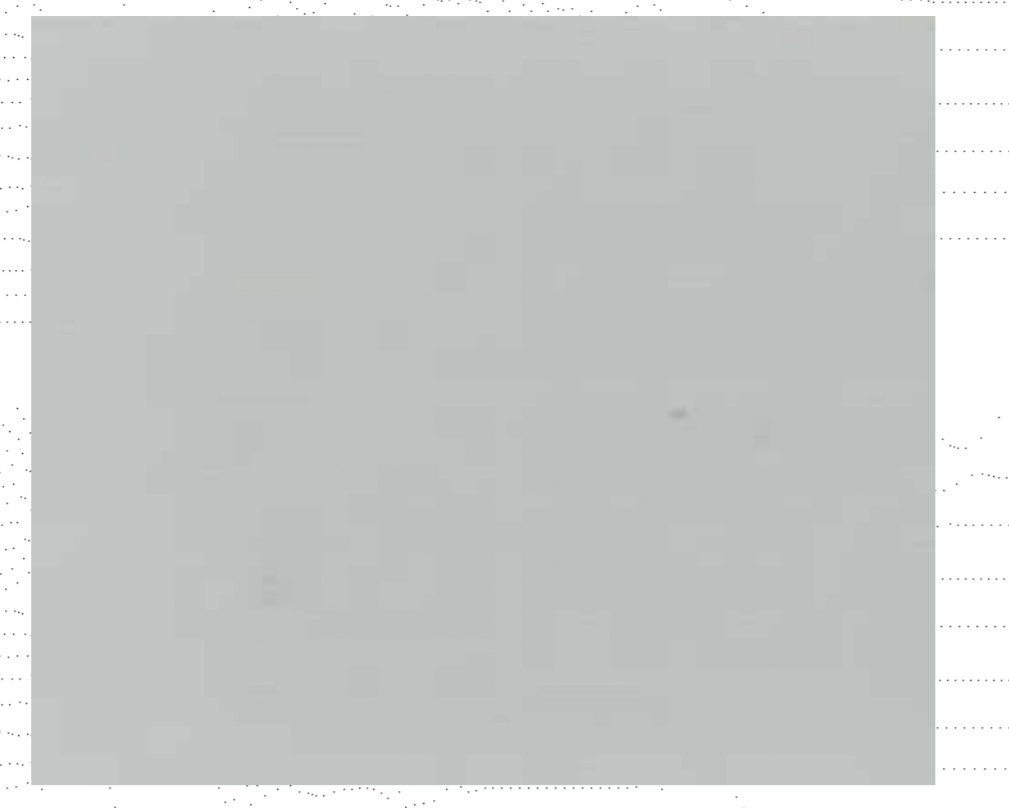
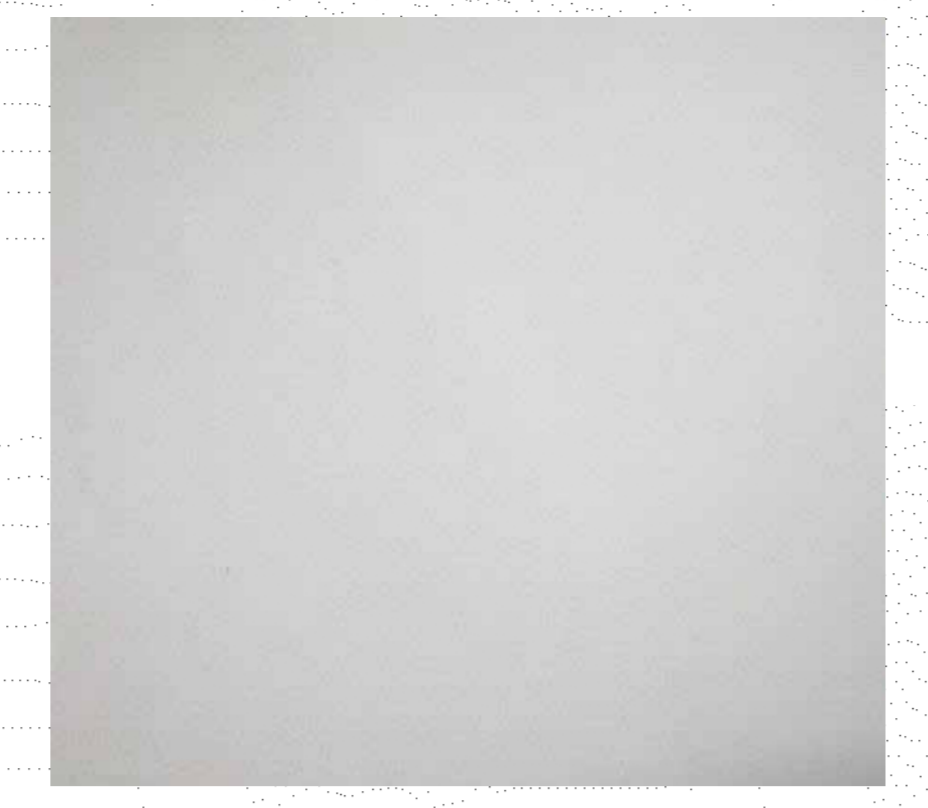
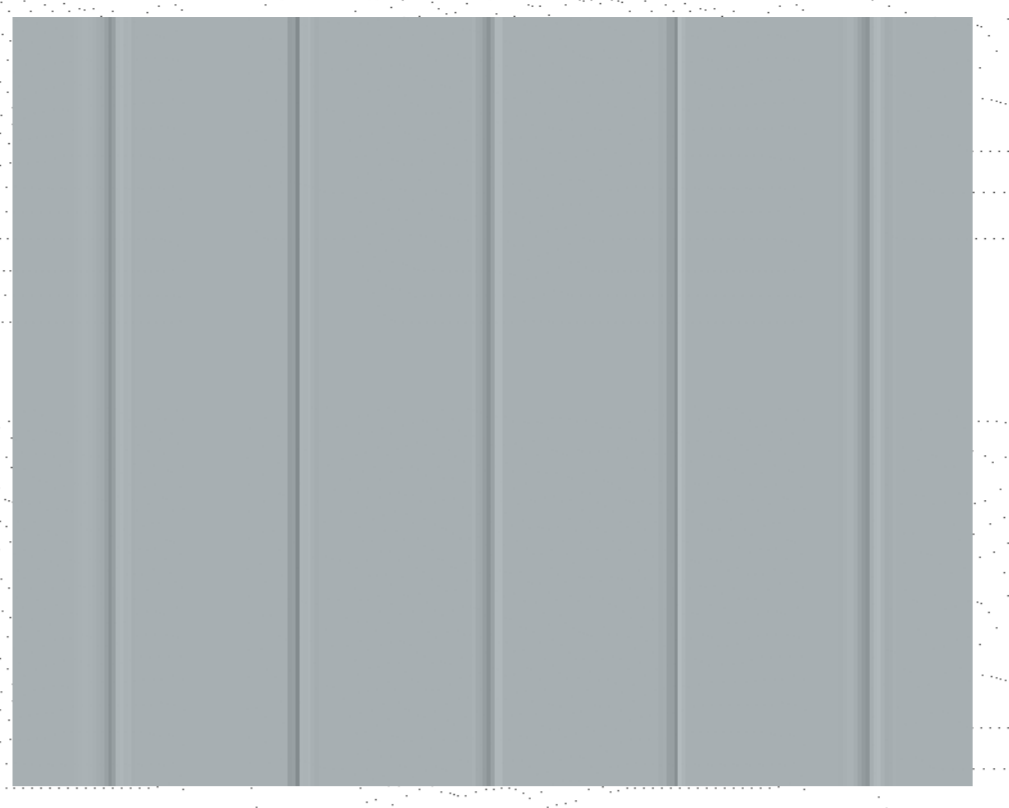

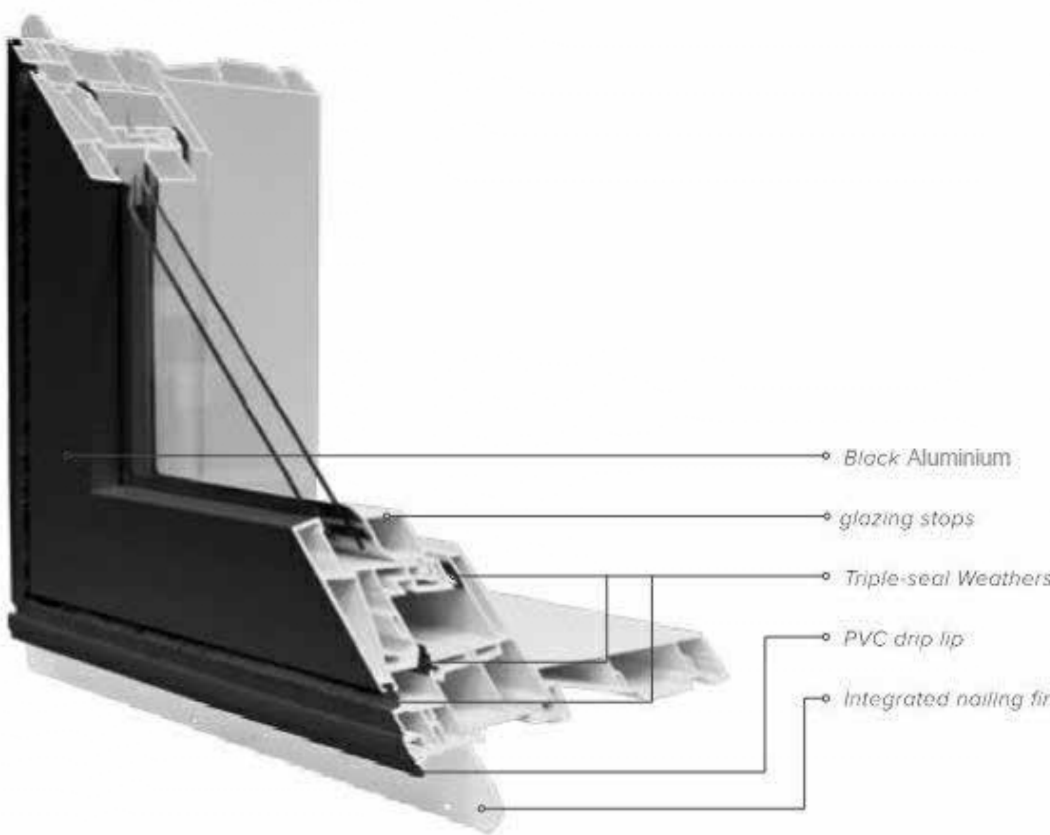
127 arena street, el segundo, ca 90245  
[o] 310.322.3700



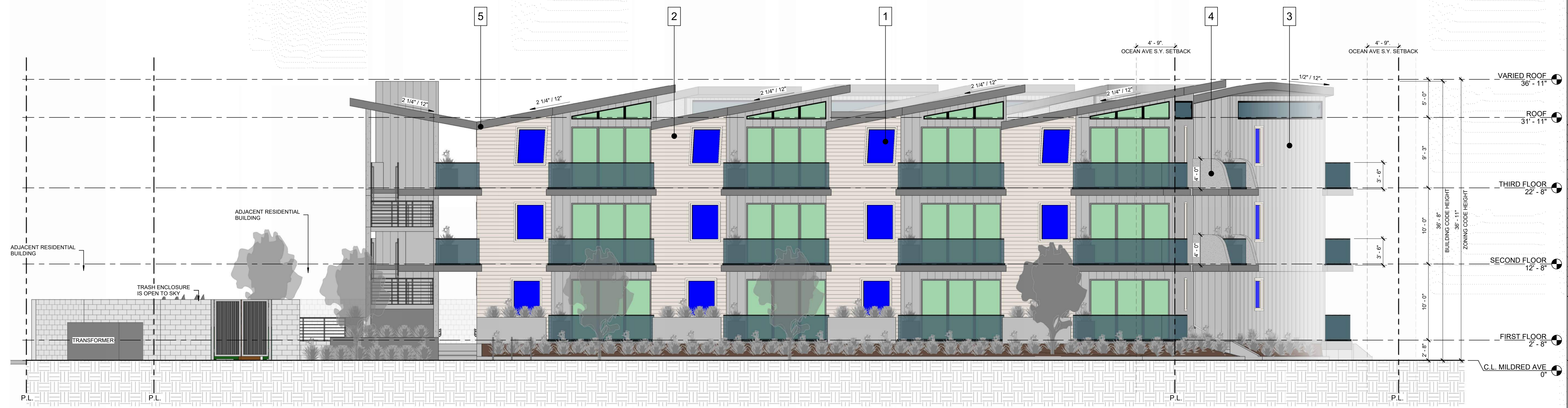
522 S. VENICE BLVD.  
VENICE, CA 90291

Revision Schedule	
Revision Number	Revision Date

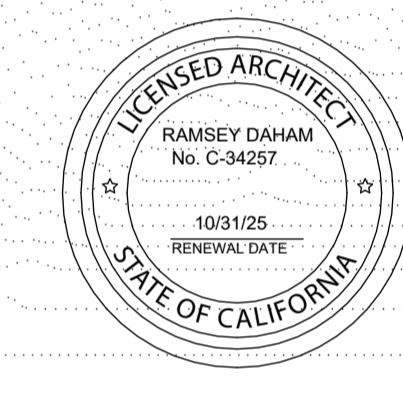
ELEVATIONS	
DRAWN	CR
CHECKED	PNK
DATE	7/8/2024 3:28:18 PM
SCALE	As indicated
JOB #	17042

	 <p>- MANUFACTURER: - COLOR: LIGHT GRAY</p>	 <p>- MANUFACTURER: OMEGA OR SIMILAR - COLOR: LIGHT GRAY - TEXTURE: SMOOTH</p>	 <p>- MANUFACTURER: - COLOR: BLACK - COLOR: LIGHT GRAY</p>	 <p>- COLOR: WHITE WASH - ORIENTATION: HORIZONTAL</p>	 <p>- MANUFACTURER: ALL WEATHER WINDOWS &amp; DOORS - COLOR: BLACK - TYPE: ARCHITECTURAL ALUMINUM (SERIES 6000)</p>
	METAL FLASHING   5	COLORTEK SMOOTHCOAT EXTERIOR STUCCO   4	METAL STANDING SEAM   3	CEDAR T+G 1x6   2	EXTERIOR WINDOWS / DOORS   1

MATERIAL LEGEND



**breakform design**  
 127 arena street, el segundo, ca 90245  
 [o] 310.322.3700



522 S. VENICE BLVD.  
 VENICE, CA 90291

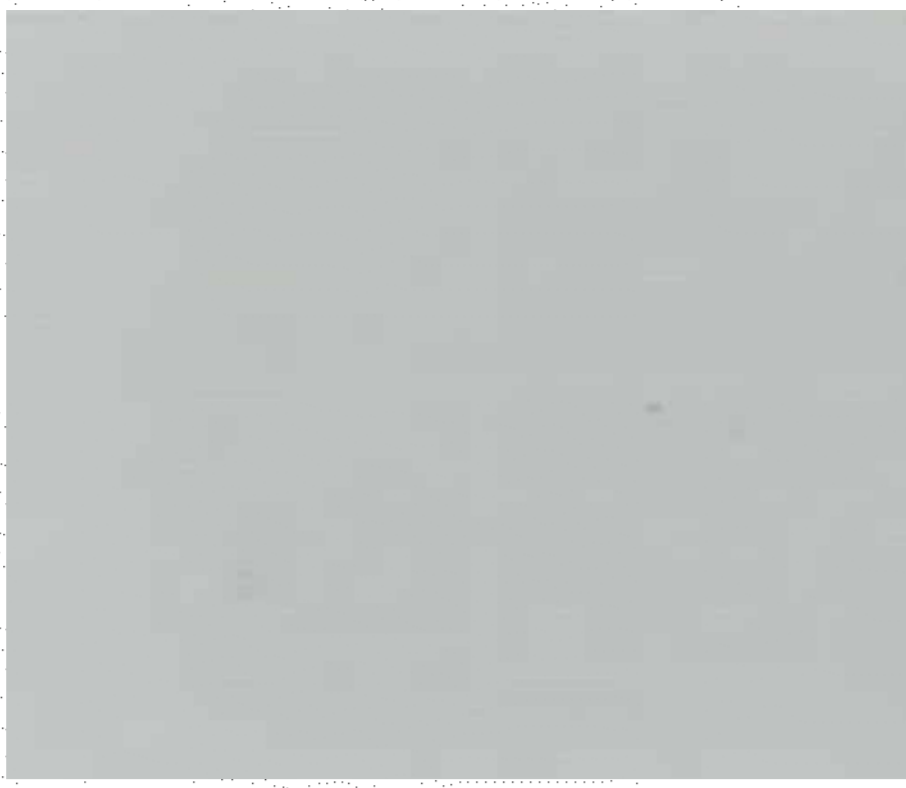
Revision Schedule	
Revision Number	Revision Date

**COLOR ELEVATIONS**

DRAWN	Author
CHECKED	Checker
DATE	7/8/2024 3:28:24 PM
SCALE	As indicated
JOB #	17042

