



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: July 13, 2023
Time: After 8:30 A.M.*
Place: Los Angeles City Hall
Council Chambers, 3rd 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

Case No.: CPC-2022-724-CDP-MEL-SPP-DB-HCA
CEQA No.: ENV-2022-725-CE
Incidental Cases: N/A
Related Cases: VTT-83692-CN-HCA
Council No.: 11 – Park
Plan Area: Venice
Specific Plan: Venice Coastal Zone
Certified NC: Venice
GPLU: Medium Residential
Zone: R3-1
Applicant: Steve and Michelle Meepos
Representative: Brian Silveria, Brian Silveria & Associates

Public Hearing: March 23, 2023
Appeal Status: Off-Menu Density Bonus not appealable per LAMC; Coastal Development Permit, Mello Act Compliance Review and Project Permit Compliance Review are appealable to the City Council.
Expiration Date: July 20, 2023
Multiple Approval: Yes

PROJECT LOCATION: 2308 - 2310 South Pisani Place

PROPOSED PROJECT: The demolition of three structures (two one-story duplexes and one two-story duplex with an attached garage), the merger of two lots into one 7,800 square foot lot and the construction of a four-story, 15,016 square foot residential structure comprised of eight (8) residential condominium units, with one unit set aside for a Very Low Income Household and two units set aside for Low Income Households, providing 12 parking spaces; the proposed project includes the removal of five on-site non-protected trees.

REQUESTED ACTION:

1. An Exemption from CEQA pursuant to State CEQA Guidelines Article 19, Sections 15301 and 15332 and that there is no substantial evidence demonstrating that an exception to a categorical exemption, pursuant to CEQA Guidelines Sections 15300.2, applies;
2. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 A.25, a Density Bonus Compliance Review for a Housing Development Project consisting of eight (8) residential condominium units, of which one (1) unit will be set aside for a Very Low Income Household, and two (2) units will be set aside for Low Income Households, with the following requested Incentives and Waivers of Development Standards:

- a. An On-Menu Incentive to allow an 11-foot increase in height to achieve a maximum height of 41 feet for a Varied Roofline and a maximum height of 36 feet for a flat roof, in lieu of 30 feet for a Varied Roofline and 25 feet for a flat roof, as otherwise required by Section 10.G.3.a of the Venice Coastal Zone Specific Plan;
 - b. An On-Menu Incentive to allow a 14-foot 6-inch rear yard setback in lieu of a 15-foot rear yard setback, as otherwise required in the R3 Zone pursuant to Los Angeles Municipal Code (LAMC) Section 12.10 C.3;
 - c. An Off-Menu Incentive to allow an 11-foot 11-inch front yard setback in lieu of a 15-foot front yard setback, as otherwise required in the R3 zone pursuant to Los Angeles Municipal Code (LAMC) Section 12.10 C.1;
 - d. A Waiver to allow seven parking stalls to be provided as standard stalls and five spaces to be provided as compact stalls in lieu of the minimum eight standard parking stalls, as otherwise required pursuant to Los Angeles Municipal Code (LAMC) Section 12.21 A.5(c);
 - e. A Waiver to remove tandem parking restrictions, as otherwise required by Los Angeles Municipal Code (LAMC) 12.21 A.5 (h); and
 - f. A Waiver to remove 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;
3. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.20.2, a Coastal Development Permit for the demolition of three existing duplexes and the construction of an eight-unit residential condominium development located in the Single Permit Jurisdiction of the Coastal Zone;
 4. Pursuant to Los Angeles Municipal Code (LAMC) Section 11.5.7, a Project Permit Compliance Review for a project within the Venice Coastal Zone Specific Plan; and
 5. Pursuant to Government Code Sections 65590 and 65590.1 and the City of Los Angeles Interim Mello Act Administrative Procedures, a Mello Act Compliance Review for the demolition of six (6) Residential Units and the construction of eight (8) Residential Units in the Coastal Zone.

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 Density Bonus Affordable Housing Incentive Program Review (DB) pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 A 25, for a housing development project comprised of eight (8) residential condominium units, of which one unit will be set aside for a Very Low Income Household and two (2) units will be set aside for Low Income Households, with the following requested Incentives and Waivers of Development Standards:
 - a. An On-Menu Incentive to allow an 11-foot increase in height to achieve a maximum height of 41 feet for a Varied Roofline and a maximum height of 36 feet for a flat roof in lieu of 30 feet for a Varied Roofline and 25 feet for a flat roof, as otherwise required by Section 10.G.3.a of the Venice Coastal Zone Specific Plan;
 - b. An On-Menu Incentive to allow a 14-foot 6-inch rear yard setback in lieu of a 15-foot rear yard setback, as otherwise required in the R3 Zone pursuant to Los Angeles Municipal Code (LAMC) Section 12.10 C.3;

- c. An Off-Menu Incentive to allow an 11-foot 11-inch front yard setback in lieu of a 15-foot front yard setback, as otherwise required in the R3 zone pursuant to Los Angeles Municipal Code (LAMC) Section 12.10 C.1;
 - d. A Waiver to allow seven parking stalls to be provided as standard stalls and five spaces to be provided as compact stalls in lieu of the minimum eight standard parking stalls, as otherwise required pursuant to Los Angeles Municipal Code (LAMC) Section 12.21 A.5(c);
 - e. A Waiver to remove tandem parking restrictions, as otherwise required by Los Angeles Municipal Code (LAMC) 12.21 A.5 (h); and
 - f. A Waiver to remove 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.
3. **Approve** a Coastal Development Permit (CDP) pursuant to Los Angeles Municipal Code (LAMC) Section 12.20.2, for the proposed Project located in the single permit jurisdiction of the California Coastal Zone.
 4. **Approve** a Project Permit Compliance Review (SPP) pursuant to Los Angeles Municipal Code (LAMC) Section 11.5.7, for a project within the Southeast Venice Subarea of the Venice Coastal Zone Specific Plan.
 5. **Approve** a Mello Act Compliance Review (MEL) 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 a Mello Act Compliance Review for the demolition of six (6) Residential Units and the construction of eight (8) Residential Units in the Coastal Zone.
 6. **Adopt** the attached Conditions of Approval.
 7. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
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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. 213-978-1299) or emailed to 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 agendized herein, or in written correspondence on these matters delivered to the agency at or prior to the public hearing. As a covered entity under Title II of the 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) 978-1299.

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- B – Plans
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- C – Context and Parking Analysis

- D – Environmental Clearance

- E – LAHD Determinations
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PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project consists of the demolition of three structures (two one-story duplexes and one two-story duplex with an attached garage), the merger of two lots into one 7,800 square foot lot and the construction of a four-story, 15,016 square foot residential structure comprised of eight (8) residential condominium units, with one unit set aside for a Very Low Income Household and two units set aside for Low Income Households, providing 12 vehicle parking spaces, 16 long-term bicycle parking spaces and two short-term bicycle parking spaces; the proposed project includes the removal of five on-site non-protected trees. The project includes a Vesting Tentative Tract Map for one ground lot and eight residential condominium units.

The project proposes eight for-sale dwelling units across four floors. The first floor contains a lobby, a parking garage, and three one-bedroom units with an average square footage of about 500 square feet. The second floor contains one two-bedroom dwelling unit of 1,833 square feet. The third and fourth floors each contain two three-bedroom penthouse dwelling units of 2,025 square feet each. The third and fourth floor penthouse units' value is enhanced with designated dining areas, additional balconies, master bedroom suites equipped with separate bathrooms, and private roof deck open space.

BACKGROUND

Project Site

The subject site is a level, regular-shaped site comprised of two parcels. The site has a frontage of 80 feet along Pisani Place and a depth of 100 feet for a gross lot area of 8,000 square feet. The site adjoins an unnamed alley to the rear.

The subject site is improved with three structures (two one-story duplexes and one two-story duplex with an attached garage at the rear) constructed in 1947 and five on-site non-protected trees. Each of the two one-story duplex structures contain 1,215 square feet in residential floor area. The two-story duplex with an attached garage contains 1,242 square feet in residential floor area. There are two Mexican Fan Palms located within the public right-of-way adjoining the subject site.

In addition, the site is located in a Liquefaction area, Flood Zone X and is within 5.3 kilometers from the Santa Monica Fault Line.

General Plan Land Use Designation, Zoning and Specific Plan

The site is located within the Venice Community Plan area with a land use designation of Medium Residential and is zoned R3-1. The R3-1 zone allows a maximum of ten dwelling units on a lot of this size. The site is located within the Southeast Venice Subarea of the Venice Coastal Zone Specific Plan, the Single Permit Jurisdiction of the Coastal Zone, and in the Los Angeles Coastal Transportation Corridor Specific Plan area.

Surrounding Properties

The neighborhood and properties immediately surrounding the property are zoned R2-1 and R3-1 and developed with single and multi-family residential structures ranging in height from one to three stories. The three lots adjacent to the subject site to the east (across Pisani Place) are improved with two two-story, multiple-family residential structures and a one-story single-family

dwelling. The lots abutting the subject site to the south and north are improved with one-story, single-family dwellings.

There are ten R3-1 zoned lots located within the block bordered by South Venice Boulevard to the northwest, Oakwood Avenue to the northeast, Boccaccio Avenue to the southeast and Pisani Place to the southwest, excluding the subject site. These lots are developed with single and multi-family residential structures, of which seven structures are one-story in height, two structures are two-story in height and one structure is three-story in height.

Street and Circulation

Pisani Place, a designated Local Street (Standard), with a designated right-of-way width of 60 feet and is dedicated to a right-of-way width of 50 feet and improved with a roadway width of 30 feet. Pisani Place is improved with an asphalt roadway, gutter, curb, sidewalk and parkway.

Unnamed Alley, a designated alley, with a designated right-of-way width of 20 feet, and is dedicated to a variable right-of-way width of 15 to 17.5 feet. The alley is improved with an asphalt roadway.

Public Transit:

The project is within one-half mile feet of a Major Transit Stop located at the intersection of Venice Boulevard and Lincoln Boulevard served by Los Angeles County Metropolitan Transit Authority ("Metro") 33 and the Santa Monica Big Blue Bus Rapid 3 bus lines. The surrounding area is served by other bus lines including Big Blue Bus 3 and Culver City CityBus 2 and 5 bus lines.

Relevant Cases

Subject Property:

DIR-2015-3883-CDP-SPP-MEL – On June 5, 2020, the Director of Planning approved a Coastal Development Permit authorizing the demolition of three duplex structures and the construction of a three-story, 9,052 square-foot, multi-family structure comprised of six (6) condominium units, providing 14 parking spaces within a subterranean parking garage, and a rooftop deck, located within the Single-Permit Jurisdiction of the Coastal Zone. On June 22, 2020, this case was appealed. On January 18, 2022, this case was withdrawn.

VTT-73715-CN – On June 5, 2020, the Deputy Advisory Agency approved Vesting Tentative Tract Map composed of the merger of two lots to one ground lot for a maximum of 6 residential condominium units, as shown on map stamp-dated January 31, 2019. On January 18, 2022, this case was withdrawn.

Surrounding Properties:

DIR-2021-7983-CDP-MEL – On January 9, 2023, the Planning Director approved a Coastal Development Permit authorizing the remodel and first and second-story addition to an existing one-story, 810 square-foot, single-family dwelling resulting in a two-story, 2,647 square-foot single-family dwelling, and a 198 square-foot detached Accessory Dwelling Unit (ADU) above an existing detached garage with a roof deck, providing three parking spaces onsite within the Single Permit Jurisdiction of the Coastal Zone, located at 846 E. Milwood Avenue.

DIR-2021-6159-CDP-MEL – On March 15, 2022, the Planning Director approved a Coastal Development Permit authorizing the conversion of an existing detached recreation room and storage to a 460 square foot Accessory Dwelling Unit (ADU); two parking spaces are provided onsite within the Single-Permit Jurisdiction of the Coastal Zone, located at 707 E. Crestmoore Place.

DIR-2019-7601-CDP-MEL – On March 23, 2021, the Planning Director approved a Coastal Development Permit authorizing the demolition of a one-story duplex and detached garage and the construction of a new two-story 3,626 square-foot duplex (over a non-habitable basement) with an attached garage; five (5) parking spaces are provided within the Single Permit Jurisdiction of the Coastal Zone, located at 708 W. Boccaccio Avenue and 707 W. Woodlawn Avenue.

DIR-2019-1457-CDP-MEL – On July 25, 2019, the Planning Director approved a Coastal Development Permit authorizing the demolition of an existing two-story single-family dwelling and the construction of a new two-story, 4,132 square-foot single-family dwelling with a basement, a roof deck, and an attached two-car garage; the project provides a total of three (3) parking spaces onsite within the Single Permit Jurisdiction of the California Coastal Zone, located at 623 E. Boccaccio Avenue.

DIR-2016-4874-CDP-SPP-MEL – On July 23, 2019, the Planning Director approved a Coastal Development Permit, Project Permit Compliance Review and Mello Act Compliance Review authorizing the demolition of a one-story, 1,805 square foot duplex and the construction of a three-story, 8,575 square foot three-unit residential condominium structure with three roof decks and one subterranean level containing eight parking spaces, within the Single Permit Jurisdiction of the Coastal Zone, located at 2300 and 2302 S. Pisani Place.

DIR-2018-5228-CDP-MEL – On June 17, 2019, the Planning Director approved a Coastal Development Permit authorizing the construction of a 603 square-foot Accessory Dwelling Unit (ADU) above an existing, detached two-car garage and a 250 square-foot recreation room attached to two-car garage and a remodel of the front portion of the existing two-story single-family dwelling; a total of three parking spaces are provided within the Single Permit Jurisdiction of the California Coastal Zone, located at 640 W. Woodlawn Avenue.

DIR-2018-4748-CDP & ZA-2018-4750-ZAA – On February 21, 2019, the Planning Director approved a Coastal Development Permit authorizing the remodel and addition to an existing two-story, 1,284 square foot, single-family dwelling, resulting in a two-story, 1,895 square-foot single-family dwelling and a Zoning Administrator's Adjustment to allow a rear yard setback of 7 feet in lieu of the 15 feet rear yard setback within the Single Permit Jurisdiction of the Coastal Zone, located at 720 W. Woodlawn Avenue.

DIR-2017-4044-CDP – On January 29, 2019, the Planning Director approved a Coastal Development Permit authorizing the remodel and second-story addition to an existing one-story, 1,945 square-foot duplex including the remodel of the existing first floor resulting in a 1,952 square-foot first floor, the construction of a new 1,790 square-foot second floor, a new 907 square-foot attic and a roof deck resulting in a 4,649 square-foot duplex with an attached two-car garage within the Single Permit Jurisdiction of the Coastal Zone, located at 617 E. Victoria Avenue.

DIR-2017-3236-CDP-MEL-SPP – On October 30, 2018, the Planning Director approved a Coastal Development Permit, Project Permit Compliance Review and Mello Act Compliance Review authorizing the demolition of an existing two-story duplex and the construction of a new three-story, 9,380 square-foot 9-unit, multi-family dwelling with a subterranean parking

level, and common areas consisting of a third-floor terrace and a roof deck within the Single Permit Jurisdiction area of the Coastal Zone, located at 828 and 830 E. Venice Boulevard.

DIR-2018-1840-CDP-MEL – On August 27, 2018, the Planning Director approved a Coastal Development Permit authorizing the construction of a 640 square-foot Accessory Dwelling Unit (ADU) over an existing detached two-car garage and a one-car carport within the Single Permit Jurisdiction of the Coastal Zone, located at 723 E. Crestmoore Place.

DIR-2017-3671-CDP-MEL – On August 6, 2018, the Planning Director approved a Coastal Development Permit and Mello Act Compliance Review for the conversion of an existing duplex into a single-family dwelling and the conversion of a one-car garage into a bathroom within the Single Permit Jurisdiction of the Coastal Zone, located at 841 E. Victoria Avenue.

DIR-2017-3298-CDP-MEL – On March 22, 2018, the Planning Director approved a Coastal Development Permit authorizing the conversion of an existing garage into an Accessory Dwelling Unit (ADU) and a 222 square foot addition, resulting in a 513 square-foot, one-story ADU providing a total of three parking spaces within the Single Permit Jurisdiction of the Coastal Zone, located at 2304 S. Oakwood Avenue.

HOUSING REPLACEMENT

On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2025. During the duration of the statewide housing emergency, SB 330, 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 April 26, 2022, three (3) units need to be replaced with equivalent type, with two (2) units restricted to Low Income Households and one (1) unit restricted to Very Low Income Households. The LAHD housing replacement requirements are satisfied by the two (2) Low Income Units and one (1) 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 April 26, 2022 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

In accordance with California Government Code Section 65915 and Los Angeles Municipal Code (LAMC) Section 12.22 A.25, in exchange for setting aside a minimum percentage of the project’s units for affordable housing, the project is eligible for a density bonus, reduction in parking, and incentives allowing for relief from development standards. The applicant has requested to utilize the provisions of City and State Density Bonus laws as follows:

Density

The subject property is zoned R3-1, which limits density to one (1) dwelling unit per 800 square feet of lot area. The subject site is a level, regular-shaped site comprised of two parcels for a gross lot area of 8,000 square feet. The R3-1 Zone would permit a maximum of 10 dwelling units on this site. The proposed project provides eight (8) dwelling units.

Incentives

Pursuant to the Los Angeles Municipal Code (LAMC) and Government Code Section 65915, the applicant is entitled to three Incentives, in exchange for reserving at least 30 percent of the base density for affordable households. The proposed project will set aside three (3) units, equal to 30 percent of the base number of units for affordable households. Accordingly, the applicant has requested three (3) Incentives:

Increased Height (On-Menu) – The subject property is located within the area of the Venice Coastal Zone Specific Plan, which provides for a maximum height of 30 feet for a Varied Roofline and 25 feet for a flat roof. Per Los Angeles Municipal Code (LAMC) Section 12.22 A.25, the applicant is requesting an On-Menu incentive to allow a maximum height of 41 feet for a Varied Roofline and a maximum height of 36 feet for a flat roof in lieu of 30 feet for a Varied Roofline and 25 feet for a flat roof, as otherwise required by Section 10.G.3.a of the Venice Coastal Zone Specific Plan.

Rear Yard Reduction (On-Menu) – The subject property is zoned R3-1, which requires a 15-foot rear yard setback. Per Los Angeles Municipal Code (LAMC) Section 12.22 A.25, the applicant is requesting an On-Menu incentive to allow a 14-foot 6-inch rear yard setback in lieu of a 15-foot rear yard setback, as otherwise required in the R3 Zone pursuant to Los Angeles Municipal Code (LAMC) Section 12.10 C.3.

Front Yard Reduction (Off-Menu) – The subject property is zoned R3-1, 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 11-foot 11-inch front yard setback in lieu of a 15-foot front yard setback, as otherwise required in the R3 Zone pursuant to Los Angeles Municipal Code (LAMC) Section 12.10 C.1.

Waiver of Development Standards

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 On-Menu and Off-Menu Incentives, the project has requested three (3) Waivers of Development Standards, as follows:

Compact Automobile Parking Stalls (Waiver) – A Waiver to allow seven parking stalls to be provided as standard stalls and five spaces to be provided as compact stalls in lieu of the minimum eight standard parking stalls, as otherwise required pursuant to Los Angeles Municipal Code (LAMC) Section 12.21 A.5(c).

Tandem Parking (Waiver) – A Waiver to remove tandem parking restrictions, as otherwise required by Los Angeles Municipal Code (LAMC) 12.21-A.5 (h).

Third-Story Step-Back (Waiver) – A Waiver to remove 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.

Housing Replacement

On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and

establishes a statewide housing emergency until January 1, 2025. During the duration of the statewide housing emergency, SB 330, 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 vacant "Protected Units" unless the proposed housing development project replaces those units.

The Housing Crisis Act of 2019, as amended by SB 8 (California Government Code Section 66300 et seq.), prohibits the approval of any proposed housing development project on a site that will require demolition of existing dwelling units or occupied or vacant "Protected Units" unless the project replaces those units. The project shall provide at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the property within the past five years. Additionally, the project must also replace all existing or demolished "Protected Units."