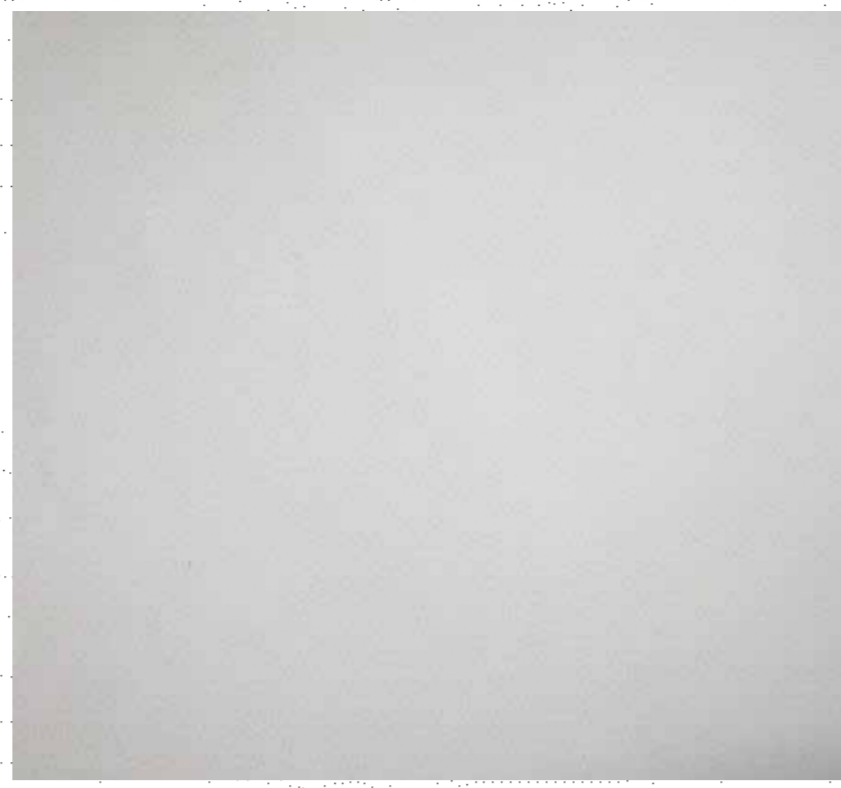
A3.60





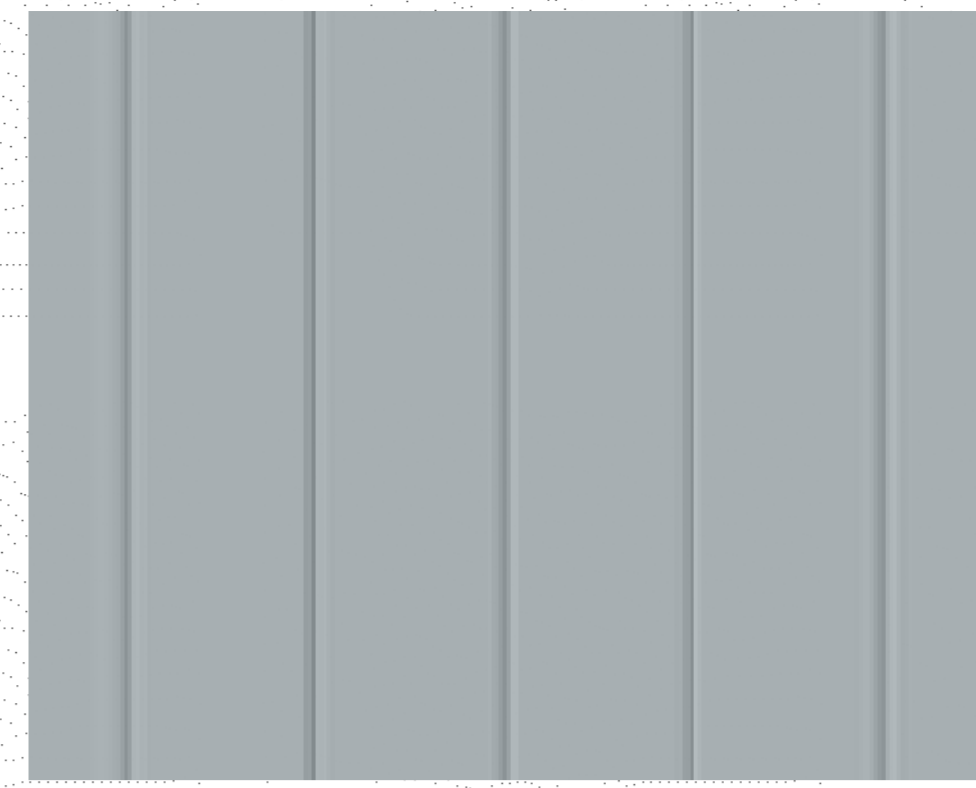
- MANUFACTURER  
- COLOR: LIGHT GRAY

METAL FLASHING | 5



- MANUFACTURER: OMEGA OR SIMILAR  
- COLOR: LIGHT GRAY  
- TEXTURE: SMOOTH

COLORTEK SMOOTHCOAT EXTERIOR STUCCO | 4



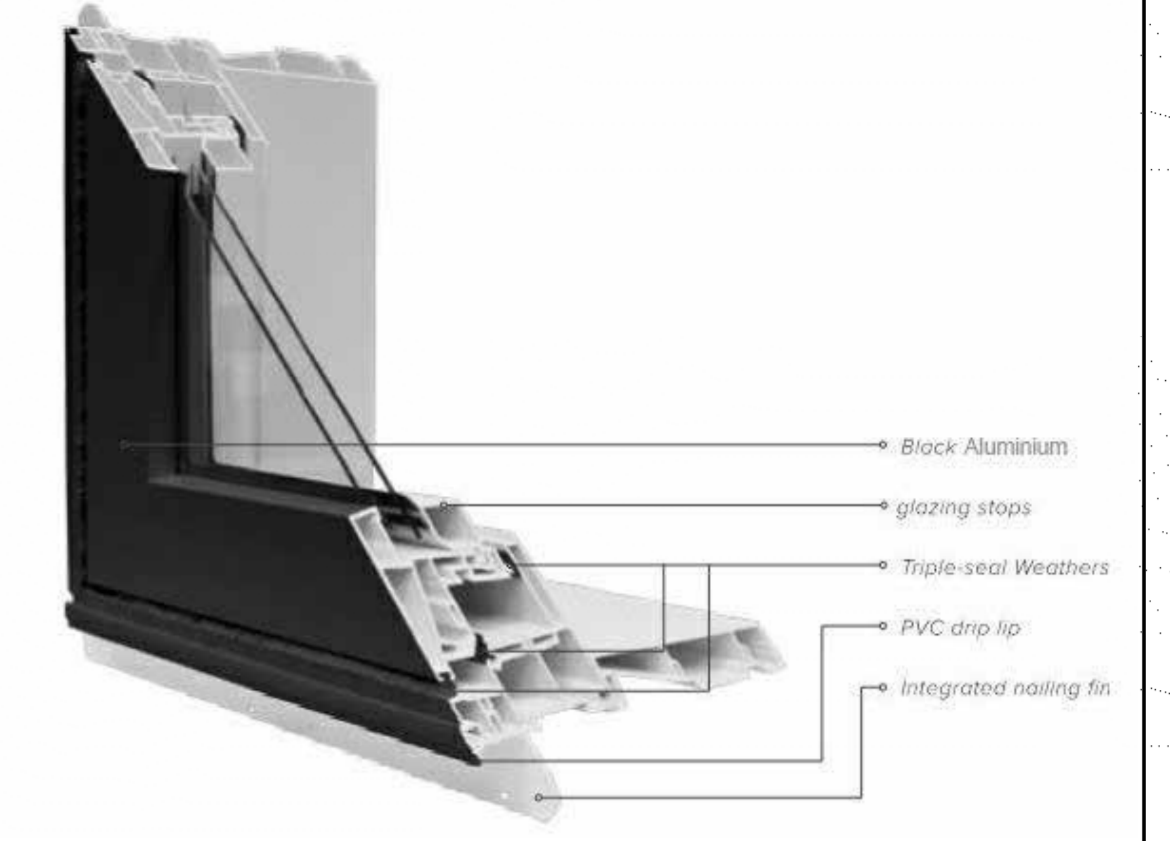
- MANUFACTURER:  
- COLOR: LIGHT GRAY

METAL STANDING SEAM | 3



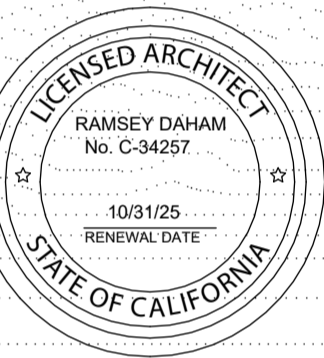
- COLOR: WHITE WASH  
- ORIENTATION: HORIZONTAL

CEDAR T+G 1x6 | 2



- MANUFACTURER: ALL WEATHER WINDOWS & DOORS  
- COLOR: BLACK  
- TYPE: ARCHITECTURAL ALUMINUM (SERIES 6000)

EXTERIOR WINDOWS / DOORS | 1



522 S. VENICE BLVD.  
VENICE, CA 90291

Revision Schedule

Revision Number	Revision Date

COLOR ELEVATIONS

DRAWN Author

CHECKED Checker

DATE 7/8/2024 3:28:30 PM

SCALE As indicated

JOB # 17042

A3.61





- MANUFACTURER  
- COLOR LIGHT GRAY

METAL FLASHING | 5



- MANUFACTURER: OMEGA OR SIMILAR  
- COLOR LIGHT GRAY  
- TEXTURE SMOOTH

COLORTEK SMOOTHCOAT EXTERIOR STUCCO | 4



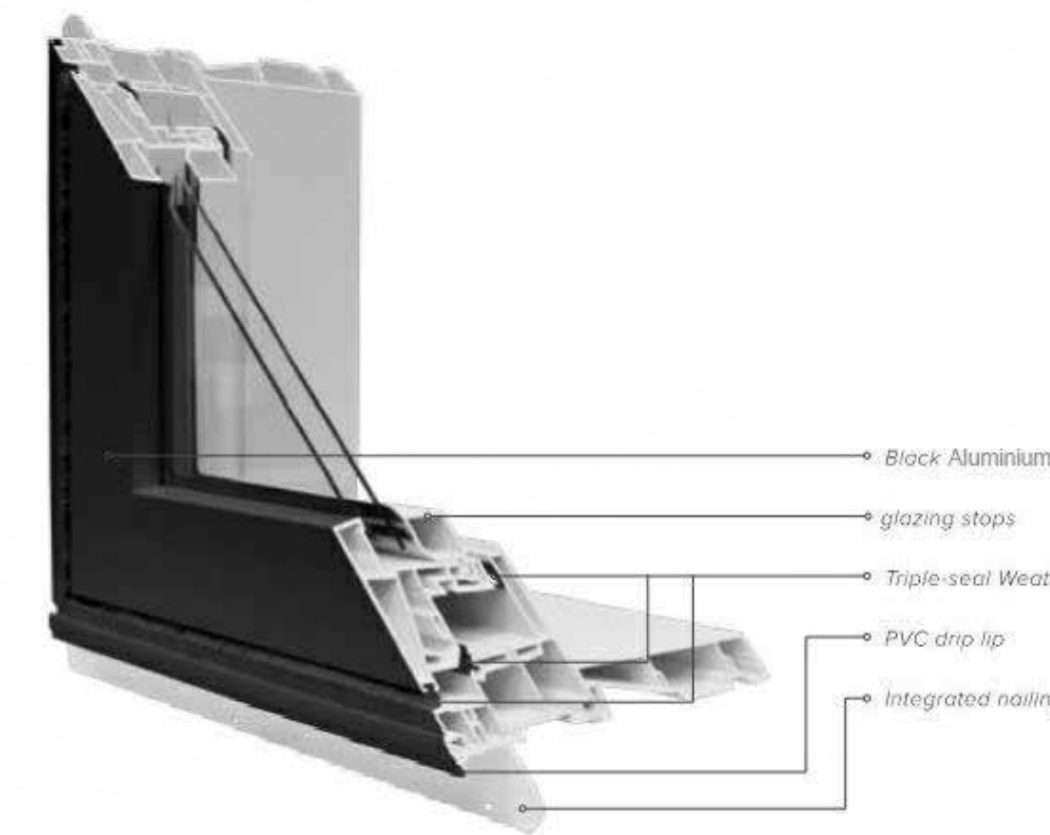
- MANUFACTURER:  
- PROFILE:  
- COLOR LIGHT GRAY

METAL STANDING SEAM | 3



- COLOR WHITE WASH  
- ORIENTATION HORIZONTAL

CEDAR T+G 1x6 | 2

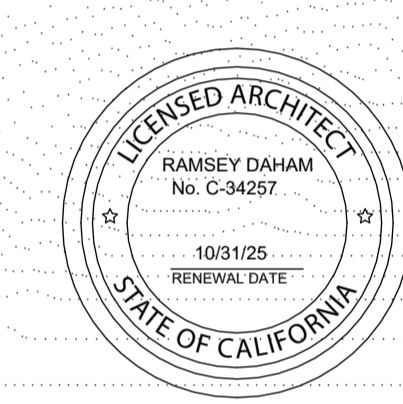


- MANUFACTURER: ALL WEATHER WINDOWS & DOORS  
- COLOR BLACK  
- TYPE ARCHITECTURAL ALUMINUM (SERIES 6000)

EXTERIOR WINDOWS / DOORS | 1



SOUTH ELEVATION  
3/16" = 1'-0"

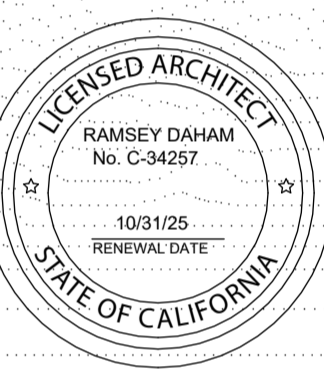


522 S. VENICE BLVD.  
VENICE, CA 90291

Revision Schedule	
Revision Number	Revision Date

COLOR ELEVATIONS

DRAWN	Author
CHECKED	Checker
DATE	7/8/2024 3:28:36 PM
SCALE	As indicated
JOB #	17042



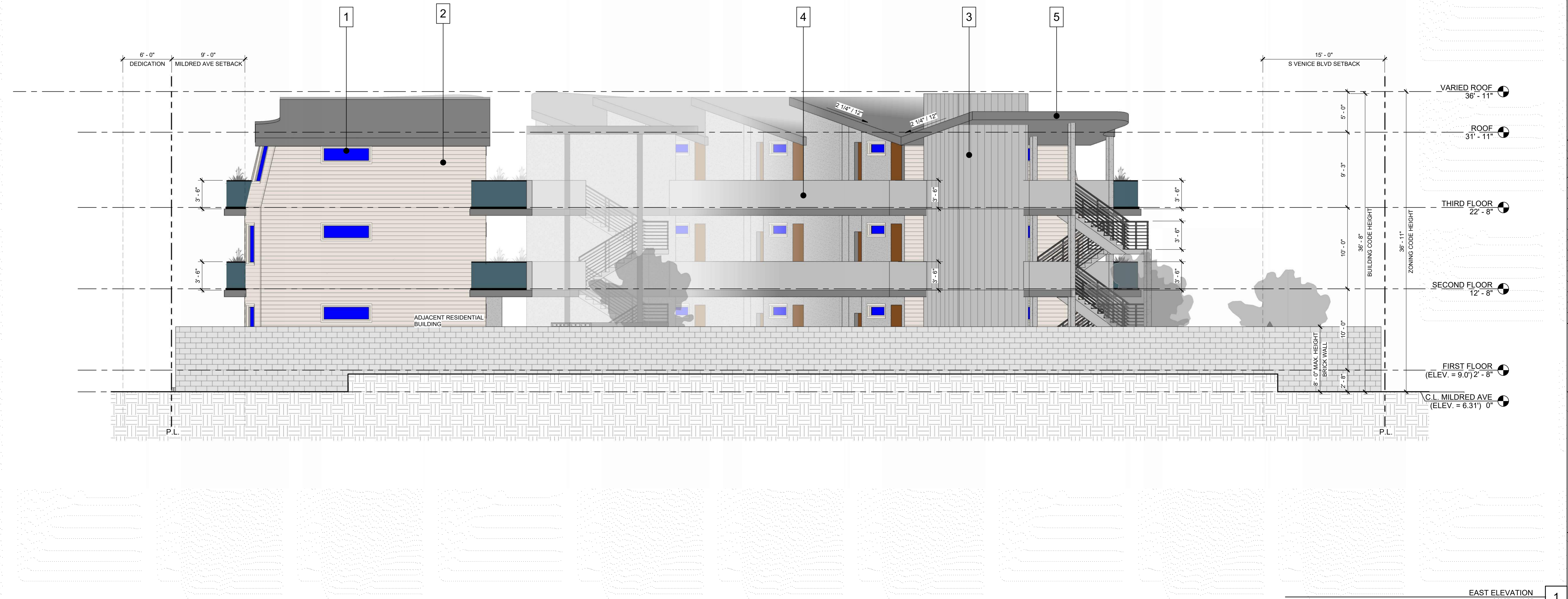
522 S. VENICE BLVD.  
VENICE, CA 90291

Revision Schedule

Revision Number	Revision Date

COLOR ELEVATIONS

DRAWN	Author
CHECKED	Checker
DATE	7/8/2024 3:28:42 PM
SCALE	As Indicated
JOB #	17042



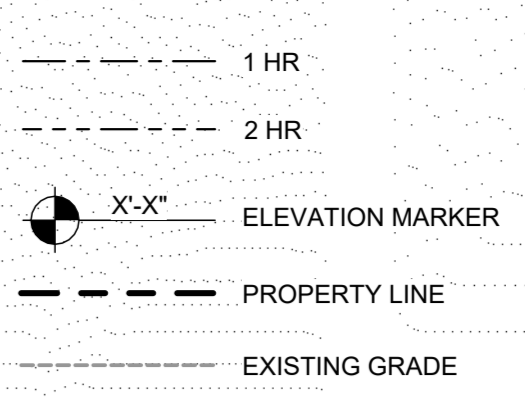
- EXHAUST FANS TO HAVE 50 CFM INTERMITTENT OR 35 CFM CONTINUOUS.
- BATHROOM EXHAUST FANS SHALL BE ENERGY STAR COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.
- NEWLY INSTALLED BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF WHOLE HOUSE VENTILATION SYSTEM MUST BE CONTROLLED BY A HUMANSTAT WHICH SHALL BE READILY ACCESSIBLE.
- INSTALLED AUTOMATIC IRRIGATION SYSTEM CONTROLLERS ARE SOIL BASED.
- ALL BATHROOMS TO HAVE WATER RESISTANT GYP.
- CONTRACTOR TO VERIFY PROPERTY LINE & WALL LOCATIONS WITH FIELD SURVEY PRIOR TO WALL PLACEMENT.
- ALL DIMENSIONS TO FRAMING LINE. COORDINATE WITH WALL TYPES ON A1.5.
- THE PANEL OR SUBPANEL SHALL PROVIDE CAPACITY TO INSTALL A 40-AMPERE MINIMUM DEDICATED BRANCH CIRCUIT AND SPACE(S) RESERVED TO PERMIT INSTALLATION OF A BRANCH CIRCUIT OVERCURRENT PROTECTIVE DEVICE.
- THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING AS EV CAPABLE. THE RACEWAY TERMINATION LOCATION SHALL BE PERMANENT AND VISIBLY MARKED BY CAPABLE.
- 1-HR CONSTRUCTION AT UNDERSIDE OF ALL SIDE YARD PROJECTIONS.
- ALL DOORS 4" FROM WALL U.O.N.
- 80% OF THE TOTAL AREA RECEIVING RESILIENT FLOORING SHALL COMPLY WITH ONE OR MORE OF THE FOLLOWING:
  - VOC EMISSION LIMITS DEFINED IN THE CHPS HIGH PERFORMANCE PRODUCTS DATABASE
  - PRODUCTS COMPLIANT WITH THE CHPS CRITERIA CERTIFIED UNDER THE GREENGUARD CHILDREN & SCHOOLS PROGRAM.
  - CERTIFICATION UNDER THE RESILIENT FLOOR COVERING INSTITUTE (RFICI) FLOORSCORE PROGRAM.
  - MEET THE CALIFORNIA DEPARTMENT OF PUBLIC HEALTH'S SPECIFICATION.
- THE HEATING AND AIR-CONDITIONING SYSTEMS SHALL BE SIZED AND DESIGNED USING ANSII/ACCA MANUAL J-2004, ANSII/ACCA 28-D-2009 OR ASHRAE HANDBOOKS AND HAVE THE EQUIPMENT SELECTED IN ACCORDANCE WITH ANSII/ACCA 36-S MANUAL S-2004.
- THE CONSTRUCTION SHALL NOT RESTRICT A FIVE-FOOT CLEAR AND UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL-BOXES, TRANSFORMER, VAULTS, PUMPS, VALVES, METERS, APPURTENANCES, ETC.) OR TO THE LOCATION OF THE HOOK-UP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.
- FOR EXISTING POOL ON SITE, PROVIDE AN ALARM FOR DOORS TO THE DWELLING THAT FORM A PART OF THE POOL ENCLOSURE. THE ALARM SHALL SOUND CONTINUOUSLY FOR A MIN. OF 30 SECONDS WHEN THE DOOR IS OPENED. IT SHALL AUTOMATICALLY RESET AND BE EQUIPPED WITH A MANUAL MEANS TO DEACTIVATE (FOR 15 SECS. MAX) FOR A SINGLE OPENING. THE DEACTIVATION SWITCH SHALL BE AT LEAST 5' ABOVE THE FLOOR. (8109 OF LADBC)
- FOR EXISTING POOL ON SITE, PROVIDE ANTI-ENTRAPMENT COVER MEETING THE CURRENT ASTM OR ASME FOR THE SUCTION OUTLETS OF THE SWIMMING POOL, TODDLER POOL, AND SPA FOR SINGLE FAMILY DWELLINGS PER ASSEMBLY BILL (AB) NO. 297, (3182)
- FOR ONE- AND TWO-FAMILY DWELLINGS, ANY PERMANENTLY INSTALLED OUTDOOR IN-GROUND SWIMMING POOL OR SPA SHALL BE EQUIPPED WITH A COVER HAVING A MANUAL OR POWER-OPERATED REEL SYSTEM. FOR IRREGULAR-SHAPED POOLS WHERE IT IS INFEASIBLE TO COVER 100 PERCENT OF THE POOL, DUE TO ITS IRREGULAR SHAPE, A MINIMUM OF 80 PERCENT OF THE POOL SHALL BE COVERED.
- AN APPROVED SEISMIC GAS SHUTOFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWNSTREAM SIDE OF THE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING. (PER ORDINANCE 170,158) (SEPARATE PLUMBING PERMITS IS REQUIRED).
- PLUMBING FIXTURES ARE REQUIRED TO BE CONNECTED TO A SANITARY SEWER OR TO AN APPROVED SWEAGE DISPOSAL SYSTEM (R306.3).
- KITCHEN SINKS, LAVATORIES, BATHUBS, SHOWERS, BIDETS, LAUNDRY TUBS AND WASHING MACHINE OUTLETS SHALL BE PROVIDED WITH HOT AND COLD WATER AND CONNECTED TO AN APPROVED WATER SUPPLY (R306.4).