The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 8) Replacement Unit Determination, dated April 26, 2022, that three (3) units are subject to replacement pursuant to the requirements of SB 8. For condominium units, the Determination made by LAHD requires that three (3) units be replaced with equivalent type; two (2) units restricted to Low Income Households, and one (1) unit restricted to Very Low Income Households. The proposed project will set aside two (2) units for Low Income Households and one (1) unit for Very Low Income Household.

Density Bonus In the Coastal Zone

Density Bonus applications are applied a little differently in the Coastal Zone. Government Code section 65915(m) states that the density bonus and incentives *provisions does 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 and coastal access.

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. Section 13 outlines parking requirements for multi-family development. The applicant will utilize Parking Option 1 under the Density Bonus provisions (Los Angeles Municipal Code (LAMC) Section 12.22 A.25(d) and provides 12 parking spaces.

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 six (6) Residential Units and the construction of eight (8) Residential Units in the Coastal Zone. Pursuant to Part 5 of the IAP, New Housing Developments consisting of 9 or less Residential Units are not required to provide Inclusionary Residential Units.

ENVIRONMENTAL REVIEW

A Categorical Exemption, ENV-2022-725-CE, has been prepared for the proposed project consistent with the provisions of the California Environmental Quality Act. The project proposes the demolition of three one-story duplexes and the construction of a four-story, 15,016 square foot residential structure comprised of eight condominium units, with one unit set aside for a Very Low Income Household and two units set aside for Low Income Households, providing 12 parking spaces. 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 C: 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 August 9, 2022. The professional volunteers provided comments regarding overall project design.

Pedestrian First:

- With two stairs opening onto same lobby, emergency egress is a serious issue and one that will not pass plan check as designed.
- All paths of egress must also be accessible and through a rated corridor. For example, if exiting through garage, the path of travel requires a minimum 3.5 feet in width corridor.
- Use of “ADA access ramp” label suggests a misunderstanding of accessibility – compliance in California; accessible path of travel would be more appropriate, and its length, longitudinal slopes and handrails (if provided) should be indicated.

360° Design:

- Locating the affordable units on a basement level won’t be acceptable to Housing Department -- apart from quality-of-life issues. The affordable units should be distributed throughout the project.

- All affordable units *must* be provided with equal access to amenities and the street elevation highlights the disparity between the upper units with their generous balconies and daylight and the basement dwellers behind a fence
- The double-height parking area, which is completely open, conveys the character of a commercial loading dock and out of scale with the other garage doors on the alley. Considering extending some form of siding down from above to create a more balanced and well-considered rear façade
- Parking will very likely have gates or grilles for security, these should be shown.
- The long basement unit has a strange layout with the entry through the kitchen (with way more counter length than would be justified for its size). The floor plan might be improved by entering from side yard, with a more efficient, L-shaped kitchen and pantry.
- Double check that one third of the diagonal of the rooftop open space is the minimum spacing between the two stair entries (code requirements for exiting)

Climate-Adapted:

- Below-grade units should have *more* daylight, yet it's the upper units that have the larger windows and much more generous outdoor spaces.
- Retaining wall(s) for light well to subterranean unit on north side not clearly indicated on plan, how wide is this space and how much light will be admitted.
- Solar reserve area isn't indicated on roof (or which exceptions are to be taken).
- Water table is close to the surface in Venice, near the ocean and in a nearly flat part of LA without much slope for adequate drainage; below-grade spaces will require excellent waterproofing and near constant pumping to remain habitable.
- Developer should consider that close to 75% of construction defects litigation is related to water intrusion and the owners in small condo projects are usually more litigious than average (as not having an HOA as intermediary plaintiff).

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:

- Updated egress exit stair to comply with LADBS and LAFD requirements.
- Re-labeled ADA access, per suggestions.

360 Design:

- Double-height parking area is covered with gate (now shown on plans).
- Final version of plans will bring siding down to mitigate appearance of large opening.
- Confirmed one third of the diagonal of the rooftop open space is the minimum spacing between the two stair entries - code compliant.
- North side retaining walls are 3 feet from the unit windows. Units are not subterranean. Grade has been lowered to accommodate total building height per the Specific Plan.
- Project will comply with all solar requirements.
- If water is found above finished grade, hydrostatic foundation will be used.

Climate Adapted:

- LID final design will be done by civil engineer prior to LADBS approval.
- Landscape plan will be updated to include native/drought-tolerant species per UDS recommendation.

Lastly, related to the placement of the one-bedroom units, the applicant indicated the proposed project is a compromise of competing priorities related to neighborhood character concerns, coastal access, maintaining affordable units on-site and the “right of return” for the existing residents.

PUBLIC HEARING AND COMMUNICATIONS

A joint public hearing was held virtually via Zoom by the Deputy Advisory Agency and a hearing officer (Ira Brown) on March 23, 2023 at 12:00 pm. The joint public hearing was for cases CPC-2022-724-CDP-MEL-SPP-DB-HCA and VTT-83692-CN-HCA. The project team was present and 11 members of the public spoke.

The members of the public raised concerns with impact of the 4th story on the neighborhood character. Other members of the public expressed support indicating the existing residents would be provided units in the new development.

Comments from the public hearing are documented in Public Hearing and Communications, Page P-1.

CONCLUSION

Based on the public hearing and information submitted to the record, staff recommends the City Planning Commission approve the requested actions and adopt the attached Conditions of Approval and Findings. Staff also recommends that the City Planning Commission determine that based on the whole of the administrative record, the Project is exempt from CEQA pursuant find 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.

CONDITIONS OF APPROVAL

Pursuant to Los Angeles Municipal Code (LAMC) Sections 12.22 A.25, 12.20.2 and 11.5.7; and Government Code Sections 65590 and 65590.1 and the City of Los Angeles Interim Mello Act Administrative Procedures, the following conditions are hereby imposed upon the use of the subject property:

Entitlement 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 eight (8) dwelling units.
3. **Affordable Units.** A minimum of 3 units, that is at least 30 percent of the base dwelling units permitted in the R3-1 Zone, shall be reserved as affordable units, as defined by the State Density Bonus Law per Government Code Section 65915(c)(2).
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 Los Angeles Municipal Code (LAMC) Section 12.22 A.25.
5. **SB 8 Replacement Units.** The project shall be required to comply with the Replacement Unit Determination (RUD) letter, dated April 26, 2022, 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 one (1) unit available to Very Low Income Households and two (2) units available to Low Income Households, for sale 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 Los Angeles Municipal Code (LAMC) Section 12.22 A.25, to the satisfaction of LAHD, and in consideration of the project's SB 330 Determination, dated April 26, 2022). 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.
7. **Rent Stabilization Ordinance (RSO).** Prior to the issuance of a Certificate of Occupancy, the owner shall obtain approval from LAHD regarding replacement of affordable units, provision of RSO Units, and qualification for the Exemption from the Rent Stabilization Ordinance with Replacement Affordable Units in compliance with Ordinance No. 184,873. In order for all the new units to be exempt from the Rent Stabilization Ordinance, the applicant will need to either replace all withdrawn RSO Units with affordable units on a one-for-one basis or provide at

least 20 percent of the total number of newly constructed rental units as affordable, whichever results in the greater number. The executed and recorded covenant and agreement submitted and approved by LAHD shall be provided to City Planning for inclusion in the case file.

8. **Height** (On-Menu Incentive). The proposed building shall not exceed a maximum Varied Roofline height of 41 feet and flat roof height of 36 feet, as measured from the midpoint of the centerline of Pisani Place to the highest point of the roof.
9. **Rear Yard Setback** (On-Menu Incentive). A maximum rear yard setback of 14 feet 6 inches shall be permitted in lieu of the otherwise required 15-foot rear yard setback in the R3-1 Zone.
10. **Front Yard Setback** (Off-Menu Incentive). A maximum front yard setback of 11 feet 11 inches shall be permitted in lieu of the otherwise required 15-foot front yard setback in the R3-1 Zone.
11. **Compact Automobile Parking Stalls** (Waiver). The project is allowed to provide seven parking stalls as standard stalls and five spaces as compact stalls in lieu of the minimum eight standard parking stalls, as otherwise required pursuant to Los Angeles Municipal Code (LAMC) Section 12.21 A.5(c).
12. **Tandem Parking** (Waiver). The tandem parking provisions for all units, as otherwise required by Los Angeles Municipal Code (LAMC) 12.21 A.5(h), shall not apply.
13. **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.
14. **Parking and Access**. As shown in Exhibit A and as approved by the Department of Building and Safety, the subject project shall provide 13 parking spaces; all vehicle access shall be from the rear alley.
 - a. **Residential Parking (Affordable Housing Units)** – Vehicle parking for the Affordable Housing Units shall be provided consistent with Los Angeles Municipal Code (LAMC) Section 12.22 A.25, Parking Option 1. A total of 3 parking spaces shall be provided for the three affordable units.
 - b. **Residential Parking (Market Rate Housing Unit)** – A minimum of 2 parking spaces shall be provided for each market rate dwelling unit. A total of 10 parking spaces shall be provided for the five market rate dwelling units.
 - c. One parking space may be substituted with four (4) bicycle parking spaces consistent with Los Angeles Municipal Code (LAMC) Section 12.21 A.4.
 - d. **Bicycle Parking**. Bicycle parking shall be provided consistent with Los Angeles Municipal Code (LAMC) Section 12.21 A.16.
 - e. **Unbundled Parking**. Residential parking shall be unbundled from the cost of the rental units, with the exception of parking for Restricted Affordable Units.
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 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 Los Angeles Municipal Code (LAMC). Any parking spaces provided above Los Angeles Municipal Code (LAMC) requirements shall be provided with EV chargers to immediately accommodate electric vehicles within the parking areas.
17. **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.
18. **VTT-83692-CN-HCA.** The applicant shall comply with the Conditions of Approval for Case No. VTT-83692-CN-HCA for the development of residential condominium units.
19. **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.
20. **Open Space.** The project shall provide open space consistent with Los Angeles Municipal Code (LAMC) Section 12.21 G.
21. **Landscaping.** 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.
22. **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.
23. **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.
24. **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.
25. **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.
26. **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.

27. **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

28. **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.
29. **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.
30. **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.
31. **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.
32. **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.
33. **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.
34. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
35. **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.

36. 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.

The list of On-Menu Incentives in Los Angeles Municipal Code (LAMC) Section 12.22 A.25 was pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Planning Department will always arrive at the conclusion that the Density Bonus On-Menu Incentives provide identifiable and actual cost reductions that provide for affordable housing costs, because the Incentives by their nature increase the scale of the project, allow the construction of increased residential floor area, allow for processing, construction and design efficiencies, and collectively allow more market-rate floor area whose rents will subsidize the affordable units. Based on the set-aside of 30 percent of 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, reduced rear yard setbacks and reduced front yard setbacks, qualify as requested Incentives. The remaining requests to allow an increased percentage of compact automobile parking stalls, remove the tandem parking restrictions, and third floor step-back deviation are Waivers of Development Standards.

Height. The project site is zoned R3-1, with a Height District No. 1 which provides for unlimited building height. 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 for a flat roof and 41 feet 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 11-foot 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.

Rear Yard Setback. The subject property is zoned R3-1, which requires a 15-foot rear yard setback. Per Los Angeles Municipal Code (LAMC) Section 12.22 A.25, the applicant is requesting an On-Menu incentive to allow a 14-foot 6-inch rear yard setback in lieu of a 15-foot rear yard setback, as otherwise required in the R3 Zone pursuant to Los Angeles Municipal Code (LAMC) Section 12.10 C.3.

The proposed project's request to decrease the rear yard setback by six (6) inches would increase the building envelope to allow for more square footage on the third and fourth floor penthouse levels. In total, decreasing the rear yard setback by the requested six (6) inches adds approximately 50 square feet of floor space spread between the third and fourth floor's four penthouse units. Increasing the amount of square footage available on the floors containing ocean-facing market rate units supports the project's financial feasibility.

The additional floor area enabled by the expanded building envelope would allow the project to construct market rate units of a larger size, reducing the marginal cost of constructing its affordable units. The requested incentive will allow the developer to expand the building envelope and increase the overall space dedicated to residential uses. Therefore, the reduced rear yard setback would result in identifiable and actual cost reductions to provide for the project's affordable housing costs.

Front Yard Setback. The subject property is zoned R3-1, 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 11-foot 11-inch front yard setback in lieu of a 15-foot front yard setback, as otherwise required in the R3 Zone pursuant to Los Angeles Municipal Code (LAMC) Section 12.10-C.1.

The proposed project's request to decrease the front yard setback by three feet and one inch would increase the building envelope to allow for more square footage across each of its four levels. In total, this decreases the front yard setback by three feet and one inch would add approximately 500 square feet of floor area spread between all eight units. The requested incentive will allow the developer to expand the building envelope and increase the overall space dedicated to residential uses. Therefore, the reduced front yard setback would result in identifiable and actual cost reductions to provide for the project's affordable housing costs

- 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:

Compact Automobile Parking Stalls – A Waiver to allow seven parking stalls to be provided as standard stalls and five spaces to be provided as compact stalls in lieu of the minimum eight standard parking stalls, as otherwise required pursuant to Los Angeles Municipal Code (LAMC) Section 12.21 A.5(c).

By providing five of the parking stalls with compact dimensions, the project is able to devote garage floor area to bicycle parking system and increase residential floor area. Specifically, the project is able to re-allocate a total of 203 square feet of floor area based on providing five of the twelve required automobile parking spaces as compact parking stalls. The project is able to offer market rate and affordable units of adequate size based on the provision of five compact parking stalls. Therefore, denial of the requested waiver of development standard to provide the 12 on-site parking spaces with 7 parking stalls to be provided as standard stalls and 5 spaces to be provided as compact stalls would physically preclude construction of the project at the proposed density of eight residential dwelling units with three affordable units.

Tandem Parking – A Waiver to allow seven units to have access to parking stalls in lieu of the requirement for eight units to have access to parking stalls, as otherwise required by Los Angeles Municipal Code (LAMC) 12.21 A.5(h).

The request to provide five sets of tandem parking spaces is directly related to the square footage available on the site and the need to preserve space for residential uses to accommodate the affordable and market rate units proposed. By parking five units in the tandem position, the project is able to fit the required parking facilities into the available building envelope. Including this request allows the proposed project to devote the space necessary to provide the larger higher-value for-sale market rate and affordable dwelling units. Therefore, denial of the requested waiver of development standard would physically preclude construction of the project at the proposed density of eight residential dwelling units with three affordable units.

Building Step-Back – A Waiver to remove 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.

Section 10.F(3)(a) of the Venice Coastal Zone Specific Plan limits the maximum height of development to 30 feet for flat rooflines and 35 feet for varied rooflines (slope greater than 2:12), measured from the centerline of street. Any portion of the roof that exceeds 30 feet shall be set back from the required front yard at least one foot in depth for every foot in height (45 degrees) above 30 feet.

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.

- 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 are 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 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. Coastal Development Permit Findings

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

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

Section 30244 Archaeological and Paleontological Resources.

Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

The project will construct a new four-story, multi-family structure comprised of eight (8) residential condominium units with a semi-subterranean ground floor. All grading activities are subject to review by the Department of Building and Safety and will comply with the requirements of the Grading Division. The subject site is not located within an area with known Archaeological or Paleontological Resources. However, if such resources are discovered during excavation or grading activities, the project is subject to compliance with Federal, State and Local regulations already in place.

Section 30250 Location; existing developed 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 uses and will not have a significant adverse impact on coastal resources. The proposed project is located within an established residential neighborhood developed with single- and multi-family dwellings. 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. The 15-foot wide alley is adequate for emergency vehicles, and the project includes a 2.5-foot wide alley dedication to complete a 10-foot wide half alley right-of-way. Pedestrian access to the site is provided along the sidewalk fronting Pisani Place as well through the rear alley. Vehicle access to the site is provided through the rear alley. As such, the project will be located in an existing developed area contiguous with similar residential uses, in an area that is able to accommodate new development.

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 subject site and surrounding area are relatively flat with no views to and along the ocean; no natural landforms will be altered as part of the project. The property is not situated on a bluff with views to the Pacific Ocean. The property is located approximately one mile from the Venice Beach shoreline and 0.64 miles from the Venice Canals. The project proposes the development of a new four-story, eight-unit condominium structure with a semi-subterranean ground level.

There are ten R3-1 zoned lots located within the block bordered by South Venice Boulevard to the northwest, Oakwood Avenue to the northeast, Boccaccio Avenue to the southeast and Pisani Place to the southwest, excluding the subject site. These lots are developed with single and multi-family dwellings, of which seven structures are one-story in height, two structures are two-stories in height and one structure is three-stories in height. Furthermore, the three lots adjacent to the subject site to the east (across Pisani Place) are improved with two, two-story, multiple-family residential structures and one-story single-family dwelling. The lots abutting the subject site to the south and north are improved with a one-story, single-family dwelling.

In addition, the applicant prepared a massing study analyzing the height of 33 structures adjacent to the subject site (including R3-1 and R2-1 zoned lots) generally bounded by South Venice Boulevard to the northwest, Oakwood Avenue to the northeast, Boccaccio Avenue to the southeast and Pisani Place to the southwest, including the lots on both sides of the street. The massing study indicates there are three structures with a Varied Roofline height of 30 feet, within the boundaries of this study area (See Exhibit C – Context and Parking Analysis).

The certified Venice Land Use Plan accommodates new growth in the R3-1 zoned lots adjacent to Venice Boulevard to preserve the Special Coastal Character of Venice by directing redevelopment to areas that can accommodate new housing. In general, multi-family residentially zoned lots are limited to two-dwelling units per lot in the Venice Coastal Zone, except for the R3-1 lots adjacent to Venice Boulevard, which follow the underline density for R3-1 lots (Policy I.A.8.a.2). As such, the certified Venice Land Use Plan

anticipates the redevelopment of these older structures to meet the future housing demand in Venice.

The applicant further surveyed 68 properties with a Medium Residential Land Use Designation (R3-1 zoned lots) adjacent to Venice Boulevard. The applicant collected data on year built, number of units and bedrooms, density, building square footages, number of stories, and parking. The data collected from this survey show that the mass, scale, and character of buildings in these multi-family zoned lots of Venice are generally reflective of the time period in which the buildings were constructed, where the community character has evolved naturally over the past 100 years with increasing development size and density. Accordingly, on July 23, 2019, the Director approved a new three-story, three-unit condominium development at 2302 Pisani Place. In December 2022, a Coastal Development permit application was filed for a three-story, three-unit small lot subdivision located at 2317 Oakwood Avenue, and in January 2023, a Coastal Development Permit application was filed for a three-story, three-unit small-lot subdivision located at 2315 Oakwood Avenue.

The project's consistency with development standards in the Certified LUP is important in assessing the project's compatibility with the character of the surrounding area. The certified 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.) Further, the certified LUP encourages "the provision of affordable housing units in the areas designated as "Multiple Family Residential" and in mixed-use developments, the City may grant incentives such as reduced parking, additional height, or increased density consistent with Government Code Section 65915." (LUP, p.II-16)

Pursuant to the Los Angeles Municipal Code (LAMC) and Government Code Section 65915, the applicant is entitled to Incentives and Waivers of Development Standards, in exchange for reserving at least 30 percent of the base density for affordable households. The proposed project will set aside three (3) units, equal to 30 percent of the base number of units for affordable households. Accordingly, the applicant has requested the following Incentives and Waivers:

- Increased Height (Incentive) to allow a maximum height of 41 feet for a Varied Roofline and a maximum height of 36 feet for a flat roof in lieu of 30 feet for a Varied Roofline and 25 feet for a flat roof.
- Rear Yard Reduction (Incentive) to allow a 14-foot 6-inch rear yard setback in lieu of a 15-foot rear yard setback.
- Front Yard Reduction (Incentive) to allow a 11-foot 11-inch front yard setback in lieu of a 15-foot front yard setback.
- Waivers to allow seven parking stalls to be provided as standard stalls and five spaces to be provided as compact stalls in lieu of the minimum eight standard parking stalls; to remove tandem parking restrictions; and to remove the step-back provisions for the portions of the structure greater than 25 feet.