- BATHUB AND SHOWER FLOORS, WALLS ABOVE BATHUBS WITH A SHOWERHEAD, AND SHOWER COMPARTMENTS SHALL BE FINISHED WITH A NONABSORBENT SURFACE. SUCH WALL SURFACES SHALL EXTEND TO A HEIGHT OF NOT LESS THAN 6 FEET ABOVE THE FLOOR (R307.2).
- PROVIDE ULTRA-LOW FLUSH WATER CLOSETS FOR ALL NEW CONSTRUCTION. EXISTING SHOWER HEADS AND TOILETS MUST BE ADAPTED FOR LOW WATER CONSUMPTION.
- WATER HEATER MUST BE STRAPPED TO WALL. (SEC. 507.3, LAPC).
- AUTOMATIC GARAGE DOOR OPENERS, IF PROVIDED, SHALL BE LISTED IN ACCORDANCE WITH UL 325, (R314.6.2).
- SMOKE DETECTORS SHALL BE PROVIDED FOR ALL DWELLING UNITS INTENDED FOR HUMAN OCCUPANCY, UPON THE OWNER'S APPLICATION FOR A PERMIT FOR ALTERATIONS, REPAIRS, OR ADDITIONS, EXCEEDING ONE THOUSAND DOLLARS (\$1000), (R314.6.2).
- WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS OR ADDITIONS EXCEEDING ONE THOUSAND DOLLARS (\$1000), EXISTING DWELLINGS OR SLEEPING UNITS THAT HAVE ATTACHED GARAGES OR FUEL-BURNING APPLIANCES SHALL BE PROVIDED WITH A CARBON MONOXIDE ALARM IN ACCORDANCE WITH SECTION R315.2. CARBON MONOXIDE ALARMS SHALL ONLY BE REQUIRED IN THE SPECIFIC DWELLING UNIT OR SLEEPING UNIT FOR WHICH THE PERMIT WAS OBTAINED. (R315.2.2).
- EVERY SPACE INTENDED FOR HUMAN OCCUPANCY SHALL BE PROVIDED WITH NATURAL LIGHT BY MEANS OF EXTERIOR GLAZED OPENINGS IN ACCORDANCE WITH SECTION R303.1 OR SHALL BE PROVIDED WITH ARTIFICIAL LIGHT THAT IS ADEQUATE TO PROVIDE AN AVERAGE ILLUMINATION OF 6 FOOT-CANDELES OVER THE AREA OF THE ROOM AT A HEIGHT OF 30 INCHES ABOVE THE FLOOR LEVEL. (R303.1).
- A COPY OF THE EVALUATION REPORT AND/OR CONDITIONS OF LISTING SHALL BE MADE AVAILABLE AT THE JOB SITE.
- A COPY OF THE CONSTRUCTION DOCUMENTS OR A COMPARABLE DOCUMENT INDICATING THE INFORMATION FROM ENERGY CODE SECTIONS 110.10(B) THROUGH 110.10(C) SHALL BE PROVIDED TO THE OCCUPANT.
- THE MAIN ELECTRICAL SERVICE PANEL SHALL HAVE A RESERVED SPACE TO ALLOW FOR INSTALLATION OF DOUBLE POLE CIRCUIT BREAKER FOR A FUTURE SOLAR ELECTRIC INSTALLATION. THE RESERVED SPACE SHALL BE POSITIONED AT THE OPPOSITE (LOAD) END FROM THE INPUT FEEDER LOCATION OR MAIN CIRCUIT LOCATION AND SHALL BE PERMANENTLY MARKED AS FOR FUTURE SOLAR ELECTRIC.
- ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER-STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2 INCH GYPSUM BOARD.
- ALL INTERIOR AND EXTERIOR STAIRWAYS SHALL BE ILLUMINATED.
- FOR GLASS HANDRAILS AND GUARDS, THE PANELS AND THEIR SUPPORT SYSTEM SHALL BE DESIGNED TO WITHSTAND THE LOADS SPECIFIED IN CHAPTER 16 OF 2014 IBC. A SAFETY FACTOR OF FOUR SHALL BE USED. THE MINIMUM NOMINAL THICKNESS OF THE GLASS SHALL BE 1/4" (2407)
- LOOKS SHALL BE INSTALLED ON ALL PUBLICLY ACCESSIBLE EXTERIOR FAUCETS AND HOSE BIBS. (4.304.4)
- FOR SITES WITH OVER 500 SQUARE FEET OF LANDSCAPE AREA, WASTE PIPING SHALL BE ARRANGED TO PERMIT DISCHARGE FROM THE CLOTHESWASHER, BATHUB, SHOWERS, AND BATHROOM RESTROOMS WASH BASINS TO BE USED FOR A FUTURE GRAY WATER IRRIGATION SYSTEM. (4.305.1)
- WATER USED IN THE BUILDING FOR WATER CLOSETS, URINALS, FLOOR DRAINS, AND PROCESS COOLING AND HEATING SHALL COME FROM CITY-RECYCLE WATER IF AVAILABLE FOR USE WITHIN 200 FEET OF THE PROPERTY LINE. (4.305.2)
- WHERE GROUNDWATER IS BEING EXTRACTED AND DISCHARGED, A SYSTEM FOR ONSITE REUSE OF THE GROUNDWATER SHALL BE DEVELOPED AND C ONSTRUCTED IF THE GROUNDWATER WILL NOT BE DISCHARGED TO THE SEWER. (4.305.4)
- THE HOT WATER SYSTEM SHALL NOT ALLOW MORE THAN 6 GALLONS OF WATER TO BE DELIVERED TO ANY FIXTURE BEFORE HOT WATER ARRIVES OR SHALL COMPLY WITH EITHER LOS ANGELES PLUMBING CODE SECTION 610.4.1.2 OR 610.4.1.3.
- THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT THE FULL RATED AMPERAGE OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
- THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE. THE RACEWAY TERMINATION LOCATION SHALL BE PERMANENT AND VISIBLY MARKED BY CAPABLE.

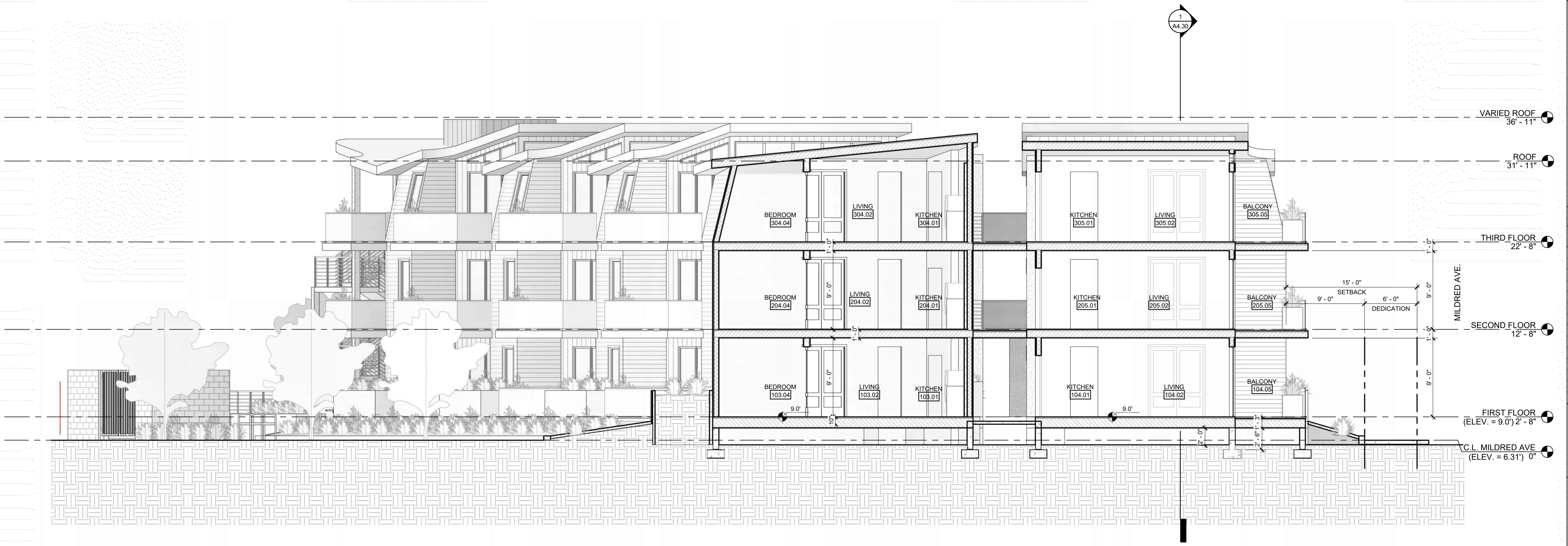
- THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE. THE RACEWAY TERMINATION LOCATION SHALL BE PERMANENT AND VISIBLY MARKED BY CAPABLE.
  - THE PANEL OR SUBPANEL SHALL PROVIDE CAPACITY TO INSTALL A 40-AMPERE MINIMUM DEDICATED BRANCH CIRCUIT AND SPACE(S) RESERVED TO PERMIT INSTALLATION OF A BRANCH CIRCUIT OVERCURRENT PROTECTIVE DEVICE.
  - UNIT SKYLIGHTS SHALL BE LABELED BY A LA CITY APPROVED LABELING AGENCY, SUCH LABEL SHALL STATE THE APPROVED LABELING AGENCY NAME, PRODUCT DESIGNATION AND PERFORMANCE GRADE RATING. (RESEARCH REPORT NOT REQUIRED). (R308.6.9)
- GARAGE / CARPORT:**
- DOORS BETWEEN GARAGE AND THE DWELLING UNIT SHALL HAVE A MINIMUM FIRE PROTECTION RATING OF 20 MINUTES AND SELF-CLOSING AND SELF-LATCHING DEVICES, OR SOLID WOOD OR SOLID OR HONEYCOMB CORE STEEL NOT LESS THAN 1 3/8 INCHES THICK. (R302.5.1)
  - GARAGE FLOOR SURFACES SHALL BE OF AN APPROVED NONCOMBUSTIBLE MATERIAL, AND THE AREA USED TO PARK VEHICLES SHALL BE SLOPED TO A DRAIN OR TOWARD THE MAIN VEHICLE ENTRY DOORWAY. (R201)
- FIRE-RESISTANCE RATED CONSTRUCTION:**
- IN COMBUSTIBLE CONSTRUCTION, FIRE BLOCKING SHALL BE PROVIDED TO CUT OFF ALL CONCEALED DRAFT OPENINGS (BOTH VERTICAL AND HORIZONTAL) AND TO FORM AN EFFECTIVE FIRE BARRIER BETWEEN STORES, AND BETWEEN A TOP STORY AND THE ROOF SPACE. (R302.11)
  - IN COMBUSTIBLE CONSTRUCTION WHERE THERE IS USABLE SPACE BOTH ABOVE AND BELOW THE CONCEALED SPACE OF A FLOOR/CILING ASSEMBLY, DRAFTSTOPS SHALL BE INSTALLED SO THAT THE AREA OF THE CONCEALED SPACE DOES NOT EXCEED 1,000 SQUARE FEET. DRAFTSTOPPING SHALL DIVIDE THE CONCEALED SPACE INTO APPROXIMATELY EQUAL AREAS. (R302.12)
  - THE BUILDING SHALL BE EQUIPPED WITH AN AUTOMATIC RESIDENTIAL FIRE SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION R313.3 OR NFPA13D. (R313, 12.21417(D))
  - THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION.
  - AN APPROVED SMOKE ALARM SHALL BE INSTALLED IN EACH SLEEPING ROOM & HALLWAY OR AREA GIVING ACCESS TO A SLEEPING ROOM, AND ON EACH STORY AND BASEMENT FOR DWELLINGS WITH MORE THAN ONE STORY. SMOKE ALARMS SHALL BE INTERCONNECTED SO THAT ACTIVATION OF ONE ALARM WILL ACTIVATE ALL THE ALARMS WITHIN THE INDIVIDUAL DWELLING UNIT. IN NEW CONSTRUCTION SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER SOURCE FROM THE BUILDING WIRING AND SHALL BE EQUIPPED WITH BATTERY BACK-UP AND LOW BATTERY SIGNAL. (R314)
  - AN APPROVED CARBON MONOXIDE ALARM SHALL BE INSTALLED IN DWELLING UNITS AND IN SLEEPING UNITS WITHIN WHICH FUEL-BURNING APPLIANCES ARE INSTALLED AND IN DWELLING UNITS THAT HAVE ATTACHED GARAGES. CARBON MONOXIDE ALARM SHALL BE PROVIDED OUTSIDE OF EACH SEPARATE SLEEPING UNIT SLEEPING AREA IN THE IMMEDIATE VICINITY OF THE BEDROOM(S) AND ON EVERY LEVEL OF A DWELLING UNIT INCLUDING BASEMENTS. (R315)
  - ALL INTERIOR AND EXTERIOR STAIRWAYS SHALL BE ILLUMINATED.
- BUILDING ENVELOPE:**
- PROTECTION OF WOOD AND WOOD BASED PRODUCTS FROM DECAY SHALL BE PROVIDED IN THE LOCATIONS SPECIFIED PER SECTION R317.1 BY THE USE OF NATURALLY DURABLE WOOD OR WORD THAT IS PRESERVATIVE-TREATED IN ACCORDANCE WITH AWPA U1 FOR THE SPECIES, PRODUCT, PRESERVATIVE AND END USE. PRESERVATIVES SHALL BE LISTED IN SECTION 4 OF AWPA U1.
  - PROVIDE ANTI-GRAFFITI FINISH WITHIN THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS. EXCEPTION: MAINTENANCE OF BUILDING AFFIDAVIT IS REQUIRED BY THE OWNER TO COVENANT AND AGREE WITH THE CITY OF LOS ANGELES TO REMOVE ANY GRAFFITI WITHIN 7 DAYS OF THE GRAFFITI BEING APPLIED. (6306)
  - BUILDINGS SHALL HAVE APPROVED ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION PLACED IN A POSITION THAT IS PLAINLY LEGIBLE AND VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. (R319.1)

ASSEMBLY TYPES	
WALLS	
1	2x4 & 2x6 INTERIOR WALL ASSM. (11A0.10)
2	2x6 PLUMBING WALL ASSM. (21A0.10)
3	1-HR 2x6 INTERIOR WALL ASSM. (31A0.10)
4	1-HR 2x6 EXTERIOR WALL ASSM. (41A0.10)
5	X (51A0.10)
6	4" CONC. PER STRC. (61A0.10)
7	8" CONC. RETAINING WALL PER STRC. (71A0.10)

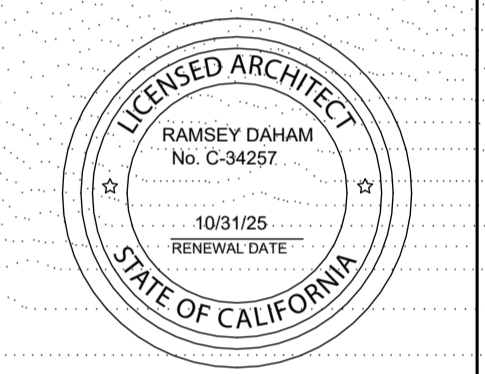
FLOORS	
1	CONC FLOOR PER STRC. W/ WOOD FINISH (91A0.10)
2	CONC FLOOR PER STRC. W/ TILE FINISH (10A0.10)
3	CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (111A0.10)
4	WOOD JOIST PER STRC. W/ WOOD FINISH (121A0.10)
5	WOOD JOIST PER STRC. W/ TILE FINISH (131A0.10)
6	WOOD JOIST W/ WOOD DECK PER SPEC. (141A0.10)
7	WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (151A0.10)



FIRST FLOOR IS LOCATED AT AN ELEVATION OF 9'-0" PER THE FEMA FLOOD ZONE REQUIREMENTS



**breakformdesign**  
 127 arena street, el segundo, ca 90245  
 [o] 310.322.3700



522 S. VENICE BLVD.  
 VENICE, CA 90291

Revision Schedule	
Revision Number	Revision Date

**PROPOSED SECTIONS**

<b>DRAWN</b>	CR
<b>CHECKED</b>	PNK
<b>DATE</b>	7/8/2024 3:28:53 PM
<b>SCALE</b>	As indicated
<b>JOB #</b>	17042

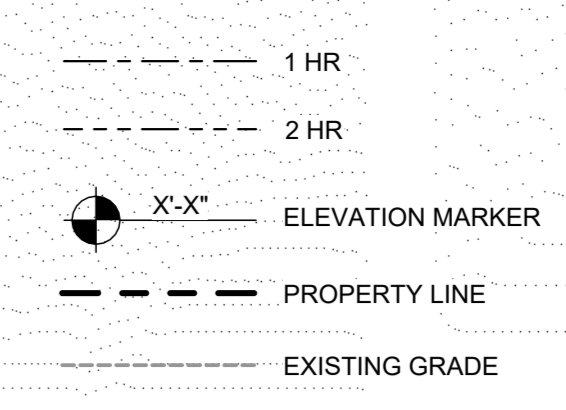
- GENERAL NOTES:**
- EXHAUST FANS TO HAVE 50 CFM INTERMITTENT OR 35 CFM CONTINUOUS.
  - BATHROOM EXHAUST FANS SHALL BE ENERGY STAR COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.
  - NEWLY INSTALLED BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF WHOLE HOUSE VENTILATION SYSTEM MUST BE CONTROLLED BY A HANDBLAT WHICH SHALL BE READILY ACCESSIBLE.
  - INSTALLED AUTOMATIC IRRIGATION SYSTEM CONTROLLERS ARE SOIL BASED.
  - ALL BATHROOMS TO HAVE WATER RESISTANT GYP.
  - CONTRACTOR TO VERIFY PROPERTY LINE & WALL LOCATIONS WITH FIELD SURVEY PRIOR TO WALL PLACEMENT.
  - ALL DIMENSIONS TO FRAMING LINE. COORDINATE WITH WALL TYPES ON A0.5.
  - THE PANEL OR SUBPANEL SHALL PROVIDE CAPACITY TO INSTALL A 40-AMPERE MINIMUM DEDICATED BRANCH CIRCUIT AND SPACE(S) RESERVED TO PERMIT INSTALLATION OF A BRANCH CIRCUIT OVERCURRENT PROTECTIVE DEVICE.
  - THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING AS EV CAPABLE. THE RACEWAY TERMINATION LOCATION SHALL BE PERMANENT AND VISIBLY MARKED BY CAPABLE.
  - 1-HR CONSTRUCTION AT UNDERSIDE OF ALL SIDE YARD PROJECTIONS.
  - ALL DOORS 4" FROM WALL U.O.N.
  - 80% OF THE TOTAL AREA RECEIVING RESILIENT FLOORING SHALL COMPLY WITH ONE OR MORE OF THE FOLLOWING:
    - VOC EMISSION LIMITS DEFINED IN THE CHPS HIGH PERFORMANCE PRODUCTS DATABASE
    - PRODUCTS COMPLIANT WITH THE CHPS CRITERIA CERTIFIED UNDER THE GREENGUARD CHILDREN & SCHOOLS PROGRAM.
    - CERTIFICATION UNDER THE RESILIENT FLOOR COVERING INSTITUTE (RFC) FLOORSCORE PROGRAM.
    - MEET THE CALIFORNIA DEPARTMENT OF PUBLIC HEALTH'S SPECIFICATION.
  - THE HEATING AND AIR-CONDITIONING SYSTEMS SHALL BE SIZED AND DESIGNED USING ANSI/ACCA MANUAL J-2004, ANSI/ACCA 28-D-2009 OR ASHRAE HANDBOOKS AND HAVE THE EQUIPMENT SELECTED IN ACCORDANCE WITH ANSI/ACCA 36-S MANUAL S-2004.
  - THE CONSTRUCTION SHALL NOT RESTRICT A FIVE-FOOT CLEAR AND UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL-BOXES, TRANSFORMER, VAULTS, PUMPS, VALVES, METERS, APPURTENANCES, ETC.) OR TO THE LOCATION OF THE HOOK-UP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.
  - FOR EXISTING POOL ON SITE, PROVIDE AN ALARM FOR DOORS TO THE DWELLING THAT FORM A PART OF THE POOL ENCLOSURE. THE ALARM SHALL SOUND CONTINUOUSLY FOR A MIN. OF 30 SECONDS WHEN THE DOOR IS OPENED. IT SHALL AUTOMATICALLY RESET AND BE EQUIPPED WITH A MANUAL MEANS TO DEACTIVATE (FOR 15 SECS. MAX) FOR A SINGLE OPENING. THE DEACTIVATION SWITCH SHALL BE AT LEAST 5' ABOVE THE FLOOR. (8109 OF LADBC)
  - FOR EXISTING POOL ON SITE, PROVIDE ANTI-ENTRAPMENT COVER MEETING THE CURRENT ASTM OR ASME FOR THE SUCTION OUTLETS OF THE SWIMMING POOL, TODDLER POOL, AND SPA FOR SINGLE FAMILY DWELLINGS PER ASSEMBLY BILL (AB) NO. 297, (3162)
  - FOR ONE- AND TWO-FAMILY DWELLINGS, ANY PERMANENTLY INSTALLED OUTDOOR IN-GROUND SWIMMING POOL OR SPA SHALL BE EQUIPPED WITH A COVER HAVING A MANUAL OR POWER-OPERATED REEL SYSTEM. FOR IRREGULAR-SHAPED POOLS WHERE IT IS INFEASIBLE TO COVER 100 PERCENT OF THE POOL, DUE TO ITS IRREGULAR SHAPE, A MINIMUM OF 80 PERCENT OF THE POOL SHALL BE COVERED.
  - AN APPROVED SEISMIC GAS SHUTOFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWNSTREAM SIDE OF THE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING. (PER ORDINANCE 170,158) (SEPARATE PLUMBING PERMITS IS REQUIRED).
  - PLUMBING FIXTURES ARE REQUIRED TO BE CONNECTED TO A SANITARY SEWER OR TO AN APPROVED SWEAGE DISPOSAL SYSTEM (R306.3).
  - KITCHEN SINKS, LAVATORIES, BATHUBS, SHOWERS, BIDETS, LAUNDRY TUBS AND WASHING MACHINE OUTLETS SHALL BE PROVIDED WITH HOT AND COLD WATER AND CONNECTED TO AN APPROVED WATER SUPPLY (R306.4).

- BATHUB AND SHOWER FLOORS, WALLS ABOVE BATHUBS WITH A SHOWERHEAD, AND SHOWER COMPARTMENTS SHALL BE FINISHED WITH A NONABSORBENT SURFACE. SUCH WALL SURFACES SHALL EXTEND TO A HEIGHT OF NOT LESS THAN 6 FEET ABOVE THE FLOOR (R307.2).
- PROVIDE ULTRA-LOW FLUSH WATER CLOSETS FOR ALL NEW CONSTRUCTION. EXISTING SHOWER HEADS AND TOILETS MUST BE ADAPTED FOR LOW WATER CONSUMPTION.
- WATER HEATER MUST BE STRAPPED TO WALL. (SECC. 507.3, LAPC).
- AUTOMATIC GARAGE DOOR OPENERS, IF PROVIDED, SHALL BE LISTED IN ACCORDANCE WITH UL 325, (R314.6.2).
- SMOKE DETECTORS SHALL BE PROVIDED FOR ALL DWELLING UNITS INTENDED FOR HUMAN OCCUPANCY. UPON THE OWNER'S APPLICATION FOR A PERMIT FOR ALTERATIONS, REPAIRS, OR ADDITIONS, EXCEEDING ONE THOUSAND DOLLARS (\$1000), (R314.6.2).
- WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS OR ADDITIONS EXCEEDING ONE THOUSAND DOLLARS (\$1000), EXISTING DWELLINGS OR SLEEPING UNITS THAT HAVE ATTACHED GARAGES OR FUEL-BURNING APPLIANCES SHALL BE PROVIDED WITH A CARBON MONOXIDE ALARM IN ACCORDANCE WITH SECTION R315.2. CARBON MONOXIDE ALARMS SHALL ONLY BE REQUIRED IN THE SPECIFIC SLEEPING UNIT OR SLEEPING UNIT FOR WHICH THE PERMIT WAS OBTAINED. (R315.2.2).
- EVERY SPACE INTENDED FOR HUMAN OCCUPANCY SHALL BE PROVIDED WITH NATURAL LIGHT BY MEANS OF EXTERIOR GLAZED OPENINGS IN ACCORDANCE WITH SECTION R303.1 OR SHALL BE PROVIDED WITH ARTIFICIAL LIGHT THAT IS ADEQUATE TO PROVIDE AN AVERAGE ILLUMINATION OF 6 FOOT-CANDELES OVER THE AREA OF THE ROOM AT A HEIGHT OF 30 INCHES ABOVE THE FLOOR LEVEL. (R303.1).
- A COPY OF THE EVALUATION REPORT AND/OR CONDITIONS OF LISTING SHALL BE MADE AVAILABLE AT THE JOB SITE.
- A COPY OF THE CONSTRUCTION DOCUMENTS OR A COMPARABLE DOCUMENT INDICATING THE INFORMATION FROM ENERGY CODE SECTIONS 110.10(B) THROUGH 110.10(C) SHALL BE PROVIDED TO THE OCCUPANT.
- THE MAIN ELECTRICAL SERVICE PANEL SHALL HAVE A RESERVED SPACE TO ALLOW FOR INSTALLATION OF DOUBLE POLE CIRCUIT BREAKER FOR A FUTURE SOLAR ELECTRIC INSTALLATION. THE RESERVED SPACE SHALL BE POSITIONED AT THE OPPOSITE (LOAD) END FROM THE INPUT FEEDER LOCATION OR MAIN CIRCUIT LOCATION AND SHALL BE PERMANENTLY MARKED AS FOR FUTURE SOLAR ELECTRIC.
- ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER-STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2" INCH GYPSUM BOARD.
- ALL INTERIOR AND EXTERIOR STAIRWAYS SHALL BE ILLUMINATED.
- FOR GLASS HANDRAILS AND GUARDS, THE PANELS AND THEIR SUPPORT SYSTEM SHALL BE DESIGNED TO WITHSTAND THE LOADS SPECIFIED IN CHAPTER 18 OF 2014 IBC. A SAFETY FACTOR OF FOUR SHALL BE USED. THE MINIMUM NOMINAL THICKNESS OF THE GLASS SHALL BE 1/4" (2407)
- LOOKS SHALL BE INSTALLED ON ALL PUBLICLY ACCESSIBLE EXTERIOR FAUCETS AND HOSE BIBS. (4.304.4)
- FOR SITES WITH OVER 500 SQUARE FEET OF LANDSCAPE AREA WASTE PIPING SHALL BE ARRANGED TO PERMIT DISCHARGE FROM THE CLOTHESWASHER, BATHUB, SHOWERS, AND BATHROOM RESTROOMS WASH BASINS TO BE USED FOR A FUTURE GRAY WATER IRRIGATION SYSTEM. (4.305.1)
- WATER USED IN THE BUILDING FOR WATER CLOSETS, URINALS, FLOOR DRAINS, AND PROCESS COOLING AND HEATING SHALL COME FROM CITY-RECYCLE WATER IF AVAILABLE FOR USE WITHIN 200 FEET OF THE PROPERTY LINE. (4.305.2)
- WHERE GROUNDWATER IS BEING EXTRACTED AND DISCHARGED, A SYSTEM FOR ONSITE REUSE OF THE GROUNDWATER SHALL BE DEVELOPED AND C-CONSTRUCTED IF THE GROUNDWATER WILL NOT BE DISCHARGED TO THE SEWER. (4.305.4)
- THE HOT WATER SYSTEM SHALL NOT ALLOW MORE THAN 0.8 GALLONS OF WATER TO BE DELIVERED TO ANY FIXTURE BEFORE HOT WATER ARRIVES OR SHALL COMPLY WITH EITHER LOS ANGELES PLUMBING CODE SECTION 810.4.1.2 OR 810.4.1.3.
- THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT THE FULL RATED AMPERAGE OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
- THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE. THE RACEWAY TERMINATION LOCATION SHALL BE PERMANENT AND VISIBLY MARKED BY CAPABLE.

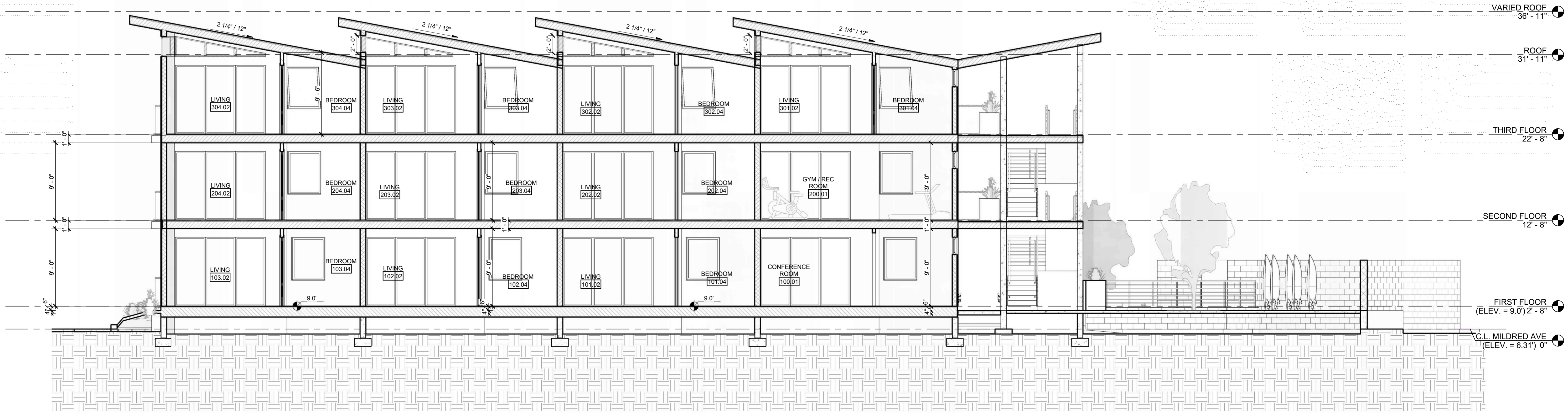
- THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE. THE RACEWAY TERMINATION LOCATION SHALL BE PERMANENT AND VISIBLY MARKED BY CAPABLE.
  - THE PANEL OR SUBPANEL SHALL PROVIDE CAPACITY TO INSTALL A 40-AMPERE MINIMUM DEDICATED BRANCH CIRCUIT AND SPACE(S) RESERVED TO PERMIT INSTALLATION OF A BRANCH CIRCUIT OVERCURRENT PROTECTIVE DEVICE.
  - UNIT SKYLIGHTS SHALL BE LABELED BY A LA CITY APPROVED LABELING AGENCY. SUCH LABEL SHALL STATE THE APPROVED LABELING AGENCY NAME, PRODUCT DESIGNATION AND PERFORMANCE GRADE RATING. (RESEARCH REPORT NOT REQUIRED). (R308.6.9)
- GARAGE / CARPORT:**
- DOORS BETWEEN GARAGE AND THE DWELLING UNIT SHALL HAVE A MINIMUM FIRE PROTECTION RATING OF 20 MINUTES AND SELF-CLOSING AND SELF-LATCHING DEVICES OR SOLID WOOD OR SOLID OR HONEYCOMB CORE STEEL NOT LESS THAN 1/8 INCH THICK. (R302.5.1)
  - GARAGE FLOOR SURFACES SHALL BE OF AN APPROVED NONCOMBUSTIBLE MATERIAL, AND THE AREA USED TO PARK VEHICLES SHALL BE SLOPED TO A DRAIN OR TOWARD THE MAIN VEHICLE ENTRY DOORWAY. (R201)
- FIRE-RESISTANCE RATED CONSTRUCTION:**
- IN COMBUSTIBLE CONSTRUCTION, FIRE BLOCKING SHALL BE PROVIDED TO CUT OFF ALL CONCEALED DRAFT OPENINGS (BOTH VERTICAL AND HORIZONTAL) AND TO FORM AN EFFECTIVE FIRE BARRIER BETWEEN STORES, AND BETWEEN A TOP STORY AND THE ROOF SPACE. (R302.11)
  - IN COMBUSTIBLE CONSTRUCTION WHERE THERE IS USABLE SPACE BOTH ABOVE AND BELOW THE CONCEALED SPACE OF A FLOOR/CEILING ASSEMBLY, DRAFTSTOPS SHALL BE INSTALLED SO THAT THE AREA OF THE CONCEALED SPACE DOES NOT EXCEED 1,000 SQUARE FEET. DRAFTSTOPPING SHALL DIVIDE THE CONCEALED SPACE INTO APPROXIMATELY EQUAL AREAS. (R302.12)
  - THE BUILDING SHALL BE EQUIPPED WITH AN AUTOMATIC RESIDENTIAL FIRE SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION R313.3 OR NFPA13D. (R313, 12.21.1(7)(D))
  - THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION.
  - AN APPROVED SMOKE ALARM SHALL BE INSTALLED IN EACH SLEEPING ROOM & HALLWAY OR AREA GIVING ACCESS TO A SLEEPING ROOM, AND ON EACH STORY AND BASEMENT FOR DWELLINGS WITH MORE THAN ONE STORY. SMOKE ALARMS SHALL BE INTERCONNECTED SO THAT ACTIVATION OF ONE ALARM WILL ACTIVATE ALL THE ALARMS WITHIN THE INDIVIDUAL DWELLING UNIT. IN NEW CONSTRUCTION SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER SOURCE FROM THE BUILDING WIRING AND SHALL BE EQUIPPED WITH BATTERY BACK-UP AND LOW BATTERY SIGNAL. (R314)
  - AN APPROVED CARBON MONOXIDE ALARM SHALL BE INSTALLED IN DWELLING UNITS AND IN SLEEPING UNITS WITHIN WHICH FUEL-BURNING APPLIANCES ARE INSTALLED AND IN DWELLING UNITS THAT HAVE ATTACHED GARAGES. CARBON MONOXIDE ALARM SHALL BE PROVIDED OUTSIDE OF EACH SEPARATE SLEEPING UNIT SLEEPING AREA IN THE IMMEDIATE VICINITY OF THE BEDROOM(S) AND ON EVERY LEVEL OF A DWELLING UNIT INCLUDING BASEMENTS. (R315)
  - ALL INTERIOR AND EXTERIOR STAIRWAYS SHALL BE ILLUMINATED.
- BUILDING ENVELOPE:**
- PROTECTION OF WOOD AND WOOD BASED PRODUCTS FROM DECAY SHALL BE PROVIDED IN THE LOCATIONS SPECIFIED PER SECTION R317.1 BY THE USE OF NATURALLY DURABLE WOOD OR WORD THAT IS PRESERVATIVE-TREATED IN ACCORDANCE WITH AWPA U1 FOR THE SPECIES, PRODUCT, PRESERVATIVE AND END USE. PRESERVATIVES SHALL BE LISTED IN SECTION 4 OF AWPA U1.
  - PROVIDE ANTI-GRAFFITI FINISH WITHIN THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS. EXCEPTION: MAINTENANCE OF BUILDING AFFIDAVIT IS REQUIRED BY THE OWNER TO COVENANT AND AGREE WITH THE CITY OF LOS ANGELES TO REMOVE ANY GRAFFITI WITHIN 7 DAYS OF THE GRAFFITI BEING APPLIED. (R306)
  - BUILDINGS SHALL HAVE APPROVED ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION PLACED IN A POSITION THAT IS PLAINLY LEGIBLE AND VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. (R319.1)

**ASSEMBLY TYPES**

WALLS	FLOORS
1 2x4 & 2x6 INTERIOR WALL ASSM. (1/4O.10)	1 CONC FLOOR PER STRC. W/ WOOD FINISH (9/4O.10)
2 2x6 PLUMBING WALL ASSM. (2/4O.10)	2 CONC FLOOR PER STRC. W/ TILE FINISH (10/4O.10)
3 1-HR 2x6 INTERIOR WALL ASSM. (3/4O.10)	3 CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (11/4O.10)
4 1-HR 2x6 EXTERIOR WALL ASSM. (4/4O.10)	4 WOOD JOIST PER STRC. W/ WOOD FINISH (12/4O.10)
5 X (5/4O.10)	5 WOOD JOIST PER STRC. W/ TILE FINISH (13/4O.10)
6 4" CONC. PER STRC. (6/4O.10)	6 WOOD JOIST W/ WOOD DECK PER SPEC. (14/4O.10)
7 8" CONC. RETAINING WALL PER STRC. (7/4O.10)	7 WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (15/4O.10)

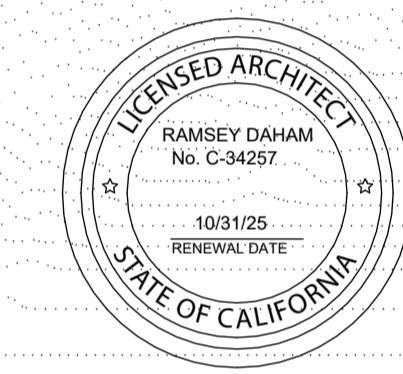


FIRST FLOOR IS LOCATED AT AN ELEVATION OF 9'-0" PER THE FEMA FLOOD ZONE REQUIREMENTS



**breakformdesign**

127 arena street, el segundo, ca 90245  
[o] 310.322.3700



**522 S. VENICE BLVD.  
VENICE, CA 90291**

**Revision Schedule**

Revision Number	Revision Date

**PROPOSED SECTIONS**

<b>DRAWN</b>	OR
<b>CHECKED</b>	PNK
<b>DATE</b>	7/8/2024 3:29:00 PM
<b>SCALE</b>	As indicated
<b>JOB #</b>	17042