Although the proposed project does introduce a new four-story structure with reduced yards into this neighborhood, the first level of the structure is located below the street level minimizing the scale of the structure and creating the visual effect of a three-story rather than a four-story structure. Further, the proposed structure incorporates balconies and varied rooflines at the front portion of the structure to break up the massing of the structure. Lastly, the subject site is located in an area identified for intensification in the certified Venice Land Use Plan to accommodate future growth.

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. 2. 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 three existing duplexes and the construction of a new eight-unit residential condominium structure on an R3-zoned lot. The development is limited to the subject site and provides a total of 13 vehicle parking spaces, two spaces for each market-rate dwelling unit and one space for each affordable dwelling unit, where one parking space is substituted for four (4) bicycle parking spaces. The subject site is located a mile from the Pacific Shoreline. No permanent structures will be placed within the public right-of-way and public access to the coast will not be obstructed.

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 liquefaction area and within 5.3 kilometers of the Santa Monica Fault. As such, the project is subject to compliance with Zoning and Building Code requirements that will minimize risks to life and property in such hazard areas. The Department of Building and Safety has reviewed and approved the geotechnical engineering investigation for the subject site. The property is also located within Zone X, outside of the Flood Zone.

The project site is also located within an area that may be affected by Sea Level Rise. On August 12, 2015, the Coastal Commission adopted a Sea Level Rise Policy Guidance document, updated and adopted On November 7, 2018. This policy document provides a framework and directions for local jurisdictions to address sea level rise (SLR) in Local Coastal Programs (LCPs) and Coastal Development Permits (CDPs). In May 2018, the City completed an initial sea level rise vulnerability assessment for the Venice Coastal Zone. The report provides that: *Existing wide beaches generally protect Venice from coastal hazards. Coastal assets along or near the beachfront are potentially vulnerable*

during a large storm event in combination with SLR greater than 3.3 feet. After 4.9 feet SLR, beachfront assets are more vulnerable to damage from flooding or potential erosion of the beach. A SLR of 6.6 feet is a tipping point for Venice's exposure to extreme coastal wave events. Beachfront and coastal assets could flood annually, beaches could be greatly reduced in width, and high water levels could greatly increase potential for flooding of inland low-lying areas. As discussed in the analysis, there is considerable uncertainty around the timing of SLR, how coastal processes may be affected, and what adaptation approaches will be applied in the future (VSLRVA, pg. 45). Policies and development standards to address the potential impacts of SLR would be addressed in the City's LCP for the Venice Coastal Zone.

The Coastal Storm Modeling System (CoSMoS) was utilized to analyze the project's vulnerability to flood hazards, considering a scenario of a minimum 6.6-foot sea level rise and a 100-year storm scenario. Based on this scenario, the proposed development could potentially be affected by flooding as a result of SLR, however, the potential for such flooding in severe storm events is likely to increase towards the end of the project life (based on a typical development life of 75 years). Any repair, demolition, and/or new construction as a result of any flooding would be subject to additional review. As conditioned, the proposed development is consistent with Section 30253 of the Coastal Act.

The proposed project would develop a new four-story, eight-unit condominium structure with a semi-subterranean ground floor providing 12 vehicle parking spaces. 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 project site is located within the Venice Community Plan area and is designated Medium Residential and zoned R3-1.

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

Policy I.A.8.a.2 outlines density and development regulations for lots designated Medium Density Residential located north of North Venice Boulevard and south of Victoria Avenue; lots south of South Venice Boulevard and north of Harding and Woodlawn Avenues, east of Zeno Place only; and the lots north of Washington Boulevard, and south of Van Buren and Harrison Avenues.

Use: Multi-family structures are allowed. The proposed project is an eight-unit multi-

family structure.

Density: One unit per 800 – 1,200 square feet of lot area is permitted. The project proposes eight dwelling units on a 7,800 square-foot lot.

Height: Height shall not exceed 25 feet for buildings with flat roofs or 30 feet for buildings with stepped back and varied rooflines. The project qualifies for a density bonus pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 A.25 (Density Bonus Affordable Housing Program). The applicant also requests a waiver of the height and step back requirements of Section 10.G.3 of the Specific Plan. The project proposes a Varied Roofline with a height of 41 feet and a flat roof with a height of 36 feet. The first level of the structure is located below the street level minimizing the scale of the structure and creating the visual effect of a three-story rather than a four-story structure. Further, 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.

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. The eight-unit, multi-family dwelling will provide 13 parking spaces, where the market-rate units will provide two parking spaces for each unit and the affordable units will provide one parking space for each unit. In addition, one parking space is replaced with four bicycle parking spaces.

Further, based on self-reported data from the applicant, Pisani Place between Venice Boulevard and Boccaccio Avenue is not parking impacted. Parking counts conducted on Friday, September 30, 2022 from 2:05 pm to 2:15 pm and Thursday, October 6, 2022, 6:17 pm to 6:22 pm, Pisani Place generally indicates occupied parking spaces between 3 to 8 spaces and available parking spaces between 5 and 14 parking spaces.

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 would qualify for reduced parking. Nonetheless, as discussed above, the project is compliant with the requirements of the Coastal Act and the policies of the Venice LUP. Consistent with Policy I.A.14 of the LUP the project provides reduced parking for three affordable units and provides the required two spaces for each market rate unit, as well as 18 bicycle parking spaces.

Policy I.A.13. Density Bonus Applications.

The proposed four-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 Interpretative Guidelines were adopted by the California Coastal Commission (October 14, 1980) to supplement the Statewide Guidelines. Both regional and statewide guidelines, pursuant to Section 30620 (b) of the Coastal Act, are designed to assist local governments, the regional commissions, the commission, and persons subject to the provisions of this chapter in determining how the policies of this division shall be applied to the coastal zone prior to the certification of a local coastal program.

As stated in the Regional Interpretative Guidelines, the guidelines are intended to be used “in a flexible manner with consideration for local and regional conditions, individual project parameters and constraints, and individual and cumulative impacts on coastal resources”. In addition to the Regional Interpretative Guidelines, the policies of Venice Local Coastal Program Land Use Plan (the Land Use Plan was certified by the Coastal Commission on June 14, 2001) have been reviewed and considered. The number of dwelling units on the subject property will not exceed the maximum allowed. The height of the proposed project is not expected to disturb the scenic and visual qualities of the coastal area, since the site is flat and located more than one mile inland. Furthermore, the proposed project will not alter any natural land forms. As such, the proposed project, as conditioned, is consistent with the Regional Interpretive Guidelines.

- 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 demolition of the three duplexes and a an attached garage, and the construction of a new three-story, eight-unit residential condominium building with a semi-subterranean ground floor; 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 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 feet 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 feet 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 feet 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).

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 mile away from the Pacific shoreline and 0.64 of a mile from the Venice Canals. 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 the required 12 parking spaces and vehicle access to the site is provided along the rear alley. 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-2022-725-CE, has been prepared for the proposed project consistent with the provisions of the California Environmental Quality Act and the City CEQA Guidelines. The project proposes the demolition of three duplex structures and the construction of a four-story, 15,016 square-foot, multi-family structure comprised of eight (8) condominium units, providing 12 parking spaces with a rooftop deck. The Categorical Exemption prepared for the proposed project is appropriate pursuant to CEQA Guidelines Sections 15301 (Class 1) and 15332 (Class 32).

3. 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 three duplex structures and the construction of a four-story, 15,016 square-foot, multi-family structure comprised of eight (8) condominium units, providing 12 parking spaces and a rooftop deck. 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 relatively flat, rectangular shaped site comprised of two interior lots (Lots 14 and 15), and has frontages of approximately 80 feet along Pisani Place, and along an unnamed alley to the rear, with a total lot area of 8,000 square feet. The subject site is currently developed with two one-story duplexes, a two-story duplex with a detached garage. There are ten R3-1 zoned lots located within the block bordered by Venice Boulevard to the northwest, Oakwood Avenue to the northeast, Boccaccio Avenue to the southeast and Pisani Place to the southwest, excluding the subject site. These lots are developed with single- and multi-family homes, of which seven (7) structures are one-story in height, two (2) structures are two-story in height and one (1) structure is three-story in height. The three lots adjacent to the subject site to the east (across Pisani Place) are improved with two, two-story, multiple-family residential structures and one-story single-family dwellings. The lots abutting the subject site to the south and north are improved with a one-story, single-family dwelling. The proposed structure incorporates balconies and varied rooflines at the front portion of the structure to break up the massing of the structure. In addition, the first level of the structure is located below the street level minimizing the scale of the structure and creating the visual effect of a three-story rather than four-story structure. As such, the proposed development is compatible in scale and character with the existing neighborhood and the project would not be materially detrimental to the adjoining lots or the immediate neighborhood.

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

The subject property is designated Medium Residential in the Venice Local Coastal Program Land Use Plan and zoned R3-1. Policy I.A.8.a.2 of the LUP outlines density and development standards for multi-family residential projects in the Southeast Venice subarea. The proposed project would develop an eight-unit condominium structure. The project is found to be consistent with the intent and purposes of the Land Use Plan and the Venice Coastal Specific Plan, which make up the Venice Coastal Program. The project complies with all applicable provisions of the Venice Coastal Specific Plan as follows:

Use: Multi-family structures are allowed. The proposed project is a six-unit condominium structure.

Density: One unit per 800 – 1,200 square feet of lot area is permitted. The project proposes six units on a 7,800 square-foot lot.

Height: Height shall not exceed 25 feet for buildings with flat roofs or 30 feet for buildings with stepped back or varied rooflines. As discussed in Finding Nos. 1 and 2, the project qualifies for a density bonus pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 A.25 (Density Bonus Affordable Housing Program). The applicant also requests a waiver of the height and step back requirements of Section 10.G.3 of the Specific Plan. As discussed in Finding No. 2, the project qualifies for the requested waivers. The first level of the structure is located below the street level minimizing the scale of the structure and creating the visual effect of a three-story rather than a four-story structure. Further, 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.

Access: Vehicle access to the site shall be provided from the rear alley. The proposed project provides vehicle access along the alley abutting the property.

Parking: 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 eight-unit, multi-family dwelling will provide 13 parking spaces, where one parking space is substituted for four (4) bicycle parking spaces. Further, as discussed in Finding No. 2, the applicant requests Parking Option No. 1, pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 A.25 (Density Bonus Affordable Housing Program), to provide 13 parking space, where one parking space is substituted for four (4) bicycle parking spaces.

Further, based on self-reported data from the applicant, Pisani Place between Venice Boulevard and Boccaccio Avenue is not parking impacted. Parking counts conducted on Friday, September 30, 2022 from 2:05 pm to 2:15 pm and Thursday, October 6, 2022, 6:17 pm to 6:22 pm, Pisani Place generally indicates occupied parking spaces between 3 to 8 spaces and available parking spaces between 5 and 14 parking spaces.

Lastly, 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.

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

The project includes the demolition of six (6) Residential Units within three (3) duplexes. A Determination issued by the Los Angeles Housing and Community Investment Department (HCIDLA), now the Los Angeles Housing Department (LAHD) dated January 30, 2018 states that three (3) Affordable Existing Residential Unit have

been identified and is proposed for demolition or conversion. As discussed in this report, the project is subject to the requirements of SB8, which imposes greater requirements for the replacement units.

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

No Inclusionary Residential Units are proposed or required for this project. The project proposes the construction of a new eight-unit condominium structure. Pursuant to Part 2.4.2 of the Interim Administrative Procedures, development which consists of nine or fewer Residential Units are Small New Housing Developments and are categorically exempt from the Inclusionary Residential Unit requirement. Therefore, the proposed development of six new Residential Units is found to be categorically exempt from the Inclusionary Residential Unit requirement for New Housing Developments.

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 project consolidates Lots 14 and 15. As stated in previous findings, the project design is consistent with the scale and character of the existing neighborhood and all required parking is provided onsite. The project conforms to applicable provisions of Section 9.A.2 as evidenced below:
 - a. *Access to subterranean parking shall be from an alley, and all subterranean parking shall be fully below natural grade and shall not be visible from the street.* Access to the site is provided from the rear alley. The project provides eight spaces within an at-grade garage.
 - b. *Buildings shall be designed with visual breaks or Architectural Features, including balconies or terraces, with a change of material or a break in the plane for every 20 feet in horizontal length and every 15 vertical feet. Residential buildings shall provide habitable space on the Ground Floor, a ground level entrance, and landscaping and windows fronting the street.* The front facade, as shown in "Exhibit A", features architectural four balconies, glazing, the primary entrances and a plane break every 20 feet.
 - c. *In the R3 multiple-family zones, construction on the single building site may combine the density of the previously established lots.* The proposed density is based on the total lot area of the combined lots.
 - d. *For residential projects, front porches, bays, and balconies shall be provided to maximum architectural variety.* The front façade features four balconies, glazing and the primary entrances.

2. *Height.* As shown in “Exhibit A”, the height of the structure is measured from the centerline of Pisani Place and conforms to the standards of measurement as outlined in Section 9.B of the Specific Plan.

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

1. *Density.* *Lots located north of North Venice Boulevard and south of Victoria Avenue; lots south of South Venice Boulevard and north of Harding and Woodlawn Avenues, east of Zeno Place only; and the lots north of Washington Boulevard, and south of Van Buren and Harrison Avenues shall be developed as permitted by the R3 Zone.* The subject site has a net lot area of 7,800 square-feet (after the required dedication), allowing a net density of 9 units (1/800 square feet). A total of eight dwelling units are proposed.
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 (slopes greater than 2:12) with a maximum height of 29 feet 3 inches. As discussed in Finding Nos. 1 and 2, the project qualifies for an On-Menu Incentive pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 A.25 (Density Bonus Affordable Housing Program). The applicant also requests a Waiver of the height and step back requirements of Section 10.G.3 of the Specific Plan. As discussed in Finding No. 1, the project qualifies for the requested waivers.
3. *Access.* Driveways and vehicular access to the project shall be provided from alleyways. Access to the parking garage is provided from the rear alley.

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 eight-unit, multi-family dwelling will provide 13 parking spaces, where one (1) parking space is substituted for four bicycle parking spaces. Further, as discussed in Finding No. 2, the applicant qualifies for Parking Option No. 1, pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 A.25 (Density Bonus Affordable Housing Program). The project provides a total of 13 parking spaces of which 1 space is substituted with four bicycle parking spaces: 3 spaces for three affordable units and 10 spaces for five market rate units. As such, the project provides parking consistent with the requirements of the Specific Plan, certified Venice LUP, and Los Angeles Municipal Code (LAMC) Section 12.22 A.25.

- 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-2022-725-CE, has been prepared for the proposed project consistent with the provisions of the California Environmental Quality Act and the City CEQA Guidelines. The project proposes the demolition of three duplex structures and the construction of a four-story, 15,016 square-foot, multi-family structure comprised of eight (8) condominium units, providing 12 parking spaces and a rooftop deck. The Categorical Exemption prepared for the proposed project is appropriate pursuant to CEQA Guidelines

Sections 15301 (Class1) and 15332 (Class 32). A full discussion is provided in Finding No. 5.

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

Mello Act Compliance Review

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

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

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

The project includes the demolition of six (6) Residential Units. A Determination issued by the Los Angeles Housing and Community Investment Department (HCIDLA) dated January 30, 2018 states that the property currently maintains three duplexes each with two, one bedroom units. HCIDLA collected data from February 2014 through January 2017, utilizing data provided by the current owners. The current owners claims that both units were used as short-term rental from July to December 2016. Owner provided payment history for both units from their short-term rental account indicating the following:

- 2308 S. Pisani Place the rent collected during the three year look back was an average of \$1,203.
- 2308 ¼ deemed affordable based on the tenant's income.
- 2310 Pisani Place the rent collected during the three year look back was an average of \$1,515.
- 2310 ½ Pisani Place the rent collected during the three year look back was an average of \$1,247.

Because \$1,203 (2308 Pisani PI) and \$1,247 (2310 ½) are below moderate, and based on the tenants income for 2308 ¼ HCIDLA has determined that three (3) affordable units exist at the property. Therefore, three (3) Affordable Existing Residential Units are proposed for demolition or conversion.

The Los Angeles Housing Department (LAHD) has determined, per the Housing Crisis Act of 2019 (SB 8) Replacement Unit Determination, dated April 26, 2022, that three (3) units are subject to replacement pursuant to the requirements of SB 8. For condominium units, the Determination made by LAHD requires that three (3) units be replaced with equivalent type; two (2) units restricted to Low Income Households, and one (1) unit restricted to Very

Low Income Households. The proposed project will set aside two (2) units for Low Income Households and one (1) unit for Very Low Income Household.

Part 1.2.3 of the IAP provides "...In the case of conflict between these Interim Administrative Procedures, and geographically specific plan, Local Coastal Program, or any other regulation, the requirement which results in the provision of the largest number of Affordable Replacement Units or Inclusionary Units shall apply..."

Both regulations require the replacement of three affordable units, however SB 8 imposes an affordability covenant of 55 years, greater than the 30-year covenant under the IAP. As such, the project is required to provide Replacement Units pursuant to the requirements of the SB 8 Amended (DB) RUD, dated April 26, 2022.

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

The project proposes the construction of a new six unit condominium structure. Pursuant to Part 2.4.2 of the Interim Administrative Procedures, developments which consist of nine or fewer Residential Units are Small New Housing Developments and are categorically exempt from the Inclusionary Residential Unit requirement. Therefore, the proposed development of five (5) new Residential Units and three (3) Replacement Affordable Unit is found to be categorically exempt from the Inclusionary Residential Unit requirement for New Housing Developments.

CEQA Findings

5. Environmental Findings

A Categorical Exemption, ENV-2022-725-CE, has been prepared for the proposed project consistent with the provisions of the California Environmental Quality Act and the City CEQA Guidelines. The project proposes the demolition of three duplex structures and the construction of a four-story, 15,016 square-foot, multi-family structure comprised of eight (8) condominium units, providing 12 parking spaces and a rooftop deck. The Categorical Exemption prepared for the proposed project is appropriate pursuant to CEQA Guidelines Sections 15301 (Class 1) and 15332 (Class 32).

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 the existing three duplexes (six dwelling units) and construction of a four-story, 15,016 square foot structure. The project is located in a residential neighborhood and is not within an environmentally sensitive area.

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 currently is developed with three duplexes and an attached garage. The site is zoned R3-1 and has a General Plan Land Use Designation of Medium Residential. The project consists of the construction of a new three-story, eight-unit condominium structure 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 2308 and 2310 Pisani Place, and is wholly within the City of Los Angeles, and is completely surrounded by urban uses. Surrounding properties include single story and multi-story commercial uses 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 project site is currently developed with three duplexes and an attached garage. The area around the site is highly urbanized and surrounded by residential use. NavigateLA shows that the subject site is not located in a Significant Ecological Area. The site has been developed since at least 1937 with residential use 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 is currently developed, 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.

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 R3-1 and designated Medium Residential use. 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 a multi-family structure in an area zoned and designated for such development. The surrounding area is developed with similar multi-family residential uses. The proposed density is consistent with the density permitted by the Venice Specific Plan (R3 density). 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).

ADDITIONAL MANDATORY FINDING

6. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone X, outside the flood zone.

PUBLIC HEARING AND COMMUNICATIONS

A joint public hearing was held virtually via Zoom by the Deputy Advisory Agency and a Hearing Officer (Ira Brown) on March 23, 2023 at 12:00 pm. The joint public hearing was for cases CPC-2022-724-CDP-MEL-SPP-DB-HCA and VTT-83692-CN-HCA. The project team was present and 11 members of the public provided public comments.

The members of the public provided the following testimony:

- Debra Padilla (resident at the subject site) supports the project.
- Eva Jenickova (adjacent neighbor) supports the project because the existing residents will be allowed to return.
- Julie Bean opposes the project because the 4th floor is out of scale with the neighborhood.
- Thelma Maxman supports the project because the existing residents will be allowed to return.
- Venetia Phillips (resident at the subject site) supports the project.
- Scott MacArthur opposes the project because the 4th floor is out of scale with the neighborhood.
- Alley Bean opposes the project because the 4th floor is out of scale with the neighborhood.
- Steward Oscars opposes the project because the development is out of scale and character with the neighborhood.
- Robin Rudisill expressed concerns regarding cumulative impacts of the project on the neighborhood character.
- Khizer Khaderi supports the project.
- Sharon Smith opposes the project because the development is out of scale and character with the neighborhood.

In addition, staff has received 17 letters/emails from 13 individuals or organizations in opposition to the project. Public comments opposing the project include the following issues:

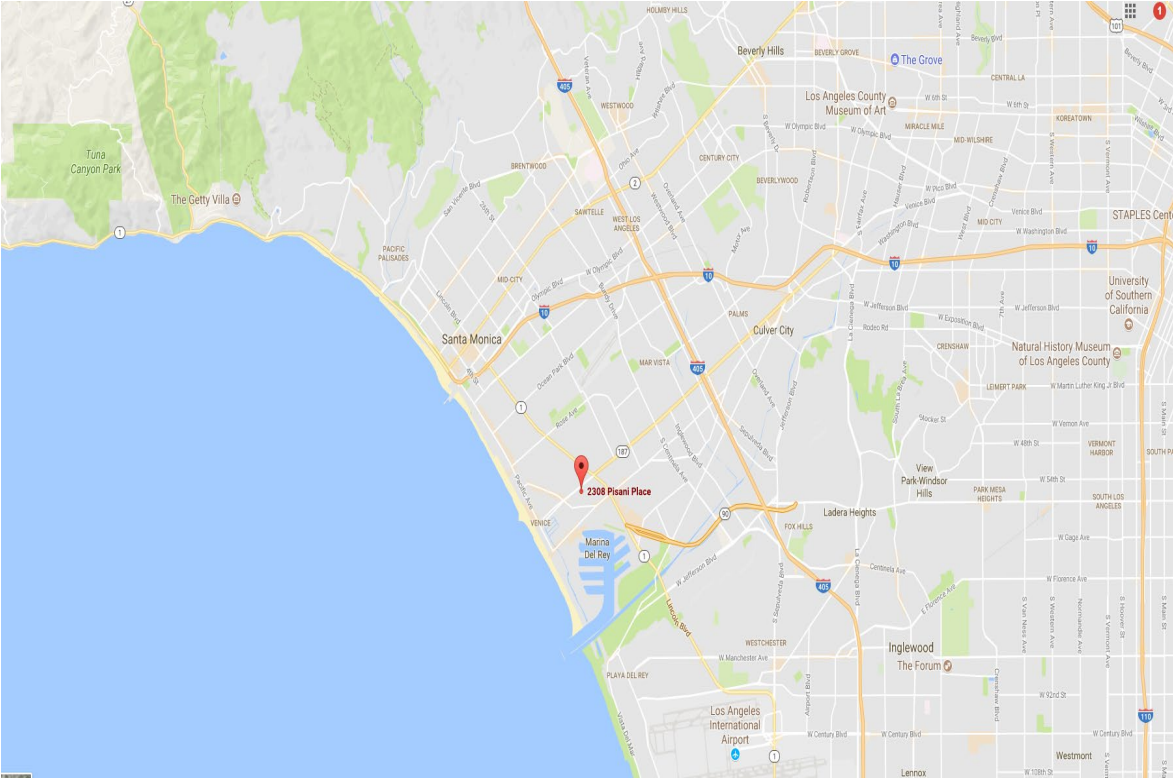
- The proposed project is not visually compatible with the surrounding area. The development on the block and in the immediate project vicinity consists of primarily one- and two-story homes. At three stories and 9,052 square feet, with roof deck and no upper-level step-backs, the project is much larger and more massive than the surrounding residences and is not consistent with the one and two-story character of the area with respect to mass and scale.
- Venice is a unique Coastal Resource. Allowing this condominium building would incrementally change the character of the neighborhood, making it more likely that other new, tall structures that are out of character with the current neighborhood would be approved and built, causing an adverse cumulative impact.
- The proposed project is not compatible in scale and character with the existing neighborhood and would be materially detrimental to adjoining lots or the immediate neighborhood.

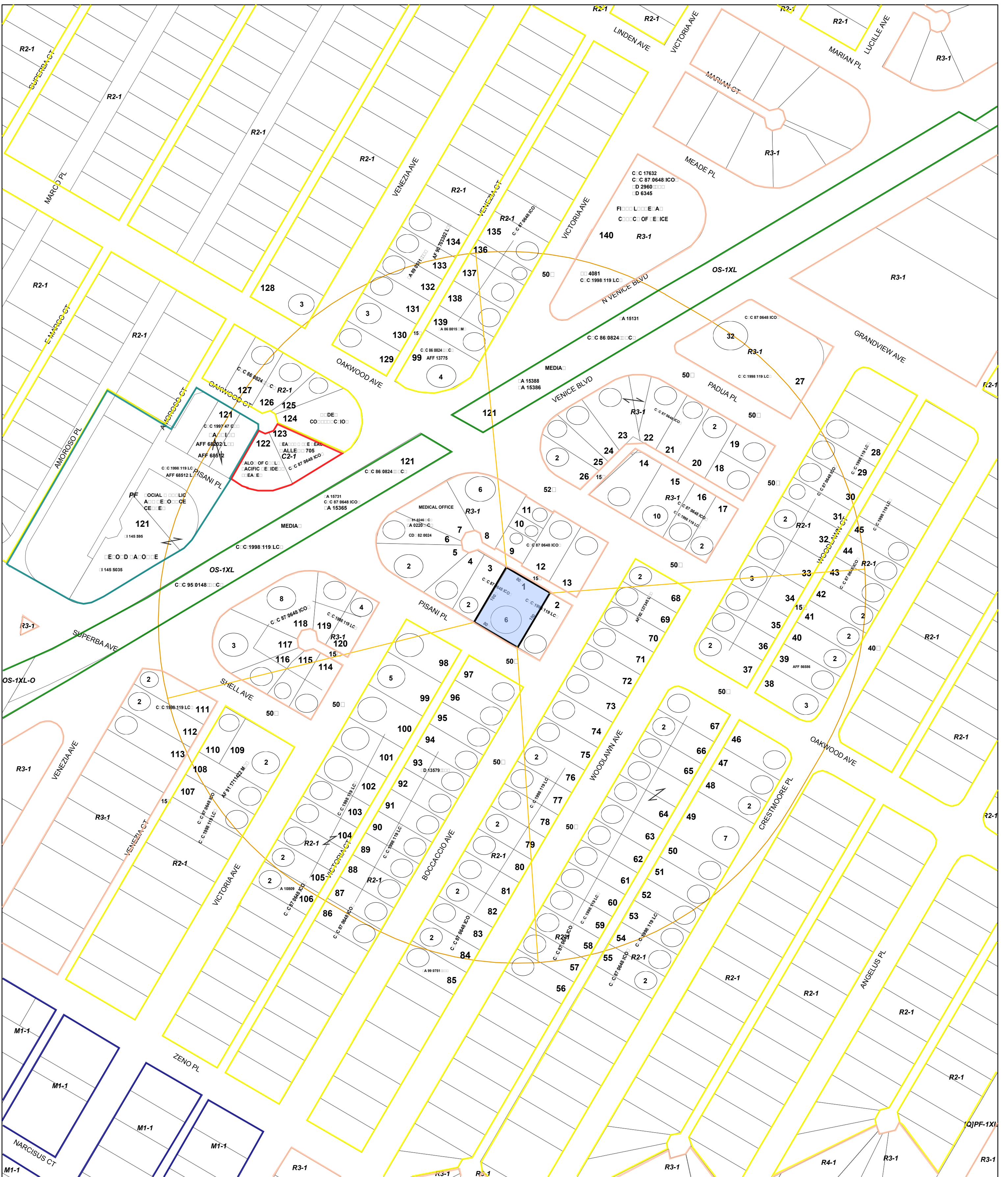
Exhibit A: Maps

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

Vicinity Map

2308 – 2310 Pisani Pl





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 E ICE CA 90291
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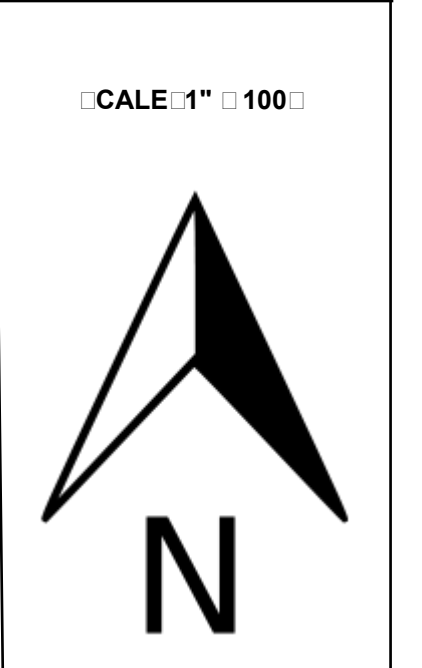
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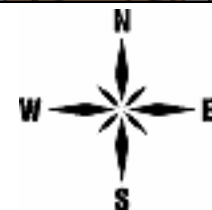




Address: 2308 S PISANI PL
 APN: 4237005010
 PIN #: 108B149 996

Tract: VENICE GATEWAY
 Block: N
 Lot: 14
 Arb: None

Zoning: R3-1
 General Plan: Medium Residential



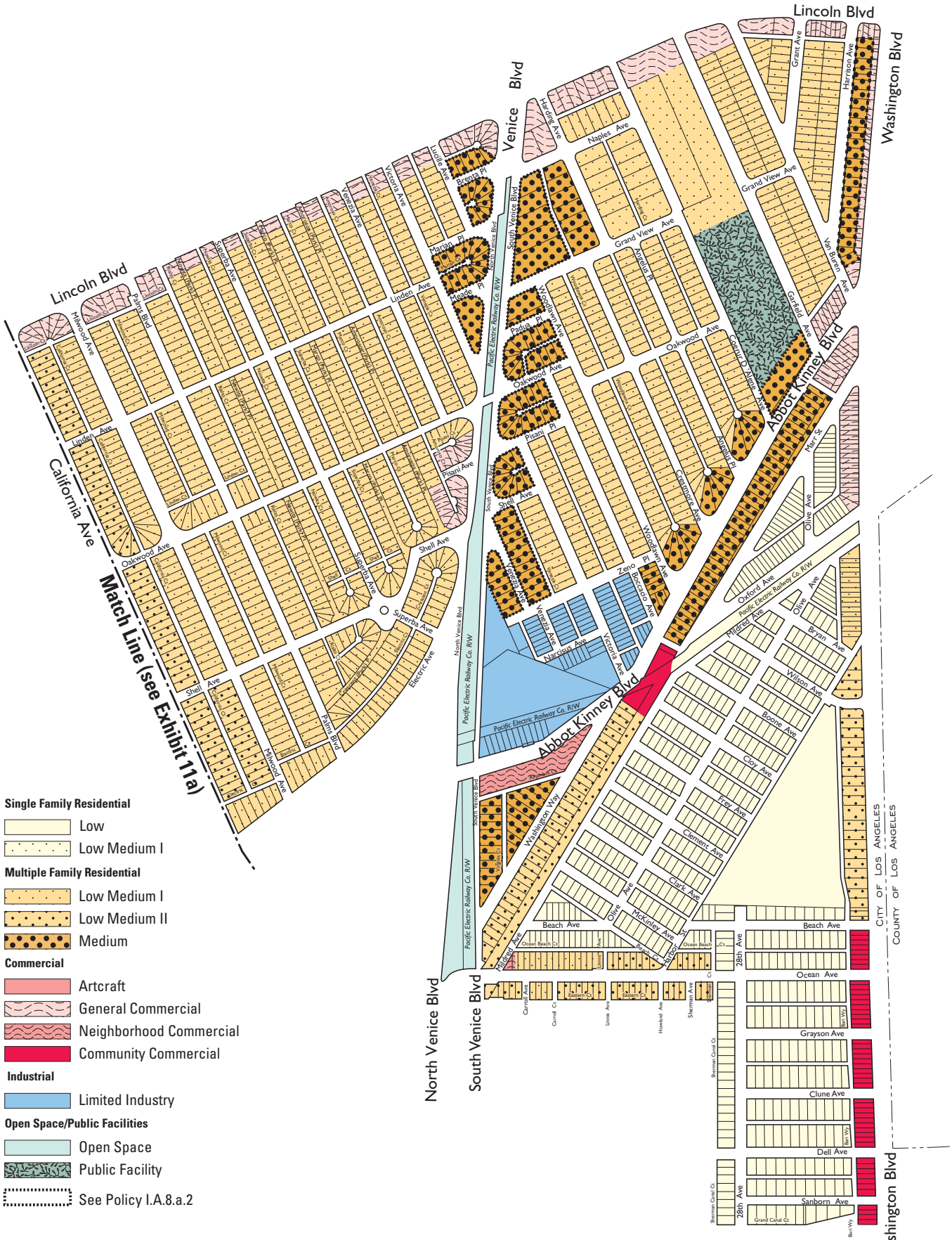


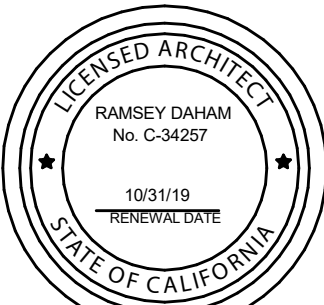
Exhibit 11b
Land Use Plan (Map): Oakwood • Milwood • Southeast Venice

CPC-2022-724-CDP-MEL-SPP-DB-HCA

Exhibit B: Plans

B.1 – Project Plans

B.2 – Tentative Tract Map



Revision Schedule

Revision Number	Revision Date

GENERAL NOTES

DRAWN	CR
CHECKED	PNK
DATE	06/22/2021
SCALE	AS NOTED
JOB #	16080

8. LOUVERED WINDOWS SHALL BE PROTECTED BY METAL BARS OR GRILLS WITH OPENINGS THAT HAVE AT LEAST ONE DIMENSION OF 6" OR LESS, WHICH ARE CONSTRUCTED TO PRECLUDE HUMAN ENTRY.

9. OTHER OPERABLE WINDOWS SHALL BE PROVIDED WITH SUBSTANTIAL LOCKING DEVICES. IN GROUP B, F, M AND S OCCUPANCIES, SUCH DEVICES SHALL BE GLIDE BARS, BOLT OR SCREW AND WOOD DOORS WITH MINIMUM 9/32" HARDENED STEEL SHACKLES AND BOLTED, HARDENED STEEL HASPS. (6715.2)

10. SLIDING WINDOWS SHALL BE PROVIDED WITH LOCKING DEVICES. A DEVICE SHALL BE INSTALLED IN THE UPPER CHANNEL OF THE MOVING PANEL TO PROHIBIT RAISING AND REMOVING OF THE MOVING PANEL IN THE CLOSED OR PARTIALLY OPEN POSITION. (6715.1)

11. SLIDING GLASS WINDOWS SASH SHALL BE CLOSED AND LOCKED WHEN SUBJECTED TO THE TESTS SPECIFIED IN SEC. 6717.2.

12. ANY RELEASE FOR METAL BARS, GRILLES OR SIMILAR DEVICES CONSTRUCTED TO PRECLUDE HUMAN ENTRY THAT ARE INSTALLED SHALL BE LOCATED ON THE INSIDE OF THE ADJACENT ROOM AND AT LEAST 24 INCHES FROM THE CLOSEST OPENING THROUGH SUCH METAL BARS, GRILLES, GRATES OR SIMILAR DEVICES THAT EXCEEDS TWO INCHES IN ANY DIMENSION.

13. ALL OTHER OPENINGS MUST BE PROTECTED BY METAL BARS OR GRILLES WITH OPENINGS OF NOT LESS THAN 6 INCHES IN ONE DIMENSION.

SOUND TRANSMISSION NOTES:

1. IN GROUP R OCCUPANCIES, WALL AND FLOOR-CELING ASSEMBLIES SEPARATING DWELLING UNITS OR GUEST ROOMS FROM EACH OTHER AND FROM PUBLIC SPACE SUCH AS INTERIOR CORRIDORS AND SERVICE AREAS SHALL PROVIDE AIRBORNE SOUND INSULATION FOR WALLS, AND BOTH AIRBORNE AND IMPACT SOUND INSULATION FOR FLOOR-CEILING ASSEMBLIES. ALL SUCH SEPARATING WALLS AND FLOOR-CEILING ASSEMBLIES SHALL PROVIDE AN IMPROVED SOUND INSULATION DESIGN EQUAL TO THAT REQUIRED TO MEET A SOUND TRANSMISSION CLASS (STC) OF 50 (50 db OF 45 IF FIELD TESTED). ALL SEPARATING FLOOR-CEILING SHALL PROVIDE IMPACT SOUND INSULATION EQUAL TO THAT REQUIRED TO MEET AN IMPACT INSULATION CLASS (IIC) OF 50 (IIC OF 45 IF FIELD TESTED). (1207.6.1, 1207.7, 1207.8)

EXCEPTION: IMPACT SOUND INSULATION IS NOT REQUIRED FOR FLOOR-CEILING ASSEMBLIES OVER NON HABITABLE ROOMS OR SPACES NOT DESIGNED TO BE OCCUPIED, SUCH AS GARAGES, MECHANICAL ROOMS OR STORAGE AREAS.

A. IDENTIFY ALL SOUND RATED PARTITIONS ON THE FLOOR PLANS.
 B. PROVIDE CONSTRUCTION DETAILS FOR SOUND RATED FLOOR-CEILING ASSEMBLIES.
 C. PROVIDE CONSTRUCTION DETAILS FOR SOUND RATED FLOOR-CEILING ASSEMBLIES.
 D. AIRBORNE SOUND INSULATION FOR WALLS, AND BOTH AIRBORNE AND IMPACT SOUND INSULATION FOR FLOOR-CEILING ASSEMBLIES SHALL BE PROVIDED TO MEET A SOUND TRANSMISSION CLASS (STC) OF 50 (50 db OF 45 IF FIELD TESTED). ALL SEPARATING FLOOR-CEILING SHALL PROVIDE IMPACT SOUND INSULATION EQUAL TO THAT REQUIRED TO MEET AN IMPACT INSULATION CLASS (IIC) OF 50 (IIC OF 45 IF FIELD TESTED). (1207.6.1, 1207.7, 1207.8)

E. AN APPROVED PERMANENT, AND RESILIENT ACOUSTICAL SEALANT SHALL BE PROVIDED ALONG THE LINE BETWEEN THE FLOOR AND THE SEPARATION WALLS OF FLOOR-CEILING ASSEMBLIES SHALL BE SEALED, LINED OR INSULATED WITH:

F. CARPETS OR SIMILAR SURFACE MATERIAL WHICH ARE PART OF THE FLOOR-CEILING ASSEMBLY MUST BE INSTALLED AND INSPECTED BEFORE THE CERTIFICATE OF OCCUPANCY IS ISSUED AND MAY BE REPLACED ONLY BY OTHER FLOOR COVERING THAT PROVIDES THE REQUIRED IMPACT SOUND INSULATION. (1207.8)

G. METAL VENTILATING AND CONDITIONED AIR DUCTS LOCATED IN SOUND ASSEMBLIES SHALL BE LINED (EXCEPTION: DUCTS SERVING ONLY EXIT WAYS, KITCHEN COOKING FACILITIES, AND BATHROOMS NEED NOT BE LINED).

H. MINERAL FIBER INSULATION SHALL BE INSTALLED IN JOIST SPACES WHENEVER A PLUMBING PIPING OR DUCT PENETRATES A FLOOR-CEILING ASSEMBLY OR WHERE SUCH UTILITY PASSES THROUGH THE PLANE OF THE FLOOR-CEILING ASSEMBLY FROM WITHIN A WALL. THE INSULATION SHALL BE INSTALLED TO A POINT 1/2" BEYOND THE PIPE OR DUCT. THE REQUIREMENT IS NOT APPLICABLE TO FIRE SPRINKLER PIPE, GAS LINE OR ELECTRICAL CONDUIT.

I. ELECTRICAL OUTLET BOXES IN OPPOSITE FACES OF SEPARATION WALLS SHALL BE SEPARATED HORIZONTALLY BY 24" AND NOTE THAT BACK AND SIDES OF BOXES WILL BE SEALED WITH 1/8" RESILIENT SEALANT AND BACKED BY A MINIMUM OF 2" THICK MINERAL FIBER INSULATION. (TY, TELEPHONE AND INTERCOM OUTLETS MUST BE INSTALLED IN BOXES ACCORDINGLY.)