**GENERAL NOTES**

- EXHAUST FANS TO HAVE 50 CFM INTERMITTENT OR 35 CFM CONTINUOUS.
- BATHROOM EXHAUST FANS SHALL BE ENERGY STAR COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.
- NEWLY INSTALLED BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF WHOLE HOUSE VENTILATION SYSTEM MUST BE CONTROLLED BY A HANDBLAT WHICH SHALL BE READILY ACCESSIBLE.
- INSTALLED AUTOMATIC IRRIGATION SYSTEM CONTROLLERS ARE SOIL BASED.
- ALL BATHROOMS TO HAVE WATER RESISTANT GYP.
- CONTRACTOR TO VERIFY PROPERTY LINE & WALL LOCATIONS WITH FIELD SURVEY PRIOR TO WALL PLACEMENT.
- ALL DIMENSIONS TO FRAMING LINE. COORDINATE WITH WALL TYPES ON A3.5.
- THE PANEL OR SUBPANEL SHALL PROVIDE CAPACITY TO INSTALL A 40-AMPERE MINIMUM DEDICATED BRANCH CIRCUIT AND SPACE(S) RESERVED TO PERMIT INSTALLATION OF A BRANCH CIRCUIT OVERCURRENT PROTECTIVE DEVICE.
- THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING AS EV CAPABLE. THE RACEWAY TERMINATION LOCATION SHALL BE PERMANENT AND VISIBLY MARKED BY CAPABLE.
- 1-HR CONSTRUCTION AT UNDERSIDE OF ALL SIDE YARD PROJECTIONS.
- ALL DOORS 4" FROM WALL U.O.N.
- 80% OF THE TOTAL AREA RECEIVING RESILIENT FLOORING SHALL COMPLY WITH ONE OR MORE OF THE FOLLOWING:
  - VOC EMISSION LIMITS DEFINED IN THE CHPS HIGH PERFORMANCE PRODUCTS DATABASE
  - PRODUCTS COMPLIANT WITH THE CHPS CRITERIA CERTIFIED UNDER THE GREENGUARD CHILDREN & SCHOOLS PROGRAM.
  - CERTIFICATION UNDER THE RESILIENT FLOOR COVERING INSTITUTE (RFI) FLOORSCORE PROGRAM.
  - MEET THE CALIFORNIA DEPARTMENT OF PUBLIC HEALTH'S SPECIFICATION.
- THE HEATING AND AIR-CONDITIONING SYSTEMS SHALL BE SIZED AND DESIGNED USING ANSII/ACCA MANUAL J-2004, ANSII/ACCA 28-D-2009 OR ASHRAE HANDBOOKS AND HAVE THE EQUIPMENT SELECTED IN ACCORDANCE WITH ANSII/ACCA 36-S MANUAL S-2004.
- THE CONSTRUCTION SHALL NOT RESTRICT A FIVE-FOOT CLEAR AND UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL-BOXES, TRANSFORMER, VAULTS, VALVES, METERS, APPURTENANCES, ETC.) OR TO THE LOCATION OF THE HOOK-UP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.
- FOR EXISTING POOL ON SITE, PROVIDE AN ALARM FOR DOORS TO THE DWELLING THAT FORM A PART OF THE POOL ENCLOSURE. THE ALARM SHALL SOUND CONTINUOUSLY FOR A MIN. OF 30 SECONDS WHEN THE DOOR IS OPENED. IT SHALL AUTOMATICALLY RESET AND BE EQUIPPED WITH A MANUAL MEANS TO DEACTIVATE (FOR 15 SECS. MAX) FOR A SINGLE OPENING. THE DEACTIVATION SWITCH SHALL BE AT LEAST 5' ABOVE THE FLOOR. (8109 OF LADBC)
- FOR EXISTING POOL ON SITE, PROVIDE ANTI-ENTRAPMENT COVER MEETING THE CURRENT ASTM OR ASME FOR THE SUCTION OUTLETS OF THE SWIMMING POOL, TODDLER POOL, AND SPA FOR SINGLE FAMILY DWELLINGS PER ASSEMBLY BILL (AB) NO. 297. (3162B)
- FOR ONE- AND TWO-FAMILY DWELLINGS, ANY PERMANENTLY INSTALLED OUTDOOR IN-GROUND SWIMMING POOL OR SPA SHALL BE EQUIPPED WITH A COVER HAVING A MANUAL OR POWER-OPERATED REEL SYSTEM. FOR IRREGULAR-SHAPED POOLS WHERE IT IS INFEASIBLE TO COVER 100 PERCENT OF THE POOL, DUE TO ITS IRREGULAR SHAPE, A MINIMUM OF 80 PERCENT OF THE POOL SHALL BE COVERED.
- AN APPROVED SEISMIC GAS SHUTOFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWNSTREAM SIDE OF THE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING. (PER ORDINANCE 170, 158) (SEPARATE PLUMBING PERMITS IS REQUIRED).
- PLUMBING FIXTURES ARE REQUIRED TO BE CONNECTED TO A SANITARY SEWER OR TO AN APPROVED SWEAGE DISPOSAL SYSTEM (R306.3).
- KITCHEN SINKS, LAVATORIES, BATHTUBS, SHOWERS, BIDETS, LAUNDRY TUBS AND WASHING MACHINE OUTLETS SHALL BE PROVIDED WITH HOT AND COLD WATER AND CONNECTED TO AN APPROVED WATER SUPPLY (R306.4).

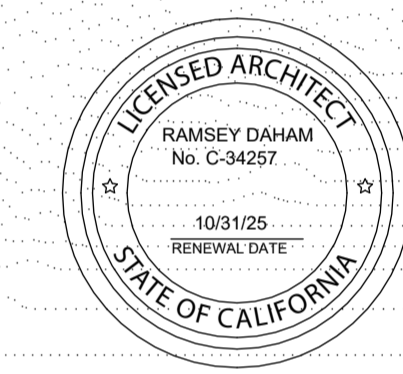
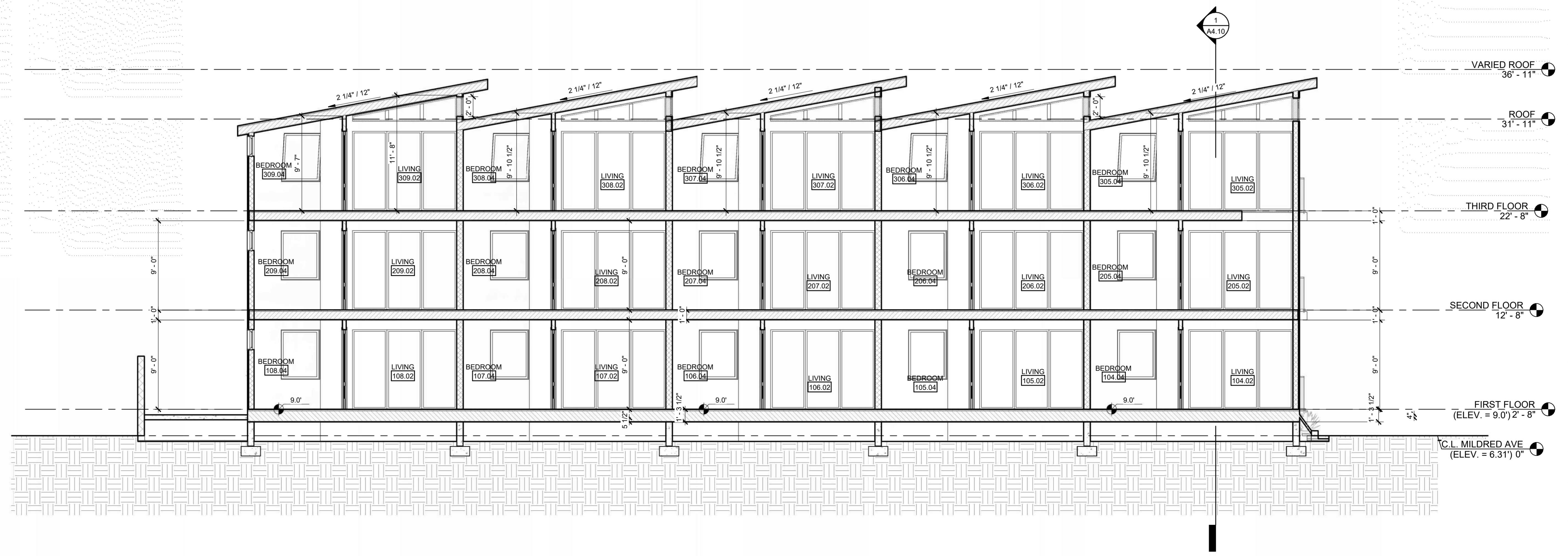
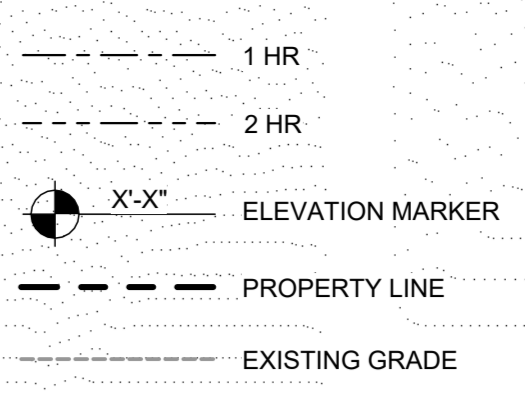
- BATHTUB AND SHOWER FLOORS, WALLS ABOVE BATHTUBS WITH A SHOWERHEAD, AND SHOWER COMPARTMENTS SHALL BE FINISHED WITH A NONABSORBENT SURFACE. SUCH WALL SURFACES SHALL EXTEND TO A HEIGHT OF NOT LESS THAN 6 FEET ABOVE THE FLOOR (R307.2).
- PROVIDE ULTRA-LOW FLUSH WATER CLOSETS FOR ALL NEW CONSTRUCTION. EXISTING SHOWER HEADS AND TOILETS MUST BE ADAPTED FOR LOW WATER CONSUMPTION.
- WATER HEATER MUST BE STRAPPED TO WALL. (SEC. 507.3, LAPC).
- AUTOMATIC GARAGE DOOR OPENERS, IF PROVIDED, SHALL BE LISTED IN ACCORDANCE WITH UL 325, (R314.6.2).
- SMOKE DETECTORS SHALL BE PROVIDED FOR ALL DWELLING UNITS INTENDED FOR HUMAN OCCUPANCY, UPON THE OWNER'S APPLICATION FOR A PERMIT FOR ALTERATIONS, REPAIRS, OR ADDITIONS, EXCEEDING ONE THOUSAND DOLLARS (\$1000). (R314.6.2).
- WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS OR ADDITIONS EXCEEDING ONE THOUSAND DOLLARS (\$1000), EXISTING DWELLINGS OR SLEEPING UNITS THAT HAVE ATTACHED GARAGES OR FUEL-BURNING APPLIANCES SHALL BE PROVIDED WITH A CARBON MONOXIDE ALARM IN ACCORDANCE WITH SECTION R315.2. CARBON MONOXIDE ALARMS SHALL ONLY BE REQUIRED IN THE SPECIFIC SLEEPING UNIT OR SLEEPING UNIT FOR WHICH THE PERMIT WAS OBTAINED. (R315.2.2).
- EVERY SPACE INTENDED FOR HUMAN OCCUPANCY SHALL BE PROVIDED WITH NATURAL LIGHT BY MEANS OF EXTERIOR GLAZED OPENINGS IN ACCORDANCE WITH SECTION R303.1 OR SHALL BE PROVIDED WITH ARTIFICIAL LIGHT THAT IS ADEQUATE TO PROVIDE AN AVERAGE ILLUMINATION OF 6 FOOT-CANDELES OVER THE AREA OF THE ROOM AT A HEIGHT OF 30 INCHES ABOVE THE FLOOR LEVEL. (R303.1).
- A COPY OF THE EVALUATION REPORT AND/OR CONDITIONS OF LISTING SHALL BE MADE AVAILABLE AT THE JOB SITE.
- A COPY OF THE CONSTRUCTION DOCUMENTS OR A COMPARABLE DOCUMENT INDICATING THE INFORMATION FROM ENERGY CODE SECTIONS 110.10(B) THROUGH 110.10(C) SHALL BE PROVIDED TO THE OCCUPANT.
- THE MAIN ELECTRICAL SERVICE PANEL SHALL HAVE A RESERVED SPACE TO ALLOW FOR INSTALLATION OF DOUBLE POLE CIRCUIT BREAKER FOR A FUTURE SOLAR ELECTRIC INSTALLATION. THE RESERVED SPACE SHALL BE POSITIONED AT THE OPPOSITE (LOAD) END FROM THE INPUT FEEDER LOCATION OR MAIN CIRCUIT LOCATION AND SHALL BE PERMANENTLY MARKED AS FOR FUTURE SOLAR ELECTRIC.
- ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER-STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2 INCH GYPSUM BOARD.
- ALL INTERIOR AND EXTERIOR STAIRWAYS SHALL BE ILLUMINATED.
- FOR GLASS HANDRAILS AND GUARDS, THE PANELS AND THEIR SUPPORT SYSTEM SHALL BE DESIGNED TO WITHSTAND THE LOADS SPECIFIED IN CHAPTER 18 OF 2014 IBC. A SAFETY FACTOR OF FOUR SHALL BE USED. THE MINIMUM NOMINAL THICKNESS OF THE GLASS SHALL BE 1/4" (2407)
- LOCKS SHALL BE INSTALLED ON ALL PUBLICLY ACCESSIBLE EXTERIOR FAUCETS AND HOSE BIBS. (4.304.4)
- FOR SITES WITH OVER 500 SQUARE FEET OF LANDSCAPE AREA, WASTE PIPING SHALL BE ARRANGED TO PERMIT DISCHARGE FROM THE CLOTHESWASHER, BATHTUB, SHOWERS, AND BATHROOM/RESTROOMS WASH BASIN TO BE USED FOR A FUTURE GRAY WATER IRRIGATION SYSTEM. (4.305.1)
- WATER USED IN THE BUILDING FOR WATER CLOSETS, URINALS, FLOOR DRAINS, AND PROCESS COOLING AND HEATING SHALL COME FROM CITY-RECYCLE WATER IF AVAILABLE FOR USE WITHIN 200 FEET OF THE PROPERTY LINE. (4.305.2)
- WHERE GROUNDWATER IS BEING EXTRACTED AND DISCHARGED, A SYSTEM FOR ONSITE REUSE OF THE GROUNDWATER SHALL BE DEVELOPED AND C-UNSTRUCTURED IF THE GROUNDWATER WILL NOT BE DISCHARGED TO THE SEWER. (4.305.4)
- THE HOT WATER SYSTEM SHALL NOT ALLOW MORE THAN 68 GALLONS OF WATER TO BE DELIVERED TO ANY FIXTURE BEFORE HOT WATER ARRIVES OR SHALL COMPLY WITH EITHER LOS ANGELES PLUMBING CODE SECTION 610.4.1.2 OR 610.4.1.3.
- THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED EV SPACES AT THE FULL RATED AMPERAGE OF THE EVSE. PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM BRANCH CIRCUIT. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
- THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE SPACE(S) RESERVED FOR FUTURE EV CHARGING PURPOSES AS EV CAPABLE. THE RACEWAY TERMINATION LOCATION SHALL BE PERMANENT AND VISIBLY MARKED BY CAPABLE.

- ASSEMBLY TYPES**
- WALLS**
- 1 2x4 & 2x6 INTERIOR WALL, ASSM. (1/4A.10)
  - 2 2x6 PLUMBING WALL ASSM. (2/4A.10)
  - 3 1-HR 2x6 INTERIOR WALL ASSM. (3/4A.10)
  - 4 1-HR 2x6 EXTERIOR WALL ASSM. (4/4A.10)
  - 5 X (5/4A.10)
  - 6 4" CONC. PER STRC. (6/4A.10)
  - 7 8" CONC. RETAINING WALL PER STRC. (7/4A.10)
- FLOORS**
- 1 CONC FLOOR PER STRC. W/ WOOD FINISH (9/4A.10)
  - 2 CONC FLOOR PER STRC. W/ TILE FINISH (10/4A.10)
  - 3 CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (11/4A.10)
  - 4 WOOD JOIST PER STRC. W/ WOOD FINISH (12/4A.10)
  - 5 WOOD JOIST PER STRC. W/ TILE FINISH (13/4A.10)
  - 6 WOOD JOIST W/ WOOD DECK PER SPEC. (14/4A.10)
  - 7 WOOD JOIST PER STRC. W/ METAL ROOFING PER SPEC. (15/4A.10)

- GARAGE CARPORT:**
- DOORS BETWEEN GARAGE AND THE DWELLING UNIT SHALL HAVE A MINIMUM FIRE PROTECTION RATING OF 20 MINUTES AND SELF-CLOSING AND SELF-LATCHING DEVICES, OR SOLID WOOD OR SOLID OR HONEYCOMB CORE STEEL NOT LESS THAN 1 3/8 INCHES THICK. (R302.5.1)
  - GARAGE FLOOR SURFACES SHALL BE OF AN APPROVED NONCOMBUSTIBLE MATERIAL, AND THE AREA USED TO PARK VEHICLES SHALL BE SLOPED TO A DRAIN OR TOWARD THE MAIN VEHICLE ENTRY DOORWAY. (R201)
- FIRE-RESISTANCE RATED CONSTRUCTION:**
- IN COMBUSTIBLE CONSTRUCTION, FIRE BLOCKING SHALL BE PROVIDED TO CUT OFF ALL CONCEALED DRAFT OPENINGS (BOTH VERTICAL AND HORIZONTAL) AND TO FORM AN EFFECTIVE FIRE BARRIER BETWEEN STORES, AND BETWEEN A TOP STORY AND THE ROOF SPACE. (R302.11)
  - IN COMBUSTIBLE CONSTRUCTION WHERE THERE IS USABLE SPACE BOTH ABOVE AND BELOW THE CONCEALED SPACE OF A FLOOR/CILING ASSEMBLY, DRAFTSTOPS SHALL BE INSTALLED SO THAT THE AREA OF THE CONCEALED SPACE DOES NOT EXCEED 1,000 SQUARE FEET. DRAFTSTOPPING SHALL DIVIDE THE CONCEALED SPACE INTO APPROXIMATELY EQUAL AREAS. (R302.12)
  - THE BUILDING SHALL BE EQUIPPED WITH AN AUTOMATIC RESIDENTIAL FIRE SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION R313.3 OR NFPA13D. (R313, 12.21417(D))
  - THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION.
  - AN APPROVED SMOKE ALARM SHALL BE INSTALLED IN EACH SLEEPING ROOM & HALLWAY OR AREA GIVING ACCESS TO A SLEEPING ROOM, AND ON EACH STORY AND BASEMENT FOR DWELLINGS WITH MORE THAN ONE STORY. SMOKE ALARMS SHALL BE INTERCONNECTED SO THAT ACTIVATION OF ONE ALARM WILL ACTIVATE ALL THE ALARMS WITHIN THE INDIVIDUAL DWELLING UNIT. IN NEW CONSTRUCTION SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER SOURCE FROM THE BUILDING WIRING AND SHALL BE EQUIPPED WITH BATTERY BACK-UP AND LOW BATTERY SIGNAL. (R314)
  - AN APPROVED CARBON MONOXIDE ALARM SHALL BE INSTALLED IN DWELLING UNITS AND IN SLEEPING UNITS WITHIN WHICH FUEL-BURNING APPLIANCES ARE INSTALLED AND IN DWELLING UNITS THAT HAVE ATTACHED GARAGES. CARBON MONOXIDE ALARM SHALL BE PROVIDED OUTSIDE OF EACH SEPARATE SLEEPING AREA IN THE IMMEDIATE VICINITY OF THE BEDROOM(S) AND ON EVERY LEVEL OF A DWELLING UNIT INCLUDING BASEMENTS. (R315)
  - ALL INTERIOR AND EXTERIOR STAIRWAYS SHALL BE ILLUMINATED.