J. FROM INTERIOR CORRIDORS ARE REQUIRED TO HAVE A MINIMUM STC RATING OF 26. (LAMINATED 1/8" SOLID-CORE DOORS WITH RESILIENT STOPS AND GASKETS OR 18 GAUGE INSULATED STEEL SLAB DOORS WITH COMPRESSION SEALS ALL AROUND, INCLUDING THRESHOLDS WILL MEET THIS REQUIREMENT.)

K. WALL MOUNTED LAVATORIES AND TOILETS ARE NOT PERMITTED IN SOUND RATED PARTITIONS.

L. ELECTRICAL PANELS ARE NOT PERMITTED IN SOUND RATED PARTITIONS.

2. THE EGRESS IS LOCATED WHERE THE ANNUAL LDN OR CNEL EXCEEDS 60 DB. PROVIDE ACOUSTICAL ANALYSIS SHOWING THAT THE PROPOSED DESIGN WILL ACHIEVE PREScribed ALLOWABLE INTERIOR LEVEL, OR SHOW COMPLIANCE WITH PRESCRIPTIVE BUILDING STANDARDS OF PIBC 2017-074. (1207.11.3, 1207.11.1)

ST OCCUPANCY GARAGE SHALL COMPLY WITH THE FOLLOWING:

1. CONCRETE OR SIMILAR NON-COMBUSTIBLE AND NON-ABSORBENT FLOOR, OR ASPHALT SURFACE AT GROUND LEVEL ONLY.
 2. SLOPED FLOOR TO FACILITATE THE MOVEMENT OF LIQUIDS TO DRAIN OR TOWARD THE MAIN VEHICLE ENTRY DOORWAY.
 3. FLOOR SYSTEM DESIGNED FOR UNIFORM OR CONCENTRATED LOADS PER TABLE 1607.1.
 4. MINIMUM HEADROOM OF 7FT.
 5. VEHICLE BARRIERS NOT LESS THAN 2'-0" HIGH PLACED AT THE END OF DRIVE Lanes, AND AT THE END OF PARKING SPACES WHERE THE DIFFERENCE IN ADJACENT FLOOR ELEVATION IS GREATER THAN 1 FOOT.
 6. VEHICLE BARRIERS DESIGNED IN ACCORDANCE WITH SECTION 1607.8.3.

7. GLAZED OPENINGS WITHIN 40" OF THE REQUIRED LOCKING DEVICE OF THE DOOR, WHEN THE DOOR IS IN THE CLOSED AND LOCKED POSITION AND WHEN THE DOOR IS OPERATED FROM THE INSIDE WITHOUT USE OF KEY, SHALL BE FULLY TEMPERED GLASS PER SECTION 2406 OR APPROVED BURGLARY RESISTANT MATERIAL THAT SHALL BE PROTECTED BY METAL BARS OR GRILLES HAVING A MAXIMUM OPENING OF 2". THE PROVISIONS OF THIS SECTION SHALL NOT APPLY TO SLIDE GLASS DOORS WHICH CONFORM TO THE PROVISIONS OF SECTION 6710.2 OR TO VIEW PORTS OR WINDOWS WHICH DO NOT EXCEED 2" IN THEIR GREATEST DIMENSIONS. (6715.3)

LABDS GENERAL REQUIREMENTS:

1. THE CONSTRUCTION SHALL NOT RESTRICT A FIVE-FOOT CLEAR AND UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL-BOXES, TRANSFORMERS, VAULTS, PUMPS, VALVES, METERS, APPURTENANCES, ETC.) OR TO THE LOCATION OF THE HOOP-UP. THE CONSTRUCTION SHALL NOT BE WITHIN 10 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.

2. 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 FUEL GAS LINE. THE VALVE SHALL BE INSTALLED CONTAINING THE FUEL GAS PIPING. (PER ORDINANCE 170.158) (SEPARATE PLUMBING PERMIT IS REQUIRED).

3. PLUMBING FIXTURES ARE REQUIRED TO BE CONNECTED TO A SANITARY SEWER OR TO AN APPROVED SEWAGE DISPOSAL SYSTEM. (R308.3)

4. KITCHEN SINKS, LAVATORIES, BATHTUBS, SHOWERS, AND TOILETS SHALL BE PROVIDED WITH HOT AND COLD WATER AND CONNECTED TO AN APPROVED WATER SUPPLY. (R306.4)

5. BATHTUB AND SHOWER FLOORS, WALLS ABOVE BATHTUBS WITH A SHOWERHEAD, AND SHOWER ENCLOSURES 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)

6. PROVIDE ULTRA LOW FLUSH WATER CLOSETS FOR ALL NEW CONSTRUCTION. EXISTING WATER CLOSETS AND TOILETS MUST BE ADAPTED FOR LOW WATER CONSUMPTION.

7. UNIT SKYLIGHTS SHALL BE LABELED BY A LA CITY APPROVED LABELING AGENCY. SUCH LABEL SHALL STATE THE APPROVED LABELING AGENCY, PRODUCT DESIGNATION AND PERFORMANCE GRADE RATING (RESEARCH REPORT NOT REQUIRED). (R308.6)

8. WATER HEATER MUST BE STRAPPED TO WALL (SEC. 507.3, LAPC)

9. 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 REARMED BY A MANUAL MEANS TO DEACTIVATE (15 SECS. MAX.) FOR A SINGLE OPENING. THE DEACTIVATION SWITCH SHALL BE AT LEAST 5'4" ABOVE THE FLOOR. (6109 OF LABC)

10. LOTS SHALL BE GRADED TO DRAIN SURFACE WATER AWAY FROM FOUNDATION WALLS WITH A MINIMUM FALL OF 6 INCHES WITHIN THE FIRST 10 FEET. (R401.3)

11. 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 INSTALLED IN SECTION 4 OF AWPA U1.

12. 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. (R308F)

13. SCREENS, BARRICADES, OR FENCES MADE OF A MATERIAL WHICH WOULD PRECLUDE HUMAN CLIMBING SEPARATING THE DWELLING FROM THE GARAGE SHALL BE CONSTRUCTED OF A MINIMUM NO. 26 GAGE SHEET STEEL OR OTHER APPROVED MATERIAL AND SHALL NOT HAVE OPENING INTO THE GARAGE. (R302.5.3)

14. 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 DWELLING UNIT SLEEPING AREA IN THE IMMEDIATE VICINITY OF THE BEDROOMS) AND ON EVERY LEVEL OF A DWELLING UNIT INCLUDING BASEMENTS. (R315)

15. I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE.

16. CHECK VALVES OR ANTI-DRAIN VALVES ARE REQUIRED ON ALL SPRINKLER HEADS WHERE LOW POINT DRAINAGE COULD OCCUR.

17. A DIAGRAM OF THE IRRIGATION PLAN SHOWING HYDROZONES SHALL BE KEPT WITH THE IRRIGATION CONTROLLER FOR SUBJECT MANAGEMENT PURPOSES.

18. A CERTIFICATE OF COMPLETION SHALL BE FILLED OUT AND CERTIFIED BY EITHER THE SIGNER OF THE LANDSCAPE PLANS, THE SIGNER OF THE IRRIGATION PLANS, OR THE LICENSED LANDSCAPE CONTRACTOR FOR THE PROJECT.

19. AN IRRIGATION AUDIT REPORT SHALL BE COMPLETED AT THE TIME OF FINAL INSPECTION.

20. IF THE ENTRANCE TO THE GARAGE IS LOCATED WHERE THE ANNUAL LDN OR CNEL EXCEEDS 60 DB, PROVIDE ACOUSTICAL ANALYSIS SHOWING THAT THE PROPOSED DESIGN WILL ACHIEVE PREScribed ALLOWABLE INTERIOR LEVEL, OR SHOW COMPLIANCE WITH PRESCRIPTIVE BUILDING STANDARDS OF PIBC 2017-074. (1207.11.3, 1207.11.1)

21. CONCRETE OR SIMILAR NON-COMBUSTIBLE AND NON-ABSORBENT FLOOR, OR ASPHALT SURFACE AT GROUND LEVEL ONLY.
 22. SLOPED FLOOR TO FACILITATE THE MOVEMENT OF LIQUIDS TO DRAIN OR TOWARD THE MAIN VEHICLE ENTRY DOORWAY.
 23. FLOOR SYSTEM DESIGNED FOR UNIFORM OR CONCENTRATED LOADS PER TABLE 1607.1.
 24. MINIMUM HEADROOM OF 7FT.
 25. VEHICLE BARRIERS NOT LESS THAN 2'-0" HIGH PLACED AT THE END OF DRIVE Lanes, AND AT THE END OF PARKING SPACES WHERE THE DIFFERENCE IN ADJACENT FLOOR ELEVATION IS GREATER THAN 1 FOOT.
 26. VEHICLE BARRIERS DESIGNED IN ACCORDANCE WITH SECTION 1607.8.3.

27. GLAZED OPENINGS WITHIN 40" OF THE REQUIRED LOCKING DEVICE OF THE DOOR, WHEN THE DOOR IS IN THE CLOSED AND LOCKED POSITION AND WHEN THE DOOR IS OPERATED FROM THE INSIDE WITHOUT USE OF KEY, SHALL BE FULLY TEMPERED GLASS PER SECTION 2406 OR APPROVED BURGLARY RESISTANT MATERIAL THAT SHALL BE PROTECTED BY METAL BARS OR GRILLES HAVING A MAXIMUM OPENING OF 2". THE PROVISIONS OF THIS SECTION SHALL NOT APPLY TO SLIDE GLASS DOORS WHICH CONFORM TO THE PROVISIONS OF SECTION 6710.2 OR TO VIEW PORTS OR WINDOWS WHICH DO NOT EXCEED 2" IN THEIR GREATEST DIMENSIONS. (6715.3)

28. THE HEATING AND AIR-CONDITIONING SYSTEMS SHALL BE SIZED AND DESIGNED USING ANSI/ACC MANJUAL 240. ANSI/ACC 24-2009 OR ASHRAE HANDBOOKS AND HAVE THEIR EQUIPMENT SELECTED IN ACCORDANCE WITH ANSI/ACC 36-S MANUAL 5-S2004. (CALGREEN 4.507.2, 4.507.2)

FIRE SAFETY NOTES:

1. THE GENERAL CONTRACTOR SHALL PROVIDE A PORTABLE FIRE EXTINGUISHER WITH A RATING OF NOT LESS THAN 2A WITHIN A 75-FOOT TRAVEL DISTANCE.

2. THE GENERAL CONTRACTOR SHALL PROVIDE ANY ADDITIONAL FIRE EXTINGUISHERS AS REQUIRED BY THE LOCAL FIRE DEPARTMENT FIELD INSPECTOR.

3. THE GENERAL CONTRACTOR SHALL PROVIDE PLANS FOR THE EXTERIOR OF THE BUILDING OR STRUCTURE TO BE DEMOLISHED AND SHALL SUBMIT THEM TO THE LOCAL JURISDICTION AS REQUIRED AND TO THE ARCHITECT FOR APPROVAL PRIOR TO INSTALLATION.

4. THE SPRINKLER CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DRAWINGS AND SPECIFICATIONS FOR REVISION TO FIXED FIRE PROTECTION EQUIPMENT AND SUBMITTAL OF PLANS TO THE FIRE MARSHALL AS REQUIRED FOR APPROVAL PRIOR TO INSTALLATION.

STORM WATER POLLUTION CONTROL:

1. ERODED SEDIMENTS AND POLLUTANTS SHALL BE RETAINED ON SITE AND SHALL NOT BE TRANSPORTED FROM THE SITE VIA STREET LOTS, SWALES, AREA DRAINS, NATURAL DRAINAGE OR WIND.

2. STOCKPILES OF EARTH AND OTHER CONSTRUCTION-RELATED MATERIALS SHALL BE COVERED AND PROTECTED FROM BEING TRANSPORTED FROM THE SITE BY WIND OR WATER.

3. FUELS, OILS, SOLVENTS AND OTHER TOXIC MATERIALS MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND SHALL NOT CONTAMINATE THE SOIL NOR THE SURFACE WATERS, ALL APPROVED TOXIC STORAGE CONTAINERS TO BE PROTECTED FROM THE WEATHER. SPILLS MUST BE CLEANED UP IMMEDIATELY AND DISPOSED OF PROPERLY AND SHALL NOT BE WASHED INTO THE DRAINAGE SYSTEM.

4. NON-STORM WATER RUNOFF FROM EQUIPMENT AND MATERIALS LISTED IN SECTION 4.4.01.1, SHALL BE CONTAINED ON THE PROJECT SITE.

5. EXCESS OR WASTE CONCRETE MAY NOT BE WASHED INTO THE PUBLIC WAY OR ANY DRAINAGE SYSTEM. PROVISIONS SHALL BE MADE TO RETAIN CONCRETE WASTE ON-SITE UNTIL IT CAN BE APPROPRIATELY DISPOSED OF OR RECYCLED.

6. TRASH AND CONSTRUCTION-RELATED SOLID WASTES MUST BE DEPOSITED INTO A COVERED RECEPTACLE TO PREVENT CONTAMINATION OF STORM WATER AND DISPERSAL BY WIND.

7. SEDIMENTS AND OTHER MATERIALS SHALL NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS MUST BE STABILIZED SO AS TO INHIBIT SEDIMENTS FROM BEING DEPOSITED INTO THE STREET AND PUBLIC WAYS. ACCIDENTAL DEPOSITIONS MUST BE SWEEP UP IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR BY ANY OTHER MEANS.

8. RETENTION BASINS OF SUFFICIENT SIZE SHALL BE PROVIDED TO RETAIN STORM WATER RUNOFF ON-SITE AND SHALL BE PROPERLY LOCATED TO COLLECT ALL TRIBUTARY SITE RUNOFF.

9. WHERE RETENTION OF STORM WATER RUNOFF ON-SITE IS NOT FEASIBLE DUE TO SITE CONSTRAINTS, RUNOFF MAY BE CONVEYED TO THE STREET AND THE STORM DRAIN SYSTEM PROVIDED THAT AN APPROVED FILTERING SYSTEM IS INSTALLED AND MAINTAINED ON-SITE DURING THE CONSTRUCTION DURATION.

10. 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-CANDELS OVER THE AREA OF THE ROOM AT A HEIGHT OF 30 INCHES ABOVE THE FLOOR LEVEL. (R303.1)

11. A COPY OF THE EVALUATION REPORT AND/OR CONDITIONS OF LISTING SHALL BE MADE AVAILABLE AT THE JOB SITE.

12. 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. (R308F)

13. SCREENS, BARRICADES, OR FENCES MADE OF A MATERIAL WHICH WOULD PRECLUDE HUMAN CLIMBING SEPARATING THE DWELLING FROM THE GARAGE SHALL BE CONSTRUCTED OF A MINIMUM NO. 26 GAGE SHEET STEEL OR OTHER APPROVED MATERIAL AND SHALL NOT HAVE OPENING INTO THE GARAGE. (R302.5.3)

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15. I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE.

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 24. MINIMUM HEADROOM OF 7FT.
 25. VEHICLE BARRIERS NOT LESS THAN 2'-0" HIGH PLACED AT THE END OF DRIVE Lanes, AND AT THE END OF PARKING SPACES WHERE THE DIFFERENCE IN ADJACENT FLOOR ELEVATION IS GREATER THAN 1 FOOT.
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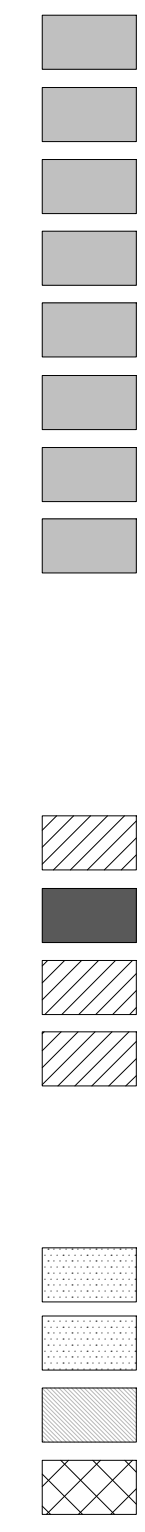
65. ERODED SEDIMENTS AND POLLUTANTS SHALL BE RETAINED ON SITE AND SHALL

ZONING CODE SF

RESIDENTIAL		
DWELLING UNIT #	# OF BEDROOMS	DWELLING UNIT S.F.
1A	1 BED / 1 BATH	485 S.F.
1B	1 BED / 1 BATH	488 S.F.
1C	1 BED / 1 BATH	515 S.F.
2A	2 BED / 2.5 BATH	1,833 S.F.
3A	3 BED / 3.5 BATH	2,025 S.F.
3B	3 BED / 3.5 BATH	2,025 S.F.
4A	3 BED / 3.5 BATH	2,025 S.F.
4B	3 BED / 3.5 BATH	2,025 S.F.
TOTAL		= 11,421 S.F.

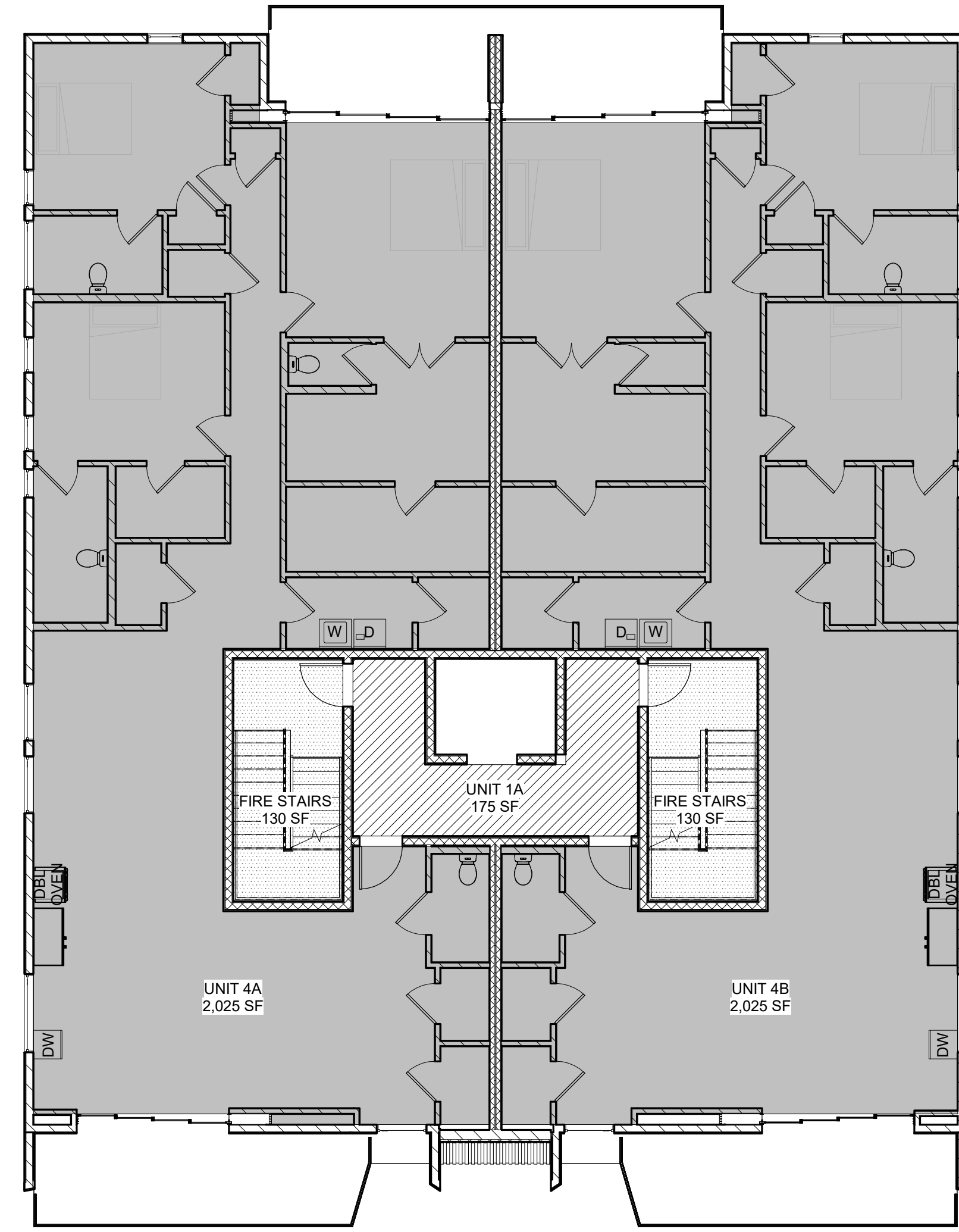
BUILDING MATRIX		
FLOOR	ROOM	AREA
1 ST	LOBBY	307 S.F.
1 ST	RECYCLING / TRASH	70 S.F.
3 RD	COMMON HALLWAY	175 S.F.
4 TH	COMMON HALLWAY	175 S.F.
TOTAL		= 727 S.F.

HATCH KEY

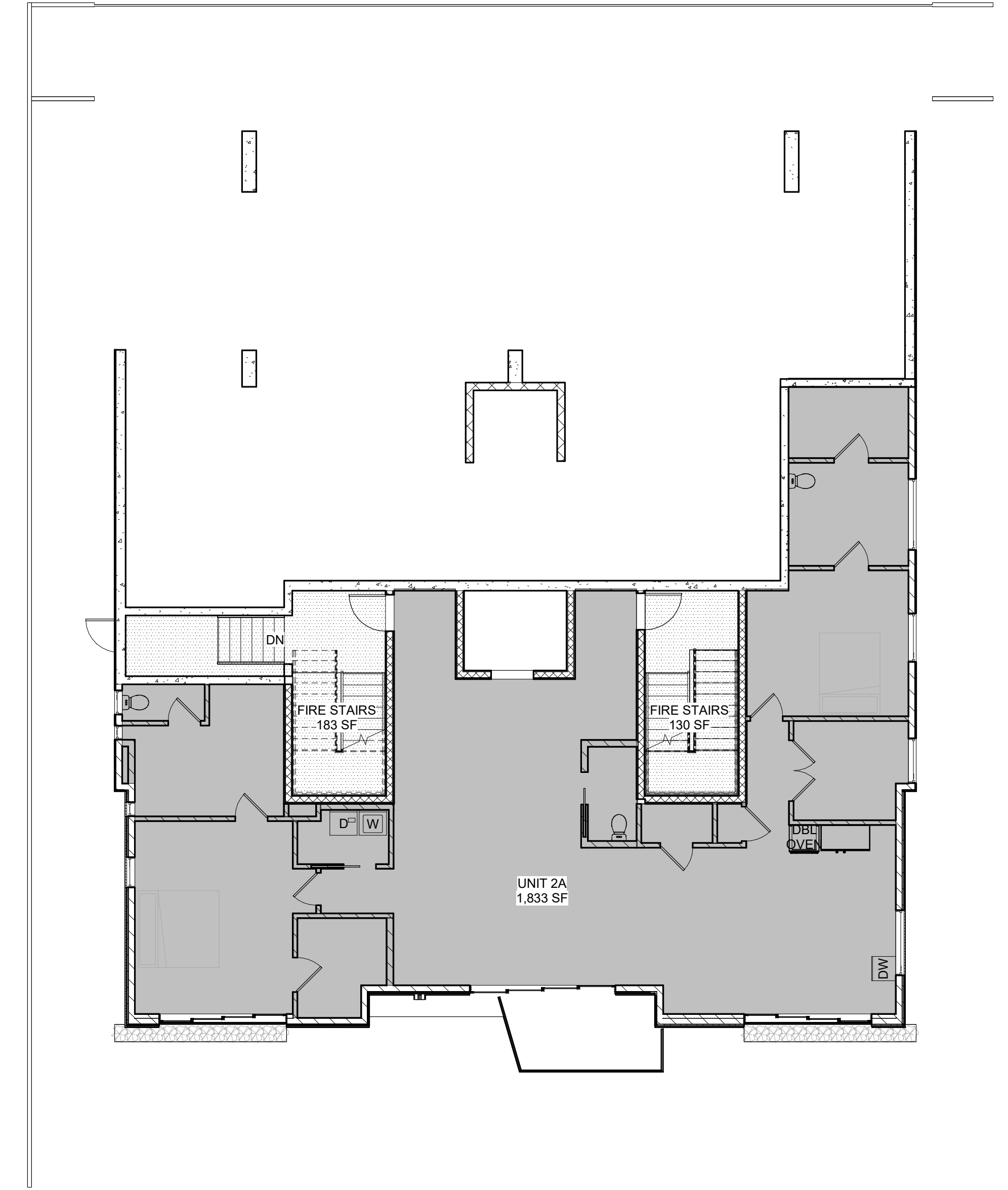


NOT COUNTED TOWARDS ZONING CODE SF

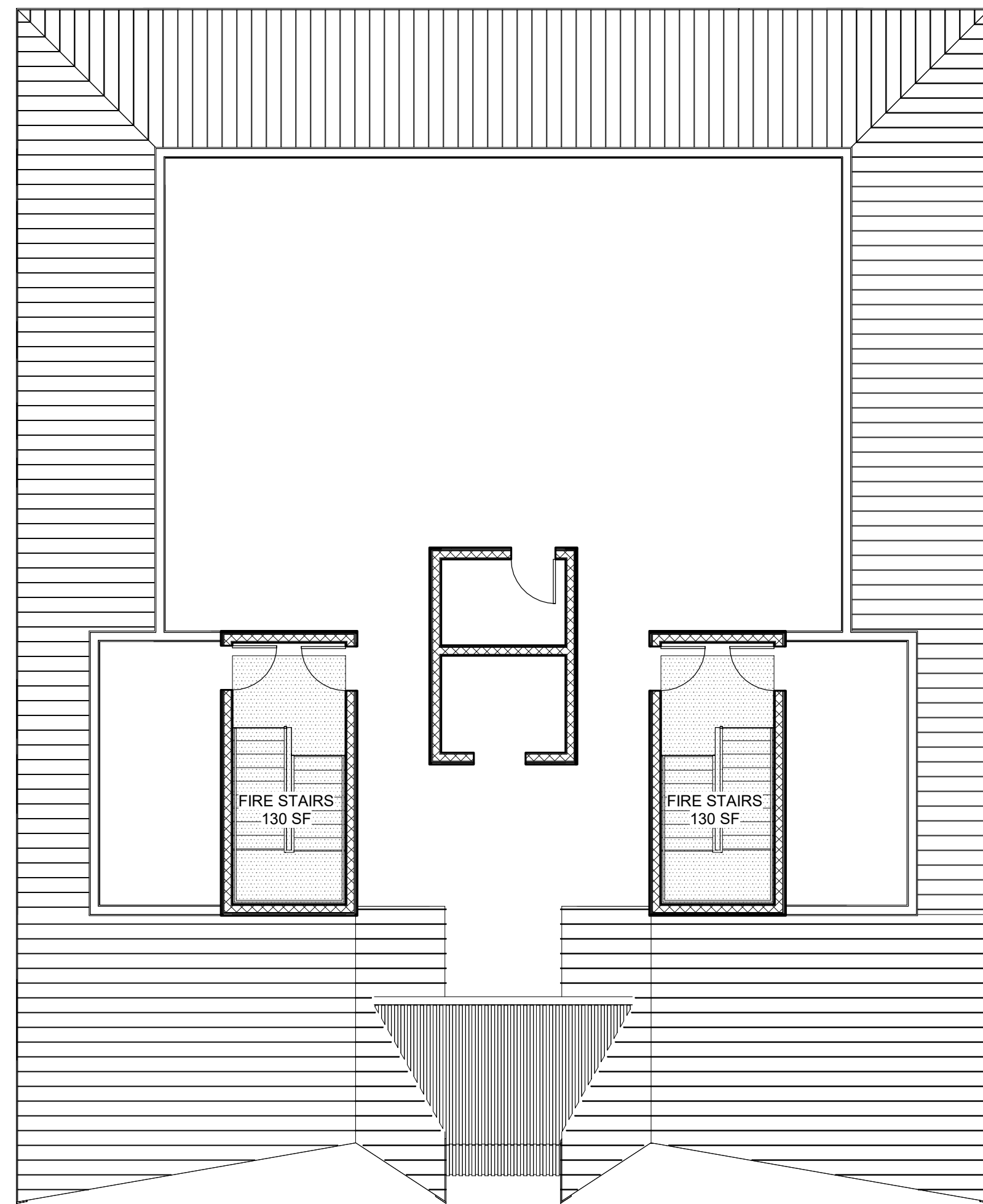
1 ST	STAIR A-1	130 S.F.
1 ST	STAIR A-2	130 S.F.
1 ST	BIKE STORAGE	155 S.F.
1 ST	GARAGE	2,433 S.F.



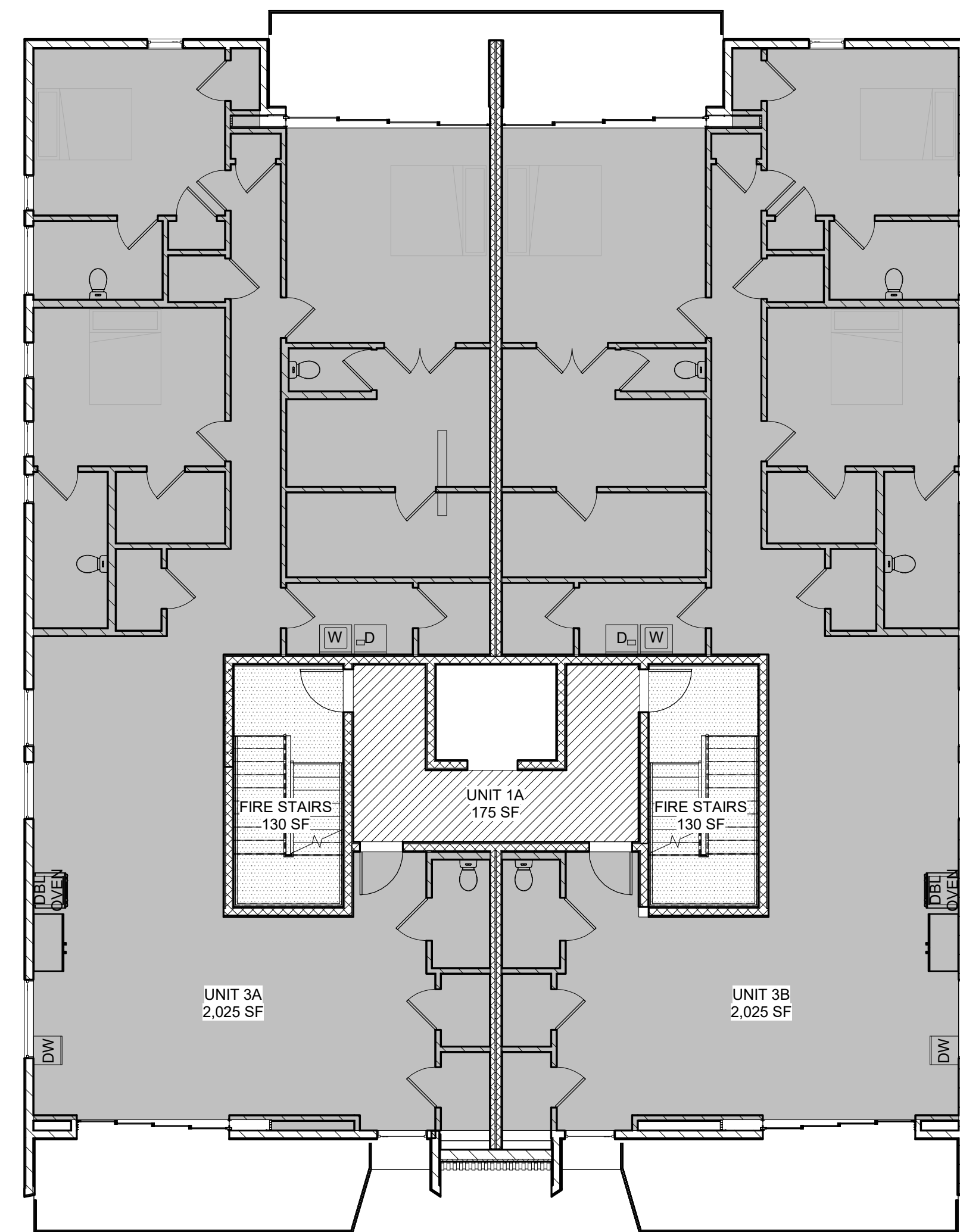
4TH FLOOR - ZONING CODE SF
1/8" = 1'-0" 4



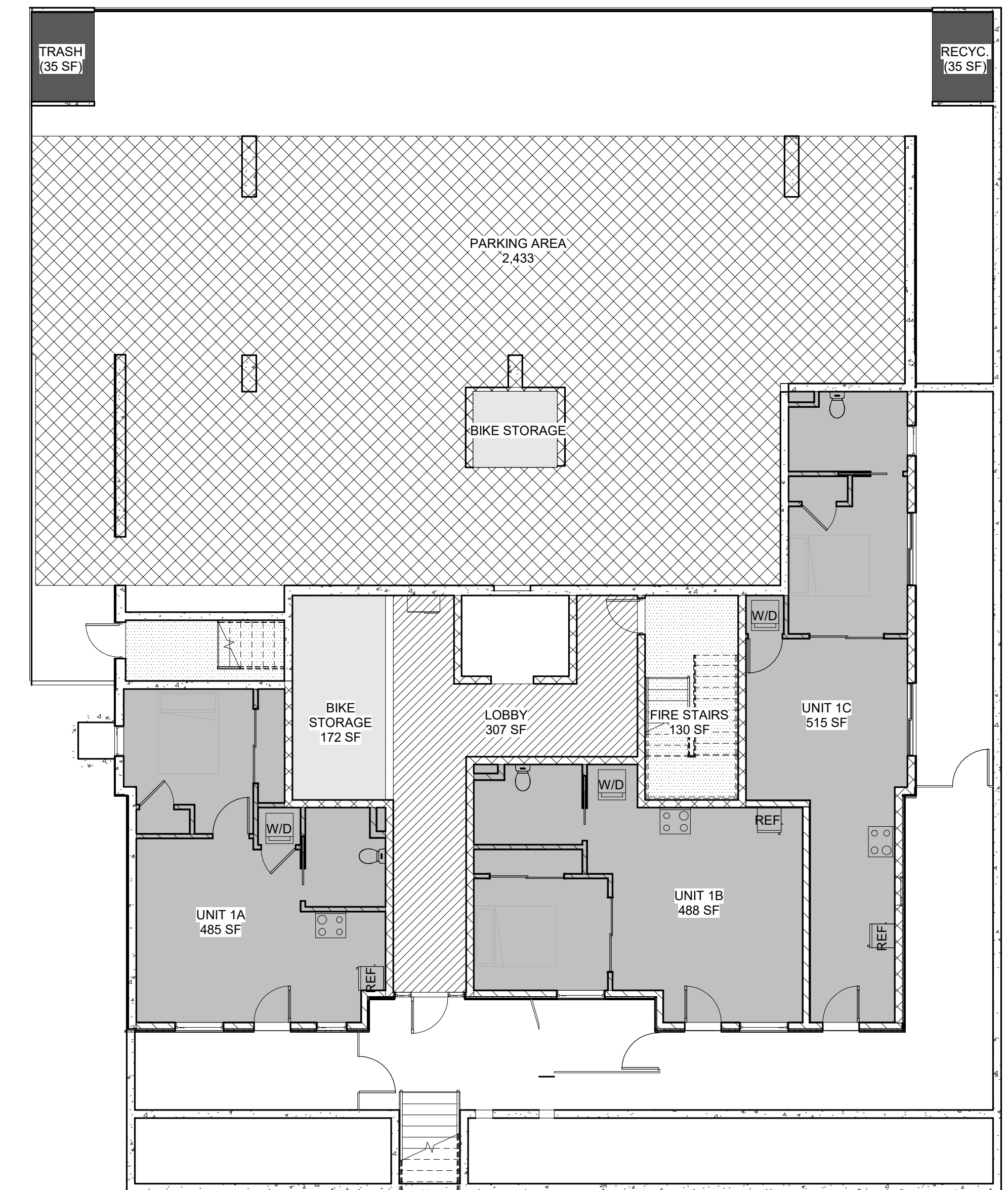
2ND FLOOR - ZONING CODE SF
1/8" = 1'-0" 2



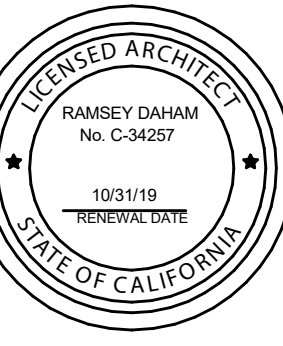
ROOF PLAN - ZONING CODE SF
1/8" = 1'-0" 5



3RD FLOOR - ZONING CODE SF
1/8" = 1'-0" 3



1ST FLOOR - ZONING CODE SF
1/8" = 1'-0" 1



2308 PISANI PL
VENICE, CA 90291

Revision Schedule

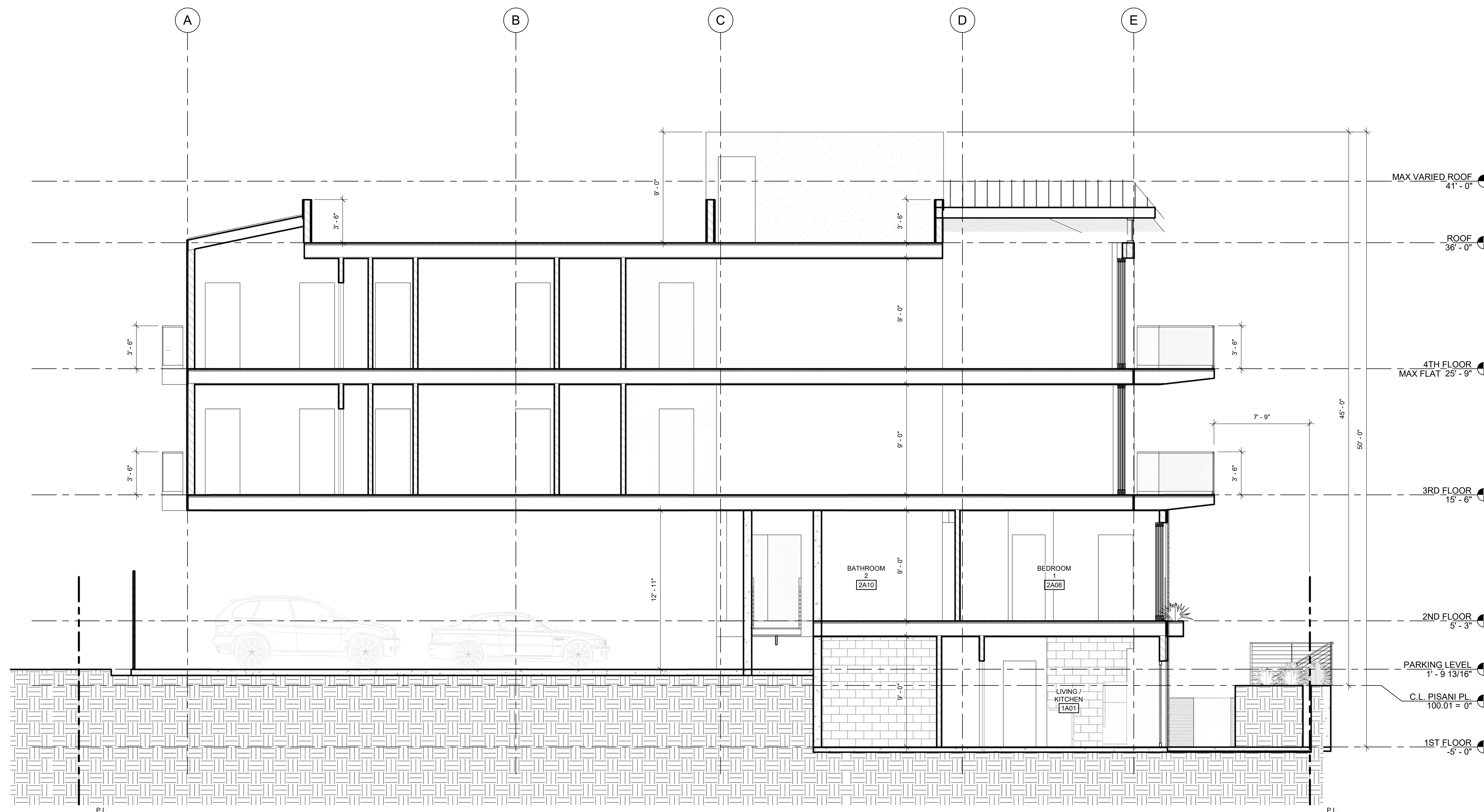
Revision Number	Revision Date

ZONING CODE SF

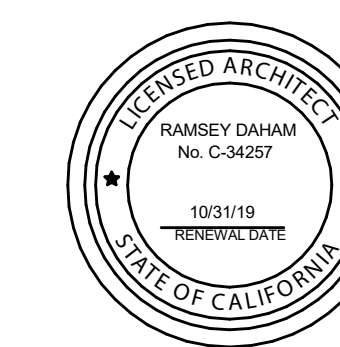
DRAWN	CR
CHECKED	PNK
DATE	06/22/2021
SCALE	AS NOTED
JOB #	16080