- BUILDING ENVELOPE:**
- PROTECTION OF WOOD AND WOOD BASED PRODUCTS FROM DECAY SHALL BE PROVIDED IN THE LOCATIONS SPECIFIED PER SECTION R317.1 BY THE USE OF NATURALLY DURABLE WOOD OR WOOD THAT IS PRESERVATIVE-TREATED IN ACCORDANCE WITH AWPA U1 FOR THE SPECIES, PRODUCT, PRESERVATIVE AND END USE. PRESERVATIVES SHALL BE LISTED IN SECTION 4 OF AWPA U1.
  - PROVIDE ANTI-GRAFFITI FINISH WITHIN THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS. EXCEPTION: MAINTENANCE OF BUILDING AFFIDAVIT IS REQUIRED BY THE OWNER TO COVENANT AND AGREE WITH THE CITY OF LOS ANGELES TO REMOVE ANY GRAFFITI WITHIN 7 DAYS OF THE GRAFFITI BEING APPLIED. (R306)
  - BUILDINGS SHALL HAVE APPROVED ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION PLACED IN A POSITION THAT IS PLAINLY LEGIBLE AND VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. (R319.1)

FIRST FLOOR IS LOCATED AT AN ELEVATION OF 9'-0" PER THE FEMA FLOOD ZONE REQUIREMENTS



522 S. VENICE BLVD.  
 VENICE, CA 90291

Revision Schedule	
Revision Number	Revision Date

**PROPOSED SECTIONS**

<b>DRAWN</b>	CR
<b>CHECKED</b>	PNK
<b>DATE</b>	7/8/2024 3:29:07 PM
<b>SCALE</b>	As indicated
<b>JOB #</b>	17042

**DEMO NOTES:**

1. ANY DEMOLITION DRAWINGS AND NOTES ARE PROVIDED FOR CONVENIENCE AND INFORMATION ONLY AND ARE NOT INTENDED TO REPRESENT THE COMPREHENSIVE STATE OF THE BUILDING(S). VERIFY THE EXISTING STATE OF THE BUILDING(S) FINISHES AND BUILDING SYSTEMS.
2. CONTRACTOR TO COORDINATE AND VERIFY ALL DEMOLITION WITH ALL ALTERATION PLANS.
3. FOLLOWING DEMOLITION, ALL EXISTING DIMENSIONS AND CONDITIONS ARE TO BE CHECKED BY THE CONTRACTOR FOR CONFORMANCE WITH THE REQUIREMENTS OF THE NEW CONSTRUCTION. ANY INCONSISTENCIES OR UNFORESEEN CONDITIONS ARE TO BE SUBMITTED TO THE ARCHITECT FOR REVIEW PRIOR TO THE COMMENCEMENT OF WORK.
4. CONTRACTOR TO REMOVE ALL DEMOLISHED MATERIALS AND ITEMS FROM THE SITE IN ACCORDANCE WITH ALL APPLICABLE AGENCY CODES AND REGULATIONS.
5. CONTRACTOR SHALL TAKE SPECIAL CARE TO PRESERVE THOSE ELEMENTS THAT ARE TO REMAIN. ANY ITEMS THAT ARE TO BE RE-USED MUST BE STORED AND PROTECTED AS REQUIRED FOR RE-USE.
6. CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO ENSURE THE SAFETY OF THE EXISTING STRUCTURE.
7. CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN ALL TEMPORARY BARRIERS AND GUARDS, AND ALL TEMPORARY SHORING AND BRACING AS REQUIRED BY ALL CITY AND STATE REGULATIONS.

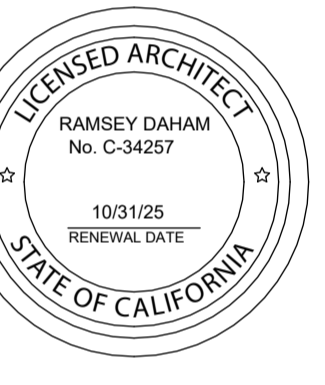
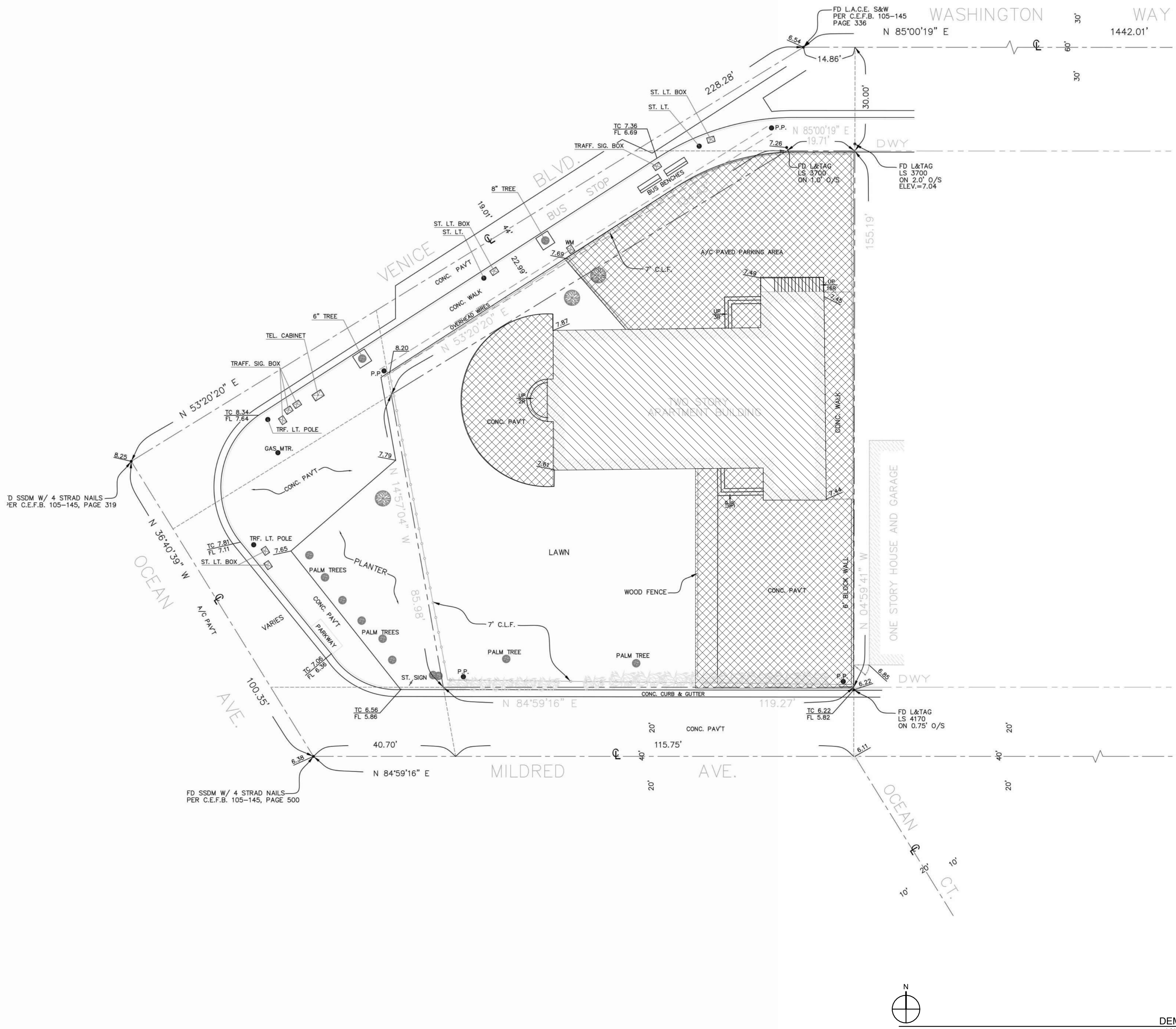
**GREEN BUILDING STANDARDS NOTES:**

1. A MINIMUM OF 50% OF NONHAZARDOUS CONSTRUCTION WASTE IS TO BE RECYCLED
2. TESTING AND ADJUSTING OF NEW SYSTEMS INSTALLED TO SERVE AN ADDITION OR ALTERATION SUBJECT TO SECTION 5.701.1 SHALL BE REQUIRED
3. PROVIDE THE BUILDING OWNER OR REPRESENTATIVE WITH DETAILED OPERATING AND MAINTENANCE INSTRUCTIONS AND COPIES OF GUARANTIES/ WARRANTIES FOR EACH SYSTEM. O&M INSTRUCTIONS SHALL BE CONSISTENT WITH OSHA REQUIREMENTS IN CCR, TITLE 8, SECTION 5142, AND OTHER RELATED REGULATIONS.
4. AT THE TIME OF ROUGH INSTALLATION AND DURING STORAGE ON THE CONSTRUCTION SITE UNTIL FINAL STARTUP OF HEATING, COOLING AND VENTILATING EQUIPMENT, ALL DUCT AND OTHER RELATED AIR DISTRIBUTION COMPONENT OPENINGS SHALL BE COVERED WITH TAPE, PLASTIC, SHEET METAL OR OTHER METHODS ACCEPTABLE TO THE ENFORCING AGENCY TO REDUCE THE AMOUNT OF DUST, WATER AND DEBRIS WHICH MAY ENTER THE SYSTEM
5. VOC'S MUST COMPLY WITH THE LIMITATIONS LISTED IN SECTION 5.504.4 AND TABLES 4.504.1, 5.504.4.2, 5.504.4.3 AND 5.504.4.5 FOR: ADHESIVES, SEALANTS, PAINTS AND COATINGS, CARPET AND COMPOSITION WOOD PRODUCTS.
6. WASTE WATER FIXTURES SHALL COMPLY WITH THE STANDARDS LISTED IN CGC TABLE 5.303.6 AND 5.712.3.5.
7. WHERE LANDSCAPE IRRIGATION IS A PART OF THE ADDITION OR TENANT IMPROVEMENT, LANDSCAPE IRRIGATION WATER USE SHALL HAVE WEATHER BASED CONTROLLERS. CGC 5.712.4.3.1.
8. SUBMIT TO THE ENGINEERING DEPARTMENT A CONSTRUCTION WASTE MANAGEMENT PLAN THAT OUTLINES THE ITEMS LISTED IN CGC SECTION 5.713.8.1.1
9. PRIOR TO FINAL APPROVAL OF THE BUILDING THE LICENSED CONTRACTOR, ARCHITECT OR ENGINEER IS RESPONSIBLE OF THE OVERALL CONSTRUCTION AND MUST COMPLETE AND SIGN THE CITY APPROVED GREEN BUILDING STANDARDS CERTIFICATION FORM OR OTHER DOCUMENTATION REQUIRED BY THE CITY AND GIVEN TO THE BUILDING DEPARTMENT OFFICIAL PRIOR TO BUILDING FINAL APPROVAL TO BE FILED WITH THE APPROVED PLANS.
10. THIS PROJECT IS NOT LOCATED WITHIN A CNEL OF 65 OR GREATER.

DEMO ALL BUILDINGS & FOUNDATIONS

DEMO EXISTING SITE WORK

\* FOR REFERENCE ONLY



522 S. VENICE BLVD.  
VENICE, CA 90291

Revision Schedule

Revision Number	Revision Date

DEMO PLAN

DRAWN CR

CHECKED PNK

DATE 7/8/2024 3:29:11 PM

SCALE 1/16" = 1'-0"

JOB # 17042

DEMO



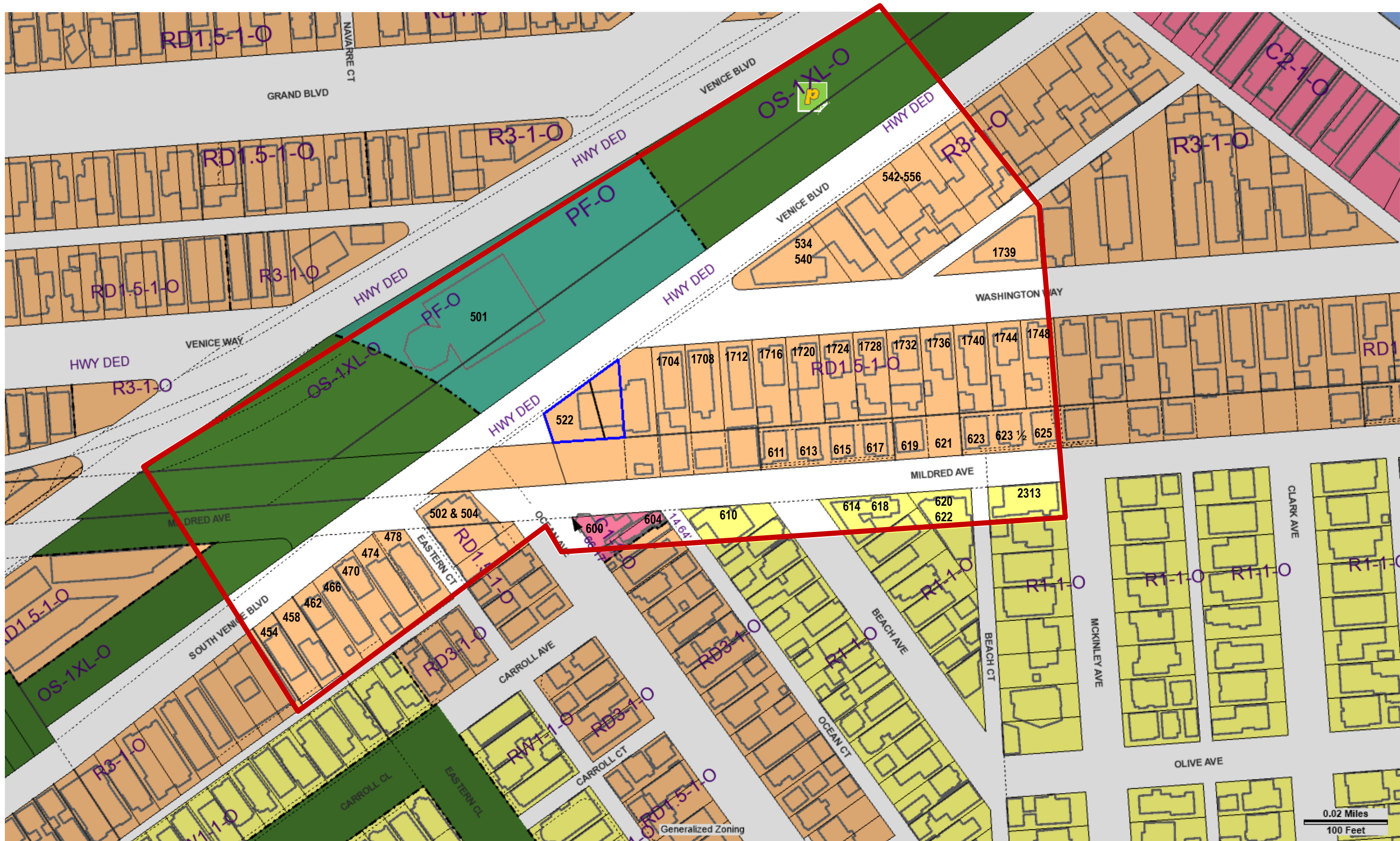




**breakform** design

CPC-2020-5839-DB-CU-CDP-MEL-SPP-HCA

## Exhibit C: Context and Parking Analysis



522 E VENICE BLVD VENICE, CA 90291

06/10/2022

**BREAKFORM DESIGN**

CONTEXT STUDY - VENICE BLVD

30'-0"  
25'-0"

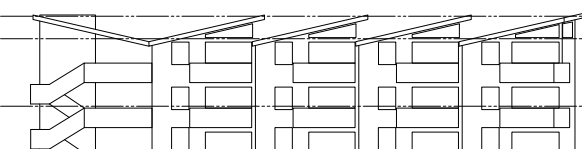
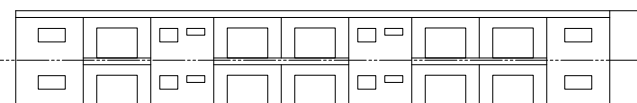
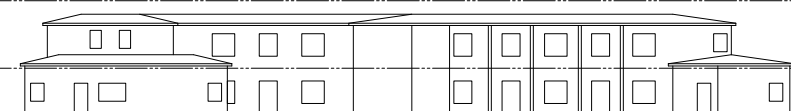
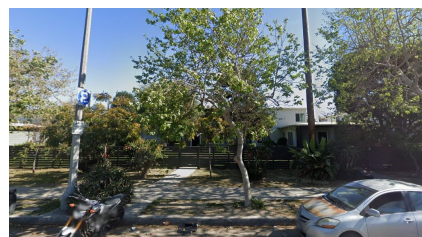
10'-0"

0'-0"

ABBOTT KINNEY LIBRARY PARKING

VENICE OF AMERICA CENTENNIAL PARK

### VENICE BLVD - NORTH ELEVATION



30'-0"  
25'-0"

10'-0"

0'-0"

542-556 E VENICE BLVD

534 & 540 E VENICE BLVD

WASHINGTON WAY

522 E VENICE BLVD

2 STORY (14 UNITS)  
11,806 SF  
F/Y: 12 FT  
Y/B: 1949  
**\*HISTORIC BLDG  
SURVEY LA**

2 STORY (12 UNITS)  
8,145 SF  
F/Y: 12 FT  
Y/B: 1962

PROPOSED

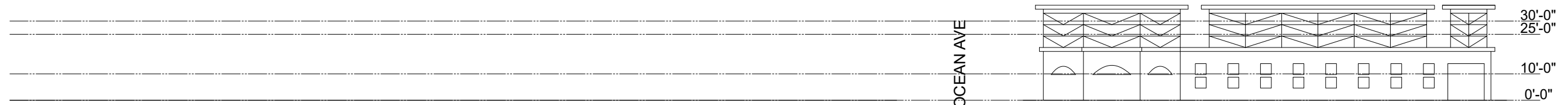
### VENICE BLVD - SOUTH ELEVATION

522 E VENICE BLVD VENICE, CA 90291

06/10/2022

**BREAKFORM DESIGN**

CONTEXT STUDY - VENICE BLVD  
1" = 40'-0"



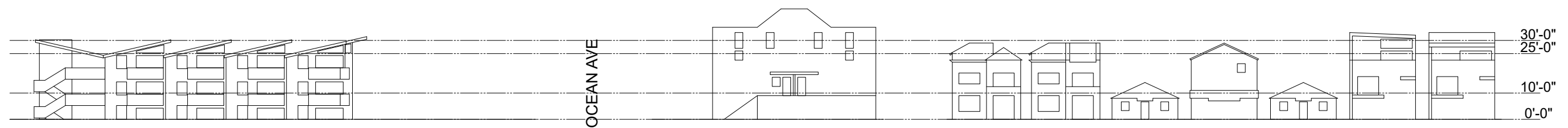
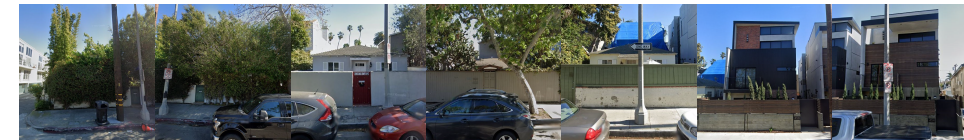
501 S VENICE BLVD  
(ABBOTT KINNEY MEMORIAL BRANCH LIBRARY)