SECTION LEGEND

- 1 HR
- 2 HR
- ⊕ X-X' ELEVATION MARKER
- - - - - PROPERTY LINE



PROPOSED SECTION A
1/4" = 1'-0" 1



2308 PISANI PL
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Revision Schedule

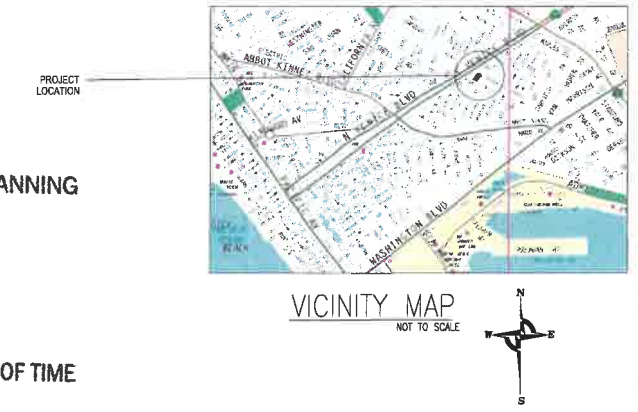
Revision Number	Revision Date

PROPOSED SECTIONS

DRAWN CR
CHECKED PNK
DATE 06/22/2021
SCALE AS NOTED
JOB # 16080

VESTING TENTATIVE TRACT NO. 83692 FOR CONDOMINIUM PURPOSES

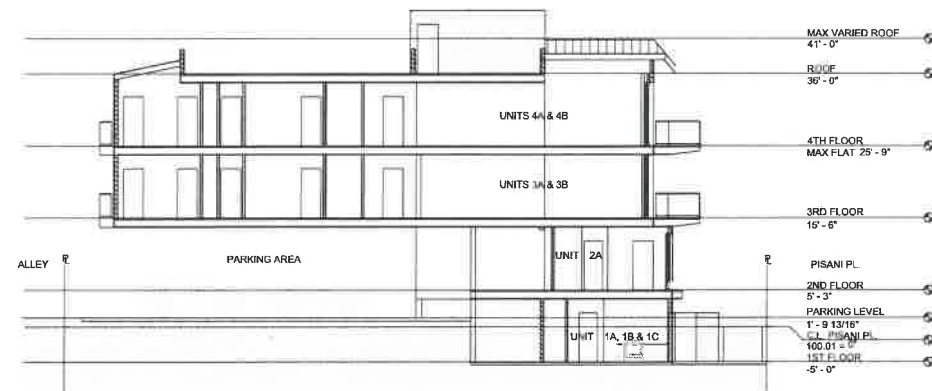
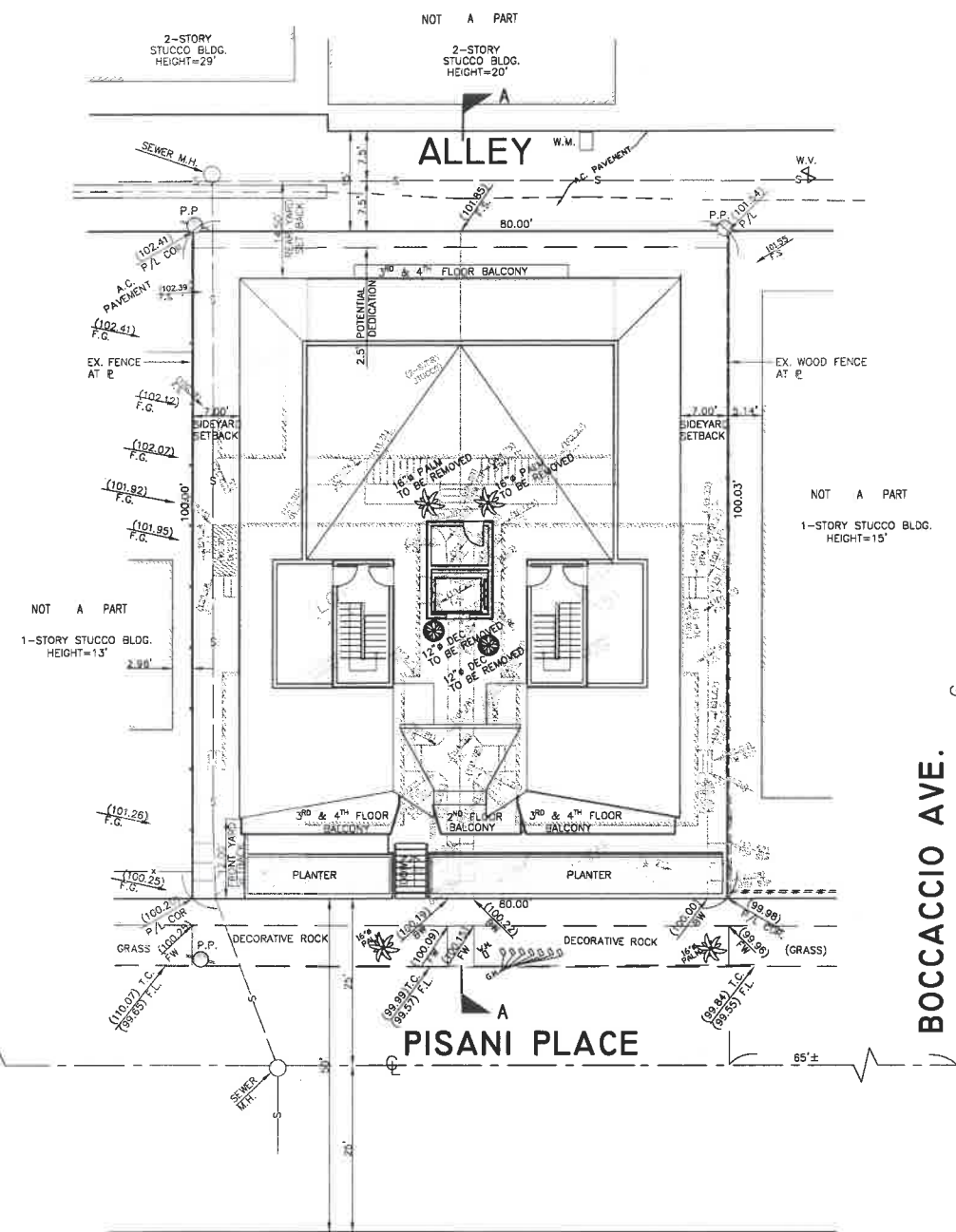
LEGAL DESCRIPTION:
LOT 14 AND LOT 15 IN BLOCK N OF VENICE GATEWAY TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 7 PAGE 161 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.



LOS ANGELES DEPT. OF CITY PLANNING
SUBMITTED FOR FILING
 TENTATIVE MAP

FEB 01 2022

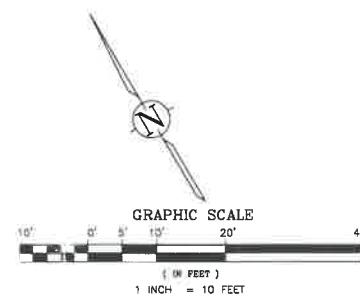
REVISED MAP EXTENSION OF TIME
 FINAL MAP UNIT MODIFIED
DEPUTY ADVISORY AGENCY



SECTION A-A
SCALE: 1" = 10' (VERTICAL & HORIZONTAL)

Tentative Map VTT-83692 and the accompanying geological and soils engineering reports dated 05/17/21 & 08/09/21 are acceptable for the initial filing with the Department of City Planning.

[Signature] 12/22/21
Geologist, Building & Safety



GENERAL NOTES :

- SURVEY PROVIDED BY PACIFIC LAND CONSULTANTS, INC., DATED 4/8/15 & REVISED 10/1/20.
- PROPERTY ADDRESS : 2308 & 2310 S. PISANI PLACE, VENICE, CA 90291.
- EXISTING ZONE = R3-1. NO CHANGE REQUESTED.
- THERE ARE NO PROTECTED TREES ON SITE. ALL TREES TO BE REMOVED.
- PROPOSED PROJECT : DEMOLITION OF THREE DUPLEXES AND THE CONSTRUCTION OF A 4-STORY MULTI-FAMILY RESIDENTIAL STRUCTURE CONSISTING OF 8 CONDOMINIUM UNITS. HEIGHT OF BUILDING = 41'.
PARKING SPACES PROVIDED : 12 (5 COMPACT, 6 STANDARD AND 1 ADA).
- PISANI PLACE IS A LOCAL STREET-STANDARD (60') PER MOBILITY PLAN 2035, HOWEVER IT IS NON-CONTIGUOUS AT BOTH ENDS. THEREFORE IT SHOULD BE A LOCAL STREET-LIMITED (50'). NO DEDICATION IS REQUIRED. ALLEY IS ONLY 7.5'. 2.5' DEDICATION IS REQUIRED.
- SITE AREA
GROSS SITE AREA (TO ST. & ALLEY C) : 10,601.20 SQ. FT. OR 0.244 AC.
NET SITE AREA (BEFORE DED.) : 8,000.85 SQ. FT. OR 0.184 AC.
NET SITE AREA (AFTER DED.) : 7,800.95 SQ. FT. OR 0.179 AC.
- PUBLIC UTILITIES ARE AVAILABLE IN PISANI PL. AND ALLEY, INCLUDING SEWER. THE NEW BUILDING WILL BE CONNECTED TO A PUBLIC SEWER.
- THERE IS AN EXISTING PUBLIC SEWER WITHIN THE TRACT BOUNDARY WITH NO PUBLIC SANITARY SEWER EASEMENT. AN EASEMENT WILL BE DEDICATED ON THE FINAL MAP. WIDTH OF EASEMENT TO BE DETERMINED BY WEST LOS ANGELES DISTRICT OFFICE.
- SITE IS LEVEL. SITE DRAINAGE TO BE CONVEYED TO STREET.
- THIS PROPERTY IS NOT LOCATED IN A HILLSIDE AND SPECIAL GRADING AREA.
THIS PROPERTY IS NOT LOCATED IN A LANDSLIDE AREA.
THIS PROPERTY IS NOT LOCATED IN A VERY HIGH FIRE HAZARD SEVERITY ZONE.
THIS PROPERTY IS NOT LOCATED IN A FLOOD ZONE.
THIS PROPERTY IS NOT LOCATED IN A METHANE HAZARD ZONE.
THIS PROPERTY IS LOCATED IN THE LIQUEFACTION AREA.
THIS PROPERTY IS LOCATED IN AN ACTIVE FAULT NEAR-SOURCE ZONE. NEAREST FAULT : SANTA MONICA FAULT.
- COUNCIL DISTRICT : 11 (MIKE BONIN)
DISTRICT MAP : 108B149
THOMAS GUIDE : 671-45
COMMUNITY PLAN AREA : VENICE
SPECIFIC PLAN AREA : LOS ANGELES COASTAL TRANSPORTATION CORRIDOR
CENSUS TRACT NO. : 2738.00
APN : 4237-005-010

OWNER/SUBDIVIDER :
2308 PISANI PLACE, L.P.
2999 OVERLAND AVENUE, SUITE 130
LOS ANGELES, CA 90064
CONTACT PERSON : STEVE MEEPOS
(310) 308-3504
somepos@gmail.com

CIVIL ENGINEER :
FINE LINE SYSTEMS
CONSULTING CIVIL ENGINEERS
2567 SALEROSO DR.
ROWLAND HEIGHTS, CA 91748
(323) 726-3388 (TELEPHONE)
ccpe1003@aol.com
CHRISTOPHER C. CHAN
R.C.E. NO. 30292
EXPIRATION DATE : 3/31/22



UNIT TABULATION		
FLOOR	UNIT NUMBER	UNIT S.F.
1 ST FLOOR	1A	491
	1B	488
	1C	515
2 ND FLOOR	2A	1,853
3 RD FLOOR	3A	2,025
	3B	2,025
4 TH FLOOR	4A	2,025
	4B	2,025

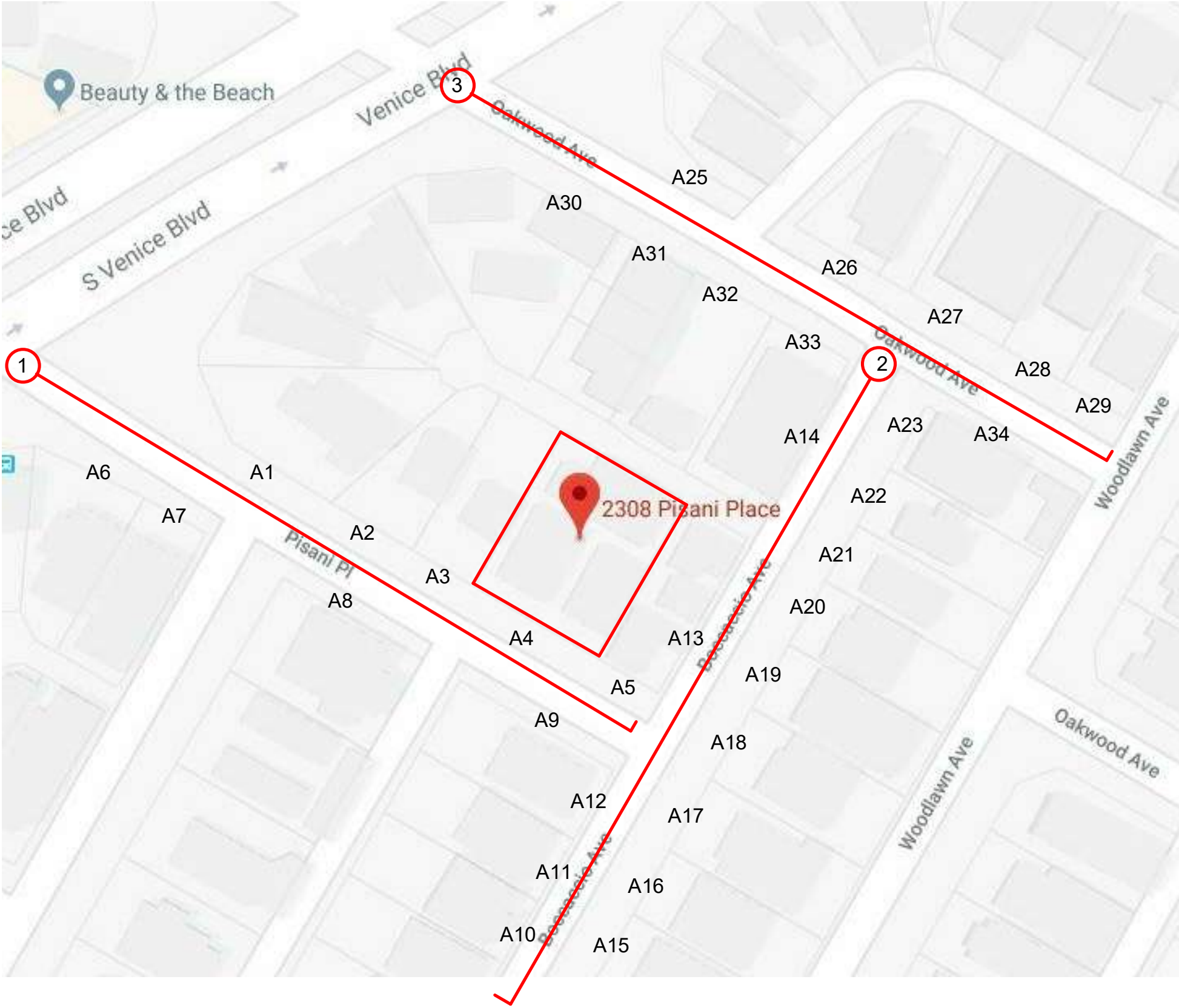
FINE LINE SYSTEMS CONSULTING CIVIL ENGINEERS 2567 SALEROSO DR., ROWLAND HEIGHTS, CA 91748 (323) 726-3388	JOB NO: 1691
	DATE: DEC 2021
SHEET TITLE: VESTING TENTATIVE TRACT MAP NO. 83692 FOR CONDOMINIUM PURPOSES	SCALE: 1" = 10'
PREPARED EXCLUSIVELY FOR: 2308 PISANI PLACE, L.P.	DESIGNED BY: CCC
	DRAWN BY: GC
	SHEET 1 OF 1