VENICE BLVD - NORTH ELEVATION

1 STORY  
10,500 SF  
F/Y: N/A  
Y/B: 1995



breakformdesign



522 E VENICE BLVD

PROPOSED

502 & 504 E VENICE BLVD  
2201 S OCEAN AVE

4 STORY  
14,025 SF (10 UNITS)  
F/Y: 30 FT  
Y/B: 1975  
\*ROOF ACCESS

478

2 STORY  
2,428 SF  
F/Y: 30 FT  
Y/B: 1999  
\*ROOF ACCESS

474

2 STORY  
2,428 SF  
F/Y: 30 FT  
Y/B: 1999  
\*ROOF ACCESS

470

1 STORY  
792 SF  
F/Y: 10 FT  
Y/B: 1952

466

BLDG 1  
1 STORY  
498 SF  
F/Y: 15 FT  
Y/B: 1926

462

1 STORY  
792 SF  
F/Y: 15 FT  
Y/B: 1952

458

2 STORY  
4,104 SF  
F/Y: 15 FT  
Y/B: 2018

454 & 456

2 STORY  
4,104 SF  
F/Y: 15 FT  
Y/B: 2018

VENICE BLVD - SOUTH ELEVATION

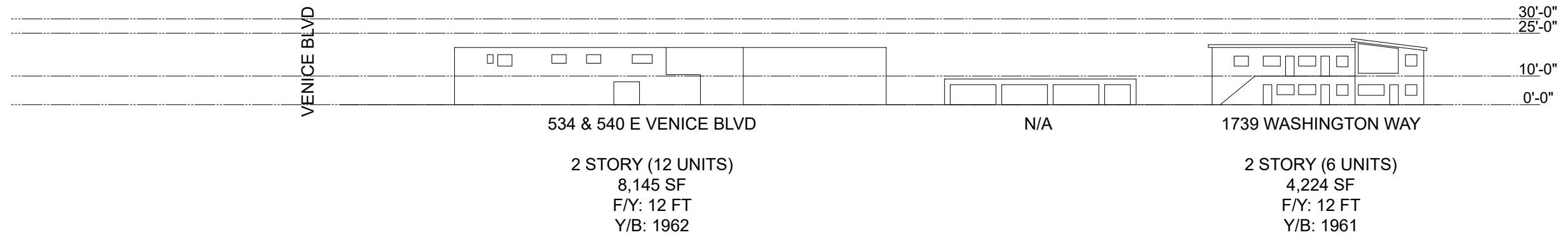
522 E VENICE BLVD VENICE, CA 90291

06/10/2022

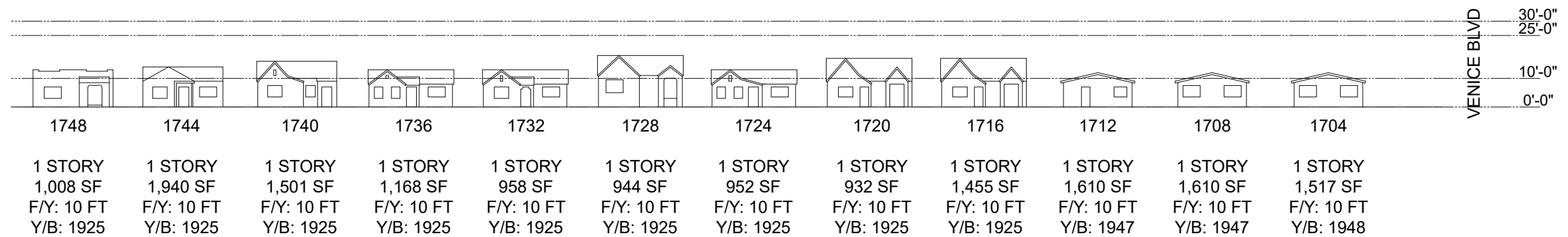
**BREAKFORM DESIGN**

CONTEXT STUDY - VENICE BLVD

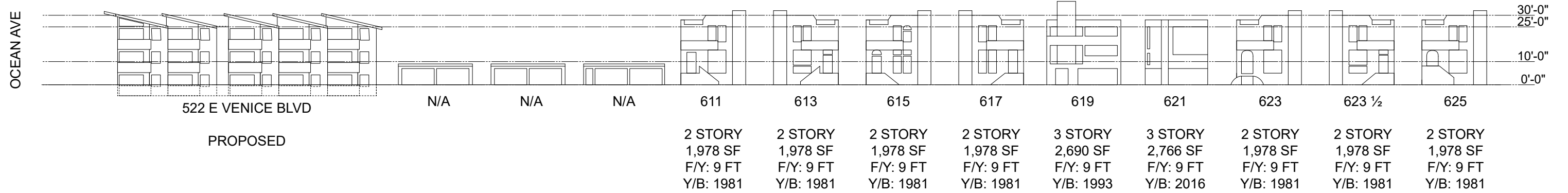
1" = 40'-0"



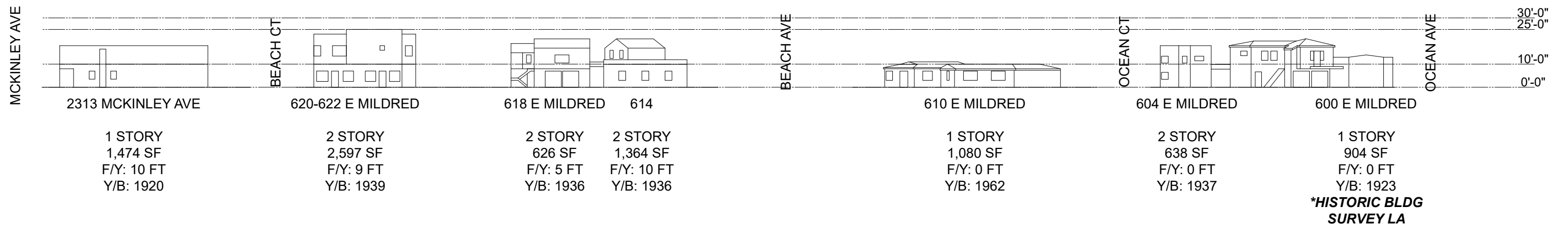
WASHINGTON WAY - NORTH ELEVATION



WASHINGTON WAY - SOUTH ELEVATION



MILDRED AVENUE - NORTH ELEVATION



MILDRED AVENUE - SOUTH ELEVATION

522 E VENICE BLVD VENICE, CA 90291

06/10/2022

**BREAKFORM DESIGN**

CONTEXT STUDY - MILDRED AVE  
1" = 40'-0"

CPC-2020-5839-DB-CU-CDP-MEL-SPP-HCA

## Exhibit D: Environmental Clearance





## JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2020-5840-CE

On January 31, 2024, the Planning Department determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject project as Categorical Exempt under State CEQA Guidelines, Article 19 Sections 15301 (Class 1) and 15332 (Class 32), Case No. ENV-2020-5840-CE. The project proposes the demolition of a three-story, 16,716 square-foot, 25-unit apartment building, of which six (6) dwelling units will be set aside for very low-income households, providing five (5) parking spaces on site. The Categorical Exemption prepared for the proposed project is appropriate pursuant to CEQA Guidelines Sections 15301 (Class 1) and 15332 (Class 32).

The Notice of Exemption and Justification for Project Exemption for Environmental Case No. ENV-2020-5840-CE is provided in the case file and attached as Exhibit D.

The Class 1 Categorical Exemption allows for demolition and removal of individual small structures such as a duplex or similar multifamily residential structure. In urbanized areas, this exemption applies to duplexes and similar structures where not more than six dwelling units will be demolished. The project proposes the demolition of a 2-story triplex and the construction of a three-story, 16,716 square-foot, 25-unit apartment building, of which six (6) dwelling units will be set aside for very low-income households, providing five (5) parking spaces on site. The project proposed the demolition of three dwelling units and therefore qualifies for an exemption of this Class.

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following five (5) criteria: a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; c) The project site has no value as habitat for endangered, rare or threatened species; d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and e) The site can be adequately served by all required utilities and public services. The project qualifies for a Class 32 Categorical Exemption as an infill project, as evidenced below:

### CEQA Determination – Class 32 Categorical Exemption Applies

- a. **The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.**

The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations: The site is zoned RD1.5-1 and has a General Plan Land Use Designation of Low Medium II Residential. The project proposes the demolition of a 2-story triplex and the construction of a three-story, 16,716 square-foot, 25-unit apartment building, of which six (6) dwelling units will be set aside for very low-income households, providing five (5) parking spaces on site and is conformance with the General Plan and Zoning designation.

**b. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.**

The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. The site is located at 522 East Venice Boulevard and 1700 South Washington Way, and is wholly within the City of Los Angeles, and is completely surrounded by urban uses. Surrounding properties include and multi-story residential uses.

**c. The project site has no value as a habitat for endangered, rare, or threatened species.**

The project site has no value as habitat for endangered, rare or threatened species. The site is not a wildland area, and is not inhabited by endangered, rare, or threatened species: The area around the site is highly urbanized and surrounded by residential uses. NavigateLA shows that the subject site is not located in a Significant Ecological Area. The subject site is improved with a two-story triplex constructed in 1949 and has no value as a habitat for endangered, rare or threatened species.

**d. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.**

The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance for pollutant discharge, dewatering, and stormwater mitigations; and Best Management Practices for stormwater runoff. More specifically, RCMs include but are not limited to:

- **Regulatory Compliance Measure RC-AQ-1 (Demolition, Grading and Construction Activities): Compliance with provisions of the Southern California Air Quality Management District (SCAQMD) District Rule 403.** The project shall comply with all applicable standards of the SCAQMD, 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), 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 to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.
- **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-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.

These RCMs will reduce any potential impacts on noise and water quality. Furthermore, the project does not exceed the threshold criteria established by the Los Angeles Department of Transportation (LADOT) for preparing a traffic study. The project will not conflict with any adopted policies, plans, or programs regarding public transit, bicycle facilities, or pedestrian facilities. Therefore, the project will not have any significant impacts to traffic. Likewise, air quality will not worsen as a result of the proposed project. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with SCAQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

**e. The site can be adequately served by all required utilities and public services.**

The project site will be adequately served by all public utilities and services given that the property was previously developed with commercial uses surrounded by urban uses, served by existing infrastructure, and is consistent with the General Plan.

The project is a transit-oriented, infill development on a site within an urbanized area and meets the criteria outlined above. Therefore, the project qualifies for a Class 32 Categorical Exemption.

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

The City has considered whether the proposed Project is subject to any of the six (6) exceptions that would prohibit the use of a categorical exemption as set forth in State CEQA Guidelines

Section 15300.2. The six (6) exceptions to this Exemption are: (a) Location; (b) Cumulative Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources.

- a. **Cumulative Impacts.** *All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

The project is consistent with the type of development permitted for the area zoned RD1.5-1 and designated Low Medium II Residential. The proposed project will not exceed thresholds identified for impacts to the area (i.e. traffic, noise, etc.) and will not result in significant cumulative impacts.

- b. **Significant Effect Due to Unusual Circumstances.** *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

The project proposes the demolition of a two-story triplex and the construction of a three-story, 16,716 square-foot, 25-unit apartment building, of which six (6) dwelling units will be set aside for very low-income households, providing five (5) parking spaces on site. The surrounding area is developed with similar residential uses. There are 20 buildings within a 200 foot radius of the project site that range between one and three stories, including two (2) three story buildings .

The proposed height and massing are not unusual for the project vicinity or the nearby Venice Boulevard corridor. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

- c. **Scenic Highways.** *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.*

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. State Route 27 is located more than 7 miles northwest of the project site. Therefore, the project will not impact a designated state scenic highway.

- d. **Hazardous Waste Sites.** *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

The project site is not identified as a hazardous waste site or is on any list compiled pursuant to Section 65962.5 of the Government Code.

- e. **Historical Resources.** *A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

The subject site and existing structure have not been identified as a historic resource or within a historic district (SurveyLA, 2015). The project is not listed on the National or California Register of Historic Places, nor identified as a Historic Cultural Monument (HCM).

CPC-2020-5839-DB-CU-CDP-MEL-SPP-HCA

## Exhibit E: LAHD Determinations

E1 – Mello Act Determination letter

E2 – Replacement Unit Determination letter

Ann Sewill, General Manager  
Tricia Keane, Executive Officer

City of Los Angeles



LOS ANGELES HOUSING DEPARTMENT

1200 West 7th Street, 9th Floor  
Los Angeles, CA 90017  
Tel: 213.808.8808

housing.lacity.org

Daniel Huynh, Assistant General Manager  
Anna E. Ortega, Assistant General Manager  
Luz C. Santiago, Assistant General Manager

Eric Garcetti, Mayor

DATE: September 21, 2022  
TO: Faisal Roble, Principal City Planner  
City Planning Department  
FROM: Marites Cunanan, Sr Mgmt Analyst II  
Los Angeles Housing and Community Investment Department  
SUBJECT: **Mello Act Determination for 522 East Venice Boulevard, Los Angeles, CA 90291**

**Planning Case #: CPC-2020-5839-DB-CU-CDP-MEL-SPP-HCA**

Based on information provided by the owner, 522 Venice, LLC, a California limited liability company, the Los Angeles Housing Department (LAHD) has determined that three (3) affordable units exist at 522 East Venice Boulevard.

The property currently consists of three (3) units; 522, 522 A, and 522 B. The owner acquired the property on April 10, 2019.

Section 4.4.3 of the Interim Administrative Procedures for Complying with the Mello Act requires that LAHD collect monthly housing cost data for at least the previous three (3) years. The owner filed an application with the Department of City Planning (DCP) on October 1, 2020. Therefore, LAHD must collect data from October 2017 – October 2020.

On June 1, 2022, three (3) tenant letters were sent to the property.

From October 2017 – October 2020, all three (3) units were rented to Podshare, a Delaware corporation, and used as a hostel. The Los Angeles Department of Building and Safety permit and Certificate of Occupancy show the legal use of these three (3) units as being residential. Because these three (3) were used commercially during the lookback period, they need to be replaced as affordable units. The data collected from October 2017 – October 2020 shows that three (3) affordable units exist at 522 East Venice Boulevard.

cc: Los Angeles Housing Department File  
522 Venice, LLC, a California limited liability company, Owner  
Richard A. Rothschild, Western Center on Law and Poverty, Inc.  
Susanne Browne, Legal Aid Foundation of L.A.  
Jonathan Jager, Legal Aid Foundation of L.A.  
Juliet Oh, City Planning Department

MAC:lm

An Equal Opportunity Employer

HIMS: 22-129115



Eric Garcetti, Mayor  
Rushmore D. Cervantes, General Manager

DATE: August 25, 2020

TO: 522 Venice, LLC, a California limited liability company, Owner

FROM: Marites Cunanan, Senior Management Analyst II *MCunanan*  
Los Angeles Housing and Community Investment Department

SUBJECT: **Housing Crisis Act of 2019 (SB 330)**  
**(DB) Replacement Unit Determination**  
**RE: 522 East Venice Boulevard, Venice, CA 90291**  
**1700 South Washington Way, Venice, CA 90291**

Based on the Application for a Replacement Unit Determination (RUD) submitted by Brian Silveira, on behalf of 522 Venice, LLC, a California limited liability company (Owner), for the above referenced property located at 522 East Venice Boulevard and 1700 South Washington Way, Venice, CA 90291, Lots 42 and 43 of Tract No. 6329 (APN: 4228-003-001) (Property) the Los Angeles Housing and Community Investment Department (HCIDLA) has determined that three (3) units (as detailed below) are subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330).

#### **PROJECT SITE REQUIREMENTS:**

SB 330 prohibits the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant "Protected Units" unless the proposed housing development project replaces those units as specified below. The replacement requirements below are applicable only to those proposed housing development projects that submit a complete application pursuant to California Government Code Section 65943 to the Department of City Planning on or after January 1, 2020.

#### **Replacement of Existing Residential Dwelling Units.**

The proposed housing development project shall provide at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the project site within the past 5 years.

#### **Replacement of Existing or Demolished Protected Units.**

The proposed housing development project must also replace all existing or demolished "Protected Units." Protected Units are those residential dwelling units that are or were within the 5 years prior to the owner's application for a Replacement Unit Determination: (1) subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income, (2) subject to any form of rent or price control through a public entity's valid exercise of its police power within the 5 past years, (3) **occupied by lower or very low income households (an affordable Protected Unit)**, or (4) that were withdrawn from rent or lease per the Ellis Act, within the past 10 years.

Whether a unit qualifies as an affordable Protected Unit, is primarily measured by the income level of the occupants (i.e. W-2 forms, tax return, pay stubs etc.). In the absence of occupant income documentation, affordability will default to the percentage of extremely low, very low, and low income renters in the jurisdiction as shown in the latest HUD Comprehensive Housing Affordability Strategy (CHAS) database, which is presently at 32% extremely low income, 19% very low income and 19% low income for Transit Oriented communities (TOC) projects and 51% very low income and 19% low income for Density Bonus projects. The remaining 30% of the units are presumed above-low income and if subject to the Rent Stabilization Ordinance ("RSO"), must be replaced in accordance with the RSO. All replacement calculations resulting in fractional units shall be rounded up to the next whole number.

**Relocation, Right of Return, Right to Remain for Occupants of Protected Units.**

SB 330 also provides the right of first refusal for comparable units (i.e. same bedroom type) in the owner’s proposed new housing development to occupants of Protected Units. Therefore, for occupied units, the replacement units must be of the same bedroom type of the units demolished. The comparable replacement units must be provided at a rent or sales price affordable to the same or lower income category. Occupants of Protected Units also are entitled to receive relocation to state or local law, whichever provides greater assistance and the right to remain in their unit until 6 months before the start of construction.

**THE PROPOSED HOUSING DEVELOPMENT PROJECT:**

Per the statement received by HCIDLA on May 1, 2020, the Owner plans to demolish the three (3) existing units and construct a new, twenty-six (26) unit apartment on the Property pursuant to Density Bonus.

**PROPERTY STATUS (AKA THE “PROJECT SITE”):**

Owner submitted an Application for a RUD for the Property on May 1, 2020. In order to comply with the required **10** year look back period, HCIDLA collected and reviewed data from May 2010 to May 2020.

**Review of Documents:**

Pursuant to the Grant Deed, Owner acquired the Property on April 10, 2019.

Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPAMS), DataTree database, Billing Information Management System (BIMS) database, and the Code, Compliance and Rent Information System (CRIS) database, indicates a use code of “0300 – Residential – Three Units (Any Combination)” for the property commonly known as 522 East Venice Boulevard and 1700 South Washington Way, Los Angeles, CA 90291. Google Earth images, the Rent Stabilization Ordinance (RSO) Unit and an Internet Search supports that the Property contains three (3) dwelling units.

The Los Angeles Department of Building and Safety database indicates that the Owner has applied for a new Building Permit (20016-30000-16569), but has not applied for a Demolition Permit.

**REPLACEMENT UNIT DETERMINATION:**

The Existing Residential Dwelling Units at the Property:

<b>ADDRESS</b>	<b>BEDROOM TYPE</b>	<b>“PROTECTED?”</b>	<b>BASIS OF “PROTECTED” STATUS</b>
522 East Venice, Unit A	Single	Yes	Affordable Protected Unit
522 East Venice. Unit B	Single	Yes	Affordable Protected Unit
1700 South Washington Way	Single	Yes	Affordable Protected Unit
<b>Totals: 3 Units</b>	<b>0 Bedrooms</b>		

No income documents were provided for these units. Pursuant to (SB 330), where incomes of existing or former tenants are unknown, the required percentage of affordability is determined by the percentage of extremely low, very low, and low income rents in the jurisdiction as shown in the HUD Comprehensive Housing Affordability Strategy (CHAS) database. At present, the CHAS database shows 51% Very Low (below 51% Area Median Income [AMI]) and 19% Low ([51% to 80% AMI]) renter households for Los Angeles (for a total of 70%). The balance of these unit(s) (i.e. 30 %) are presumed to have been occupied by persons and families above-lower income.



<b>Number of Existing Residential Dwelling Units and Protected Units within five (5) years of Owner's application:</b>	3	
<b>Number of Protected Units Ellised within the last (10) years:</b>	0	
<b>Number of Affordable Replacement Units required per CHAS:</b>	3	
3 Units x 70%		3 Units
51% Very Low		2 Unit
19% Low		1 Unit
Market Rate RSO units	0 Units	
<b>Number of Unit(s) presumed to be above-lower income subject to replacement:</b>	0	

**For Rental:**

Pursuant to CHAS, three (3) unit(s) need to be replaced with equivalent type, with two (2) units restricted to Very Low Income Households, and with one (1) unit restricted to Low Income Households.

Per the Owner's statement, a church was converted into three (3) large studio units in 1997. On May 11, 2020, HCIDLA mailed tenant income verification letters to each address. HCIDLA received no response to the tenant income verification letters. SoCalGas was able to confirm that three meters have been in active use on the property throughout the past five years. In regards to the right of return, the unit bedroom type is required to be replaced like-for-like.

Please note that all the new units may be subject to RSO requirements unless the RSO is not applicable, or an RSO Exemption is filed and approved by the RSO Section. This determination is provisional and subject to verification by the RSO Section.

This RUD only applies if the proposed project is Density Bonus rental project and NOT condominiums. In the event the project changes to condominiums, the owner needs to request a RUD amendment to reflect 100% replacement of the units. In addition, if the project is changed from Density Bonus to Transit-Oriented Communities (TOC), a RUD amendment will also be required.

**\*\*WARNING\*\***

**LOT TIES AND EXISTING PRE-1978 SINGLE FAMILY DWELLING ON ONE LOT**

<b>ISSUE:</b>	Is a <b>LOT TIE</b> required for the <b>NEW</b> proposed housing development project?
<b>IF NO:</b>	Owner's existing Rent Stabilization (RSO) replacement obligation, if any, remains the <b>SAME</b> as above.
<b>IF YES:</b>	Owner's existing RSO replacement obligation, if any, will <b>INCREASE</b> by one and the proposed housing development project will also be subject to the RSO, unless the existing single family dwelling is demolished before the lots are tied.

**NOTE: This determination is provisional and is subject to verification by HCIDLA's Rent Division.**

If you have any questions about this RUD, please contact Kenneth Le at [Kenneth.le@lacity.org](mailto:Kenneth.le@lacity.org).

cc: Los Angeles Housing and Community Investment Department File  
 522 Venice, LLC, a California limited liability company, Owner  
 Planning.PARP@lacity.org, Department of City Planning

MAC:kl

CPC-2020-5839-DB-CU-CDP-MEL-SPP-HCA

Exhibit F: Bureau of Engineering (BOE)  
Dedication and Improvement Memo

CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE

**Date:** December 4, 2020

**To:** Mr. Vince Bertoni, Director  
Department of City Planning  
Attn: Juliet Oh (Senior City Planner)

*Jheim Brock (for)*

**From:** Bertram Moklebust, Principal Engineer  
Permit Case Management  
Bureau of Engineering

**Subject: Case No. CPC 2020-5839 (DB/CU/CDP/MEL/SPP/HCA): 522  
East Venice Boulevard and 1700 South Washington Way**

The following recommendations identifying the infrastructure deficiencies adjacent to the application site are submitted for your use for the approval of a Density Bonus, Conditional Use Permit, Coastal Development Permit, Mello Act Compliance Review, Specific Plan Project Permit Compliance and Housing Crisis Act adjoining the area involved:

1. Dedication Required:

**South Venice Boulevard** (Divided Boulevard II) – None.

**Washington Way** (Local Street) – Dedicate suitable radius property line return (as necessary) to allow for the construction of an ADA access ramp.

**Mildred Avenue** (Local Street) – A 10-foot wide strip of land along the property frontage to complete a 30-foot half right-of-way in accordance with Local Street standards.

**Ocean Avenue** (Collector Street) – None.

Improvements Required:

**Venice Boulevard** – Remove and construct a new full-width concrete sidewalk abutting the property line. Repair or replace any broken or off-grade concrete curb, gutter, concrete bus pad and roadway pavement. Remove existing driveway at southwest corner intersection with Washington Way intersection and construct an ADA ramp per BOE standards. **The driveway cannot be shared with the curb ramp. The driveway access should be from Mildred Avenue.** All new proposed driveways shall be constructed to LADOT’s and BOE’s approval. Close all

unused driveways with standard curb height and full-width concrete sidewalk.

**Washington Way** – Remove and construct a new 10-foot wide concrete sidewalk, integral concrete curb and 2-foot gutter abutting the property line. Repair all broken roadway pavement. Remove the driveway and construct an ADA compliant ramp to BOE standards. **The driveway cannot be shared with the curb ramp. The driveway access should be from Mildred Avenue.**

**Mildred Avenue** – Construct a 5-foot wide concrete sidewalk abutting the new property line and grade/landscape the parkway. Repair all broken or off grade adjacent roadway pavement, concrete curb and gutter. All new proposed driveways shall be constructed to LADOT's and BOE's approval.

**Ocean Avenue (Off-Site Improvements)** – Construct the 5-foot sidewalk and parkway continuous from the new constructions on Mildred Ave to existing sidewalk on Ocean Avenue. Repair all broken, off-grade or bad order existing sidewalks, curb and gutter. Grade and landscape the parkway between sidewalks and property line the satisfaction of the Bureau of Engineering. Reconstruct the curb ramps to comply with ADA requirements at the southeast and southwest corner intersections of Ocean Avenue and Venice Boulevard. Reconstruct the curb ramps to comply with ADA requirements at the northeast and southeast corner intersections of Ocean Avenue and Mildred Avenue (Special Order No. 01-1020).

**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, S440-4, 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.

Contact the Department of Transportation regarding any conflicts with traffic signals, signs, parking spaces, meters or traffic control devices (213) 482-7024.

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

Refer to the Fire Department regarding fire hydrants (213) 482-6543.

2. Drain the roof and site to the public right-of-way.
3. Sewer lines exist in South Venice Boulevard. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
4. 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 (Email: [Eng.WLAInfo@lacity.org](mailto:Eng.WLAInfo@lacity.org)).
5. Submit shoring and lateral support plans to the Bureau of Engineering Excavation Counter for review and approval prior to excavating adjacent to the public right-of-way (310) 575-8388 (Email: [Eng.WLAInfo@lacity.org](mailto:Eng.WLAInfo@lacity.org)).
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 (Email: [Eng.WLAInfo@lacity.org](mailto:Eng.WLAInfo@lacity.org)).

Any questions regarding this report may be directed to Quyen M. Phan of my staff at (213) 808-8604 (Email: [quyen.phan@lacity.org](mailto:quyen.phan@lacity.org)).

cc: Brian Silveira  
West Los Angeles District

CPC-2020-5839-DB-CU-CDP-MEL-SPP-HCA

## Exhibit G: Community Letters



# Venice Neighborhood Council

PO Box 550, Venice, CA 90294  
www.VeniceNC.org Email: info@VeniceNC.org



October 20, 2021

By email

Ira Brown: ira.brown@lacity.org

With Copies to:

Mike Bonin: councilmember.bonin@lacity.org

Jason P Douglas: Jason.douglas@lacity.org

Brian Silveira: silveira.brian@gmail.com

Re: 522 Venice Boulevard  
CPC-2020-5839-DB-CU-CDP-MEL-SPP-HCA

Case Files:

<https://www.venicenc.org/ncfiles/viewCommitteeFile/25267>

<https://www.venicenc.org/ncfiles/viewCommitteeFile/25261>

<https://www.venicenc.org/ncfiles/viewCommitteeFile/25259>

<https://www.venicenc.org/ncfiles/viewCommitteeFile/25259>

Dear Ira:

Please be advised that at a regular public meeting of the Venice Neighborhood Council (VNC) Board of Officers held on September 21, 2021, the following Motion was approved.

MOTION: The Venice Neighborhood Council approves the project as presented. With the following conditions:

- Subterranean parking garage reconfigured to accommodate cedar roots. Total parking reduced from 31 to 28 spaces.
- Building setback next to ballpark increased from 4'10" to 10'3"-15' to create a buffer between elm tree/ballpark and our proposed building, & redesign landscaping adjacent to ballpark to match ballpark landscaping.
- Plant new trees in public right-of-way adjacent to Venice Blvd via R-permit process.
- Remove a portion of subterranean storage on the corner of Ocean and Mildred to provide room for a mature tree.
- Remove pedestrian entrance on Mildred.
- Parking changed from "unbundled" to standard assignment of 1 parking space per unit.
- All 7 affordable units will be master-leased by Podshare, who will convert some of their existing residents to long-term affordable tenants in the new building.

PROJECT DESCRIPTION: Demolition of a residential triplex currently used as a podshare, co-living to be replaced by a 26 unit apartment building with 7 very low income units, 13, 950 sq feet of residential floor area, 31 subterranean parking spaces and a max height of 30 feet. The project seeks a conditional use permit to permit the following density bonuses:

1. Permit a 20% reduction in required westerly side yard to allow a 4'10" setback, in lieu of the required 6' side yard setback.
2. Permit a 60% reduction in required front yard setback in lieu of the required 15' front yard setback.
3. Permit the project to provide 19 standard parking stalls and 12 compact parking stalls in lieu of the 1 standard parking space per dwelling unit minimum 26 standard stalls required.
4. A conditional use permit to permit a density bonus for a project for which the density increase is greater than the maximum of 35% permitted. IN conjunction with the construction use and maintenance of 26 for rent dwelling units in lieu of the 11 dwelling units otherwise permitted with 7 units reserved for very low income households utilizing parking option 1.

ACTION: The motion was approved 16-0-1

Sincerely,

James Murez  
VNC President





Sienna Kuo <sienna.kuo@lacity.org>

---

## 522 East Venice Blvd & 1700 Washington Way 90291

2 messages

---

**Daniel Tiffany** <tiffany@usc.edu>  
To: "sienna.kuo@lacity.org" <sienna.kuo@lacity.org>

Mon, May 6, 2024 at 12:48 PM

Dear Sienna,

I was fortunate to make comments at the meeting this morning, but I was cut off from my final recommendation concerning the mixture of vehicular and pedestrian congestion at the corner of Mildred and Ocean. This congestion is made worse by the narrowness of Mildred and the blind corner of the intersection at Ocean. This combination of factors creates perilous conditions for pedestrians at this intersection, and the plan to position vehicular access for the project on Mildred (which is already impassable for two-way traffic) makes for dangerous levels of congestion, day and night.

With these problems in mind, the LACP should require a dedicated, onsite inspection and report on the traffic and pedestrian conditions at the intersection of Mildred and Ocean. This requirement was discussed even for a project as small as the Canal Market proposed restaurant—a project that was ultimately rejected for reasons of congestion traffic safety.

Thank you, and best regards,

Daniel Tiffany

[2337 beach Ave, Venice 90291](#)

---

**Daniel Tiffany** <tiffany@usc.edu>  
To: "sienna.kuo@lacity.org" <sienna.kuo@lacity.org>

Mon, May 6, 2024 at 1:02 PM

Dear Sienna,

I wanted to add one last comment concerning the rationale for very-low income housing in this project: the very large project of 140 units recently approved at [200 Venice Blvd](#) mitigates the need for low income housing in Venice, especially since the large project at [200 Venice Blvd](#) is only two blocks from the proposed project at [522 Venice Blvd](#). The argument for low-income house at [522 Venice Blvd](#) is therefore much less compelling than it appears.

Please notify me about any future meetings and/or decisions about the project at [522 Venice Blvd](#).

Thanks again,

Daniel Tiffany

[2337 Beach Ave](#)

[Venice, CA 90291](#)

[Quoted text hidden]



---

## CPC-2020-5839-DB-CU-CDP-MEL-SPP-WDI-HCA 522 East Venice Blvd.

1 message

---

**Fallon** <helenandbertfallon@gmail.com>  
To: "sienna.kuo@lacity.org" <sienna.kuo@lacity.org>

Fri, May 3, 2024 at 11:39 AM

Although I am a Venice Neighborhood Council Board Member, I am writing this e-mail on behalf of myself and my husband and not as a Board member. (Please note that at the April 16<sup>th</sup> Board Meeting the Venice Neighborhood Council Board voted to NOT SUPPORT this project with 5 in favor of the project, 9 against and two abstentions.)

We oppose this project for the following reasons:

1. The approval of a 25 unit apartment building in an area so close to the beach and the commercial corridor of Abbot Kinney Boulevard sets a dangerous precedent in an already parking impacted neighborhood. The applicant intends to use the 5 onsite parking spaces for e-vehicles that can be rented by tenants and claims that leases will ensure that tenants do not have cars. This condition is not a deed restriction and it is meaningless. 25-50 cars could be added to and exacerbate the already limited available street parking for both community and beach visitors.
2. The project is located directly across from the public library parking lot. The lack of parking ensures that visitors to the building will be parking in that lot. This will interfere with the community's access to our local library
3. The applicant is asking for 7 variances to height, setback and open space requirements. These "waivers and off menu incentives" create a building that negatively impacts the surrounding residential neighborhood. The request to reduce the southern setback from 15 feet to 9 feet is particularly egregious since it ensures that the building looms over the adjacent, narrow, substandard street (Mildred).
4. Locating the building's vehicular access on Mildred eliminates existing parking.

The applicant wants us to believe that the tenant amenities will benefit the surrounding community and outweigh the negative impacts on the community and neighbors. They don't!

Please deny this project as proposed. Our neighborhood doesn't need to be subjected to a social experiment.

Helen and Bert Fallon

[425 Linnie Canal](#)

[Venice, CA 90291](#)



Sienna Kuo <sienna.kuo@lacity.org>

---

**RE: 522 Venice - 25 Unit Apartment Development / Case #'s: CPC-2020-5839-DB-CU-CUP-MEL-SPP-WDI-HCAI**

1 message

---

**Richard Lanet** <richard@boardwalk-inc.com>  
To: Sienna Kuo <sienna.kuo@lacity.org>

Mon, May 6, 2024 at 10:41 AM

Hi Sienna - -

If I hadn't made myself clear previously, I want to go on record for myself, along with many if not all of my neighbors in the Silver Triangle, as **Strongly Objecting to this project being approved in its current proposed state:**

We object to:

- the Number of units;
- AND the Lack of parking – 5 parking spaces for a project that will have a minimum of 50 cars is criminal.

I believe this was reviewed by and NOT approved by the Venice Neighborhood Council also.

Sincerely, Richard Lanet (Beach Ave. Resident)

---

**From:** Richard Lanet <richard@boardwalk-inc.com>

**Sent:** Monday, April 29, 2024 2:32 PM

**To:** 'Sienna Kuo' <sienna.kuo@lacity.org>

**Subject:** RE: 522 Venice - 25 Unit Apartment Development / Case #'s: CPC-2020-5839-DB-CU-CUP-MEL-SPP-WDI-HCAI

Hey Sienna - - Thanks for the reply.

I live on an adjacent street to the Development, and am greatly concerned about the impact this new development will have on Parking in the area. I see that there are 25 units in the building, and Only 5 parking spots, and we all know that will mean that there will be at-least 50 additional vehicles all needing parking in an already limited parking area. I'm also have concerned about access to the project, both automobile & pedestrian as well as traffic, I was wondering what they are proposing for access, and are there any plans available to the public?

I would appreciate any information you've got on these subjects, and/or others.

Two other quick items: will the City do any kind of report with or without a recommendation, or is that process passe'?

And are you aware of the VNC's (Venice Neighborhood Councils) review of the project?

My address for mailing is: [2346 Beach Ave. 90291](#), and of course you've got my email here.

Thank you kindly, Richard Lanet

---

**From:** Sienna Kuo <[sienna.kuo@lacity.org](mailto:sienna.kuo@lacity.org)>  
**Sent:** Wednesday, April 24, 2024 7:59 AM  
**To:** Richard Lanet <[richard@boardwalk-inc.com](mailto:richard@boardwalk-inc.com)>  
**Subject:** Re: 522 Venice - 25 Unit Apartment Development / Case #'s: CPC-2020-5839-DB-CU-CUP-MEL-SPP-WDI-HCA

Hello Richard,

I hope you are well and thank you for your email.

The hearing on Monday, May 6, 2024 is a hearing officer hearing on behalf of the City Planning Commission. A staff report with recommendations is not included for this hearing as the purpose of this hearing is to gather public comment. Staff Reports and exhibits will be completed at a later date when the City Planning Commission hearing has been scheduled. If you are interested, I can include you in the interested parties list for this project and you will be notified of any future hearings and decisions. If you would like to be part of the interested parties list, please provide me with your preferred mailing address. Regarding the hearing officer hearing on May 6th, the plans and hearing notice will be left in this [Google Drive Folder](#) 72 hours prior to the hearing.

Please let me know if you have additional questions.

Thank you!

On Sat, Apr 20, 2024 at 2:35 PM Richard Lanet <[richard@boardwalk-inc.com](mailto:richard@boardwalk-inc.com)> wrote:

Dear Ms. Kuo,

My name is Richard Lanet & I live on Beach Ave in the Silver Triangle of Venice, and I'm greatly concerned about the impact of the development referenced above in our small dense Venice neighborhood.

I'd appreciate it if you could call me to discuss &/or furnish me with the City's report or assessment & recommendations for this project prior to the City Planning Hearing.

Thank you kindly, Richard - - - - -

I can be reached anytime on my cell phone at 310.480.9773 (if you get my message, please leave a time & number that I can call you back – thanks)

**Richard Lanet**

Boardwalk Builders Inc.

t 310.312.0303

e richard@boardwalk-inc.com

w [www.boardwalk-inc.com](http://www.boardwalk-inc.com)

--



**Sienna Kuo**

Planning Assistant

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1376 | [Planning4LA.org](http://Planning4LA.org)





---

## 522 Venice - 25 Unit Apartment Development / Case #'s: CPC-2020-5839-DB-CU-CUP-MEL-SPP-WDI-HCA

2 messages

---

**Richard Lanet** <richard@boardwalk-inc.com>  
To: Sienna.Kuo@lacity.org

Sat, Apr 20, 2024 at 2:35 PM

Dear Ms. Kuo,

My name is Richard Lanet & I live on Beach Ave in the Silver Triangle of Venice, and I'm greatly concerned about the impact of the development referenced above in our small dense Venice neighborhood.

I'd appreciate it if you could call me to discuss &/or furnish me with the City's report or assessment & recommendations for this project prior to the City Planning Hearing.

Thank you kindly, Richard - - - - -

I can be reached anytime on my cell phone at 310.480.9773 (if you get my message, please leave a time & number that I can call you back – thanks)

**Richard Lanet**

Boardwalk Builders Inc.

t 310.312.0303

e richard@boardwalk-inc.com

w [www.boardwalk-inc.com](http://www.boardwalk-inc.com)

---

**Sienna Kuo** <sienna.kuo@lacity.org>  
To: Richard Lanet <richard@boardwalk-inc.com>

Wed, Apr 24, 2024 at 7:59 AM

Hello Richard,

I hope you are well and thank you for your email.

The hearing on Monday, May 6, 2024 is a hearing officer hearing on behalf of the City Planning Commission. A staff report with recommendations is not included for this hearing as the purpose of this hearing is to gather public comment. Staff Reports and exhibits will be completed at a later date when the City Planning Commission hearing has been scheduled. If you are interested, I can include you in the interested parties list for this project and you will be notified of any future hearings and decisions. If you would like to be part of the interested parties list, please provide me with your preferred mailing address. Regarding the hearing officer hearing on May 6th, the plans and hearing notice will be left in this [Google Drive Folder](#) 72 hours prior to the hearing.

Please let me know if you have additional questions.

Thank you!

[Quoted text hidden]

--



**Sienna Kuo**

Planning Assistant

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

T: (213) 978-1376 | [Planning4LA.org](http://Planning4LA.org)







Sienna Kuo <sienna.kuo@lacity.org>

---

## 522 East Venice & 1700 South Washington Way

---

**sherri rodriguez** <sherri.rodriguez.64@gmail.com>  
To: sienna.kuo@lacity.org

Sun, Jul 28, 2024 at 10:00 PM

Hi Ms. Kuo,

I hope your day is off to a good start. I am writing in regards to the proposed project at 522 East Venice & 1700 South Washington Way. I am unable to attend the public hearing on August 8, so I wanted to provide my comments by email. While I am fully supportive of housing for low income residents, I am very concerned that the project includes only five (5) parking spaces on site. As you know, parking is very challenging in Venice! It seems unthinkable that a 25 unit building has only 5 planned parking spaces. As a long time Venice homeowner, I ask that the project be reconfigured to include at least one parking space for each unit as required by LAMC 12.21 A.5(1)C.

Thanks for your consideration,  
Sherri Rodriguez  
553 Grand Boulevard  
Venice, CA 90291

Sent from my iPhone