CPC-2022-724-CDP-MEL-SPP-DB-HCA

Exhibit C: Context and Parking Analysis

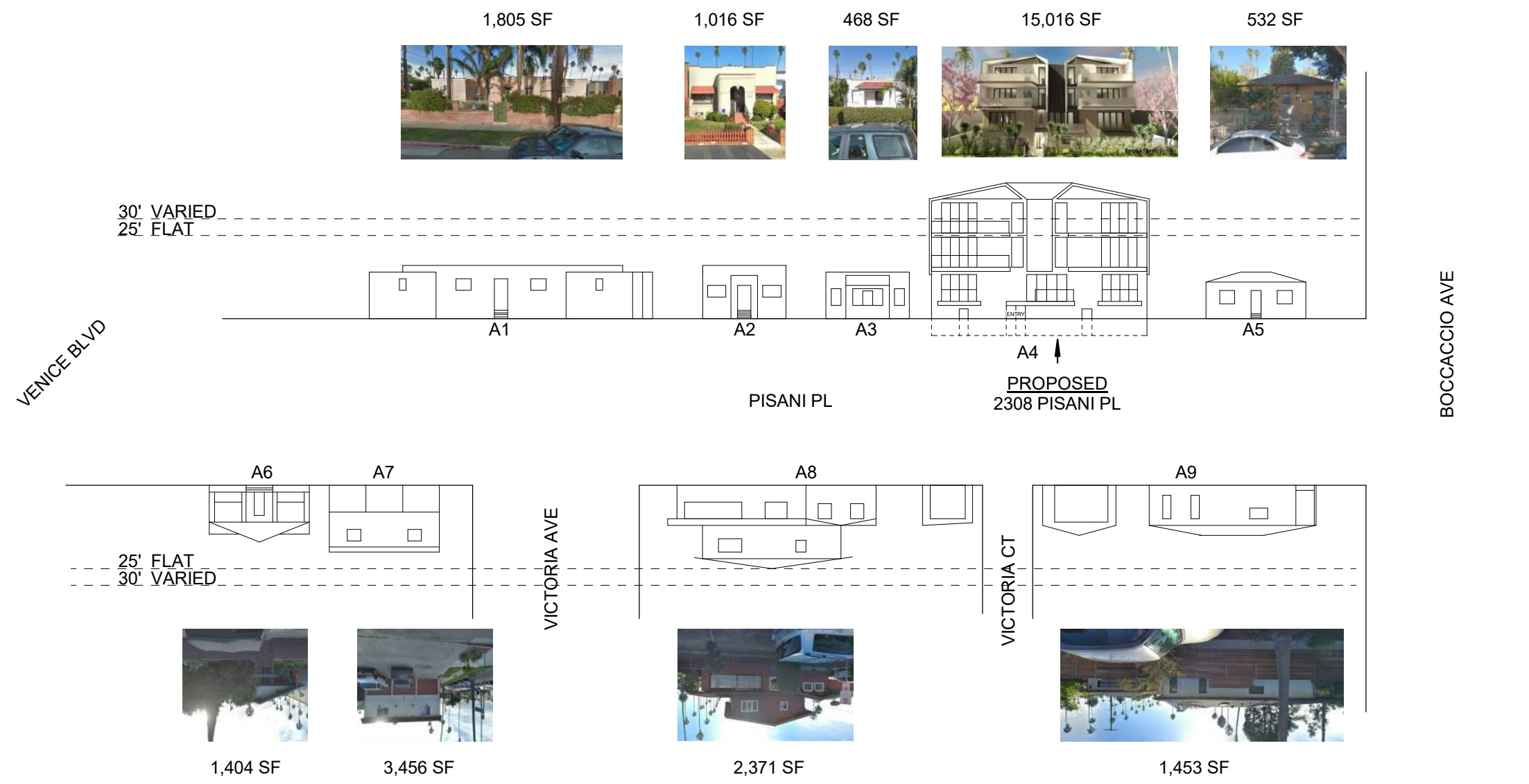
2308 PISANI PL

CONTEXT MAP



2308 PISANI PL VENICE CA, 90291

BREAKFORM DESIGN



2308 PISANI PL VENICE CA, 90291

BREAKFORM DESIGN





Parking Study: 2308 – 2310 Pisani Place, Venice, CA 90291

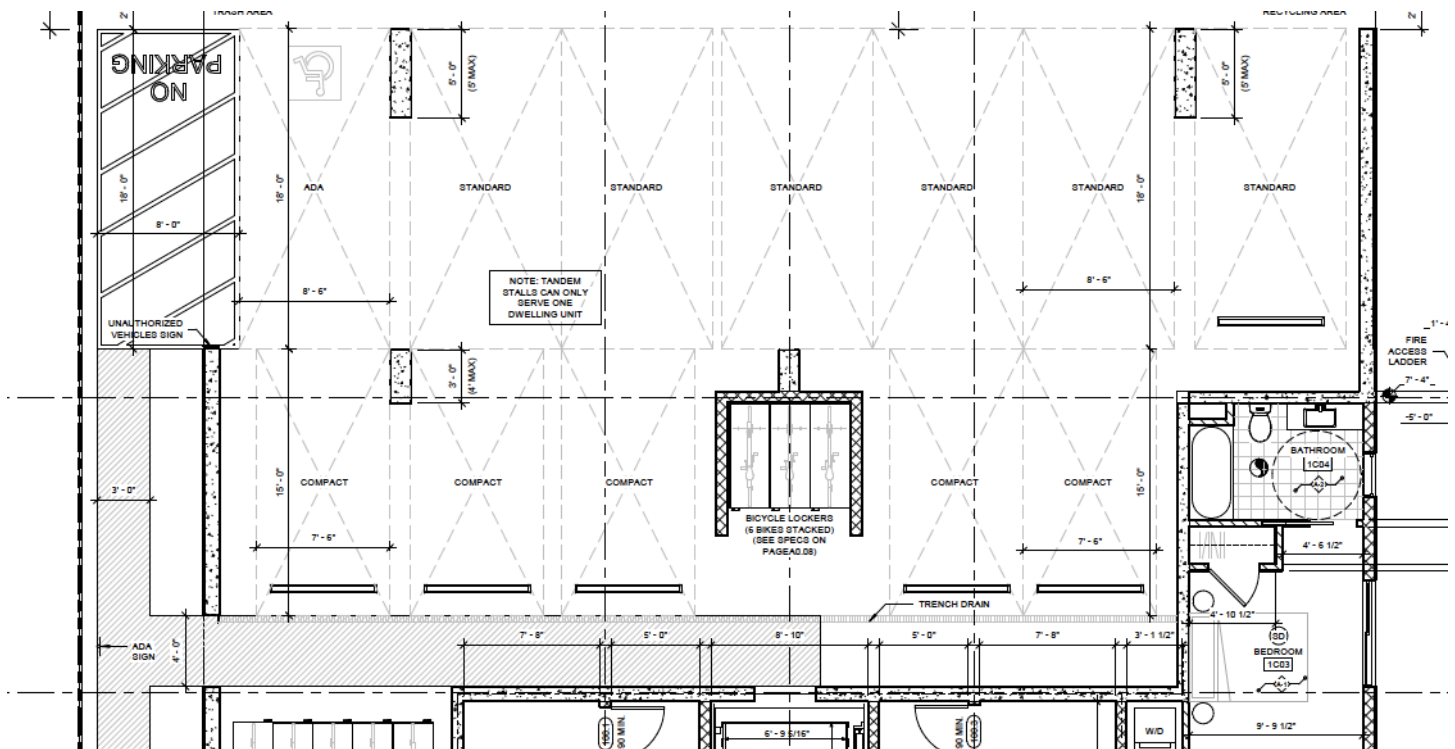
January 18, 2023

Project Background

The proposed project is 8 condominium units, four (4) 1-bedroom, one (1) two-bedroom unit, and three (3) 3-bedroom units, with 5 units being market rate, and 3 units being deed-restricted for affordable households. The subject site is comprised of two relatively flat, rectangular shaped lots consolidated by an existing duplex and with a total lot area of 7,800 square feet. The subject site is currently developed with three duplexes. The proposed project would demolish the existing structures to merge the existing lots and construct eight residential condominium units.

The project will provide a total of 12 parking spaces, which is equivalent to two (2) parking spaces each for the 2-br and 3-br market-rate units, one (1) parking space for the one (1) 1-br market rate unit, and 0.5 parking spaces per affordable 1-br unit (prior to bicycle parking reduction). Sixteen long-term bicycle parking spaces will be provided in a secure bicycle room located in the at-grade parking garage with direct access to the rear alley. Two short-term bicycle spaces will be provided in the front yard directly adjacent to the Pisani Place sidewalk.

The project is located in the Southeast subarea of the Venice Coastal Zone Specific Plan in an area identified by the Venice Land Use Plan (LUP) for multifamily residential housing. The proposed project is consistent with Policy I.A.13 because reduced parking is permitted for projects that include a certain percentage of deed-restricted affordable units. The proposed parking is also consistent with Policy I.A.14, which permits reduced parking for affordable units if the project is consistent with Policy I.A.13, however the project does seek to remove the on-site guest parking requirement.



Project Parking Diagram

Brian Silveira & Associates
1501 ½ Cabrillo Avenue – Venice, CA 90291

Parking Study: 2308 – 2310 Pisani Place, Venice, CA 90291

Existing Parking Conditions

Historically, all six (6) of the existing units at 2308-2310 Pisani Place have used the street for automobile parking, because the original garages were built to early 20th century dimensional standards and eventually became impractical for modern automobiles. 2308-2310 Pisani Place is located close to both Venice Boulevard and Lincoln Boulevard, roughly 1-mile from Venice Beach, and therefore it does not bare the same coastal-related parking impacts as those areas located closer to Venice Beach. Furthermore, Pisani Place is a non-contiguous street that has residential lot frontages along its northerly and southerly side, so its location and orientation also contribute to an unusually large availability of curb space for on-street parking. The subject property, itself, has 80-foot curb length of unrestricted street parking along its frontage, which can accommodate 4-5 vehicles, depending on vehicle size.

Therefore, when taken together, the on-site and street-front parking provide 2.4 parking spaces per market rate unit, and 1 parking space per affordable 1-br unit (assuming 4 street parking spaces). The 12 automobile parking spaces provided by the proposed development would result in a net reduction in on-street automobile parking demand because the current site does not provide on-site automobile parking, requiring residents of the six (6) existing units to park on the street. By relocating current resident automobile parking from on-street to on-site, 12 additional automobile parking spaces would be made available in the Parking Study Area.

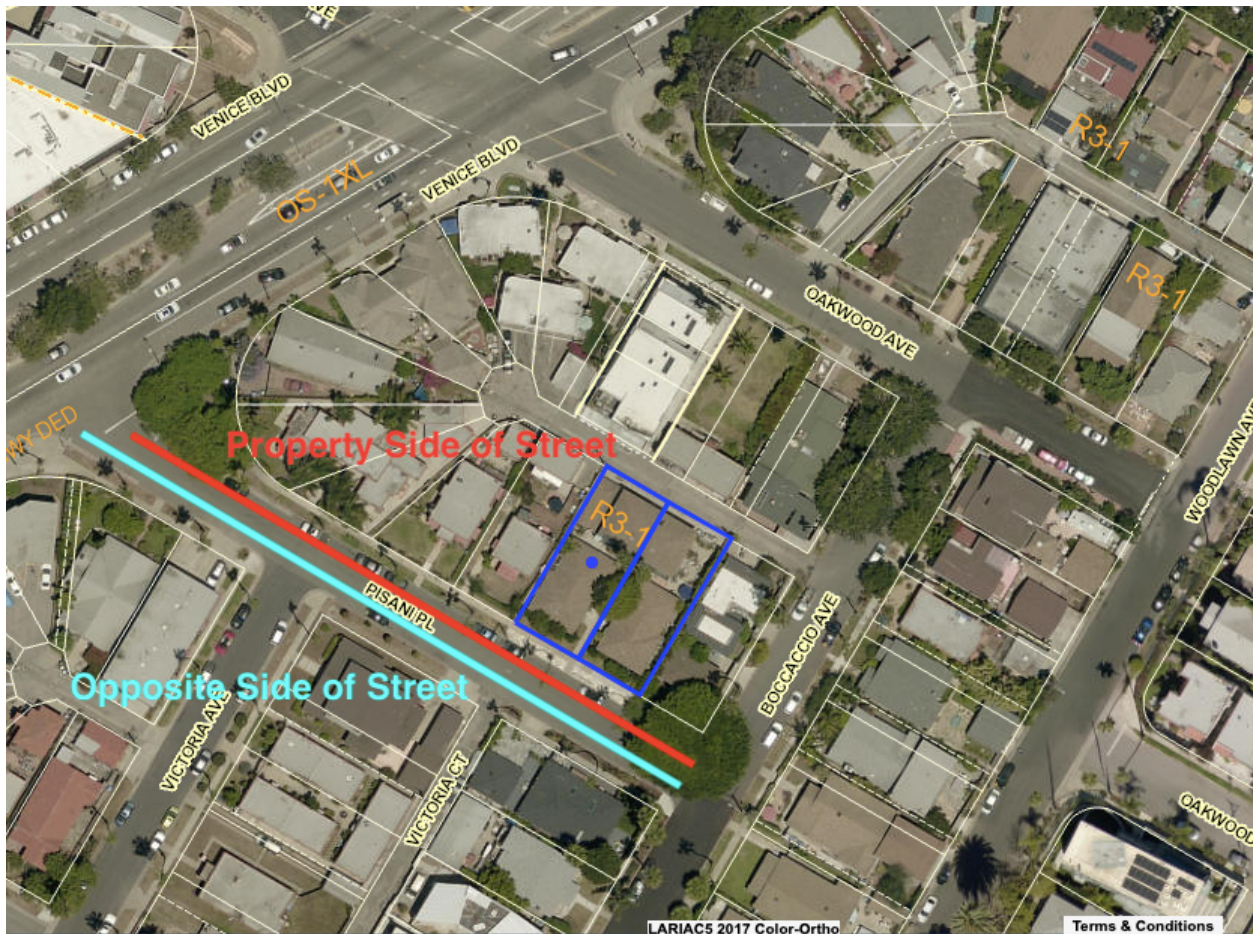


Distance to Venice Beach

Parking Study: 2308 – 2310 Pisani Place, Venice, CA 90291

Parking Study Area Methodology

Parking data was gathered during peak and off-peak periods on both sides of the street along Pisani Place between Venice Boulevard and Boccaccio Avenue. The Parking Study Area has been limited to Pisani Place rather than including proximate streets (Venice Blvd, Oakwood Ave, Boccaccio Ave, Victoria Ave, and Victoria Ct) due to the relatively low parking demand from the existing six (6) units and because the proposed project would result in a net reduction in on-street automobile parking demand. To determine existing on-street parking demand for Pisani Place, the consultant team conducted a walking survey within the Parking Study Area to estimate the parking utilization on both the property side of the street and the side of the street opposite the subject property. Walking surveys are systematic parking observations made on foot by the surveyor. The surveyor observed and documented the on-street parking demand using two different occasions for sampling: an off-peak time period (weekday, mid-day, 2:05 pm to 2:15 pm), Friday, September 30, 2022, and a peak time period (weekday, evening 6:17 pm to 6:22 pm), Thursday, October 6, 2022.



Parking Study Area Map

Parking data collected during the weekday mid-day period reflects the off-peak parking demand of typical weekday conditions on Pisani Place, which is a residential side street. Data collected during weekday evening periods are intended to show the parking demand of this residential street considering the impact of households returning home after work and school. Estimation of available space on the street to accommodate automobiles was done through observations of street parking along Pisani Place, accounting for red zones, street corners,

Parking Study: 2308 – 2310 Pisani Place, Venice, CA 90291

alley exits, and driveway cut-outs (see table below). The northerly side of the street fronting the subject site has approximately 336 linear feet to accommodate parking of 13 to 15 automobiles (assuming each parallel parking space is 20 to 22 feet in length). The southerly side of the street opposite the subject site has approximately 289 linear feet to accommodate parking of 15 to 17 automobiles.

For the 1st Observation, the surveyor visually counted and documented available parking during the off-peak time period (weekday mid-day), Friday, September 30, 2022, 2:05 pm to 2:15 pm. During this time, the northerly side of the street fronting the subject site had five (5) vehicles occupying street spaces, which left space for an additional eight to ten (8-10) vehicles depending on automobile size. The southerly side of the street opposite the subject site had three (3) vehicles occupying street spaces, which left space for an additional 12 to 14. Photographs documenting both sides of the street are included in the Appendix.

For the 2nd Observation, the surveyor visually counted and documented available on-street parking during the peak time period (weekday evening), Thursday, October 6, 2022, 6:17 pm to 6:22 pm. During this time, the northerly side of the street fronting the subject site had eight (8) vehicles occupying street spaces, which left space for an additional five to seven (5-7) vehicles. The southerly side of the street opposite the subject site had four (4) vehicles occupying street spaces, which left space for an additional 11 to 13 vehicles.

Off-Peak Northerly Side of Street (1st Observation)	Off-Peak Southerly Side of Street (1st Observation)	Peak Northerly Side of Street (2nd Observation)	Peak Southerly Side of Street (2nd Observation)
Frontage: 336 feet	Frontage: 289 feet	Frontage: 336 feet	Frontage: 289 feet
Total spaces: 13-15	Total spaces: 15-17	Total spaces: 13-15	Total spaces: 15-17
Spaces occupied: 5	Spaces occupied: 3	Spaces occupied: 8	Spaces occupied: 4
Spaces available: 8-10	Spaces available: 12-14	Spaces available: 5-7	Spaces available: 11-13

Multi-Modal Policies and Infrastructure

In recent years, the City of Los Angeles has placed increasing emphasis on multi-modal transportation policies and infrastructure to reduce car dependency. Recent Public Works projects in the Venice Coastal Zone highlight a shift in transportation planning and funding from single occupancy vehicle infrastructure to more multi-modal with the intent to promote the growth and enhancement of pedestrian, bicycle, and transit networks as a means to decrease the volume of single-occupancy vehicle travel and reduce the need for more parking facilities in the Venice Coastal Zone.

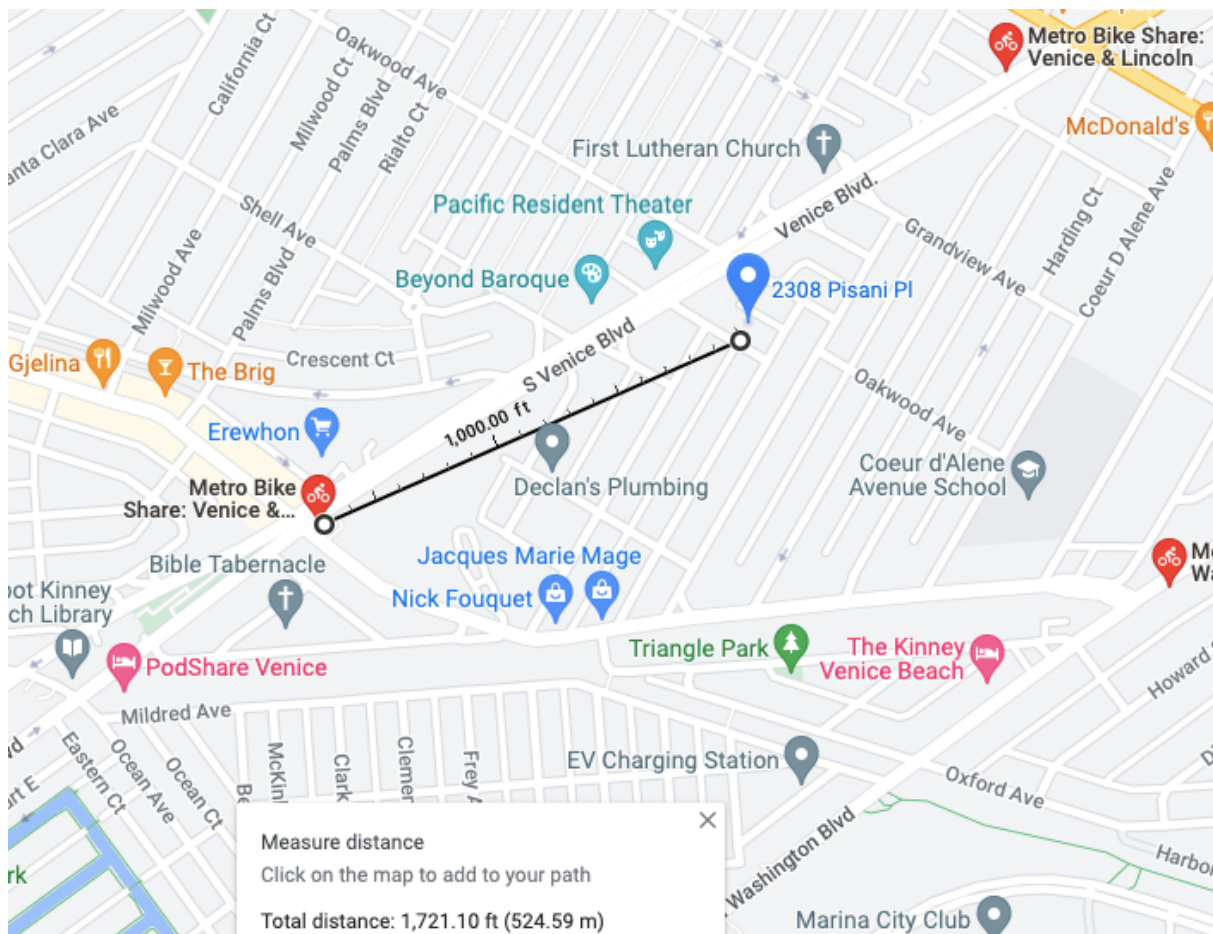
The subject property is located less than 250 feet from the intersection of Pisani Place and Venice Boulevard. Mobility 2035 identifies this section of Venice Boulevard as a “Comprehensive Transit Enhanced Street”, which will receive a Tier 1 protected bicycle lane as part of the City’s ongoing effort to enhance its transportation networks. Currently, both Venice Boulevard roadways adjacent to Pisani Place contain a standard “striped” bike lane for exclusive use of bicycles. Studies have shown that having functional and conveniently located long and short-term bicycle parking, as offered by the proposed project, encourages the use of bicycles as an alternative form of transportation to the single-occupancy automobile. This is particularly true in a community like Venice

Parking Study: 2308 – 2310 Pisani Place, Venice, CA 90291

which is easily traversable by bicycle and is located in proximity to the Marvin Braude bicycle path and Ballona Creek Bicycle path.

Walkscore.com assigns the subject property a Walk Score of 94 out of 100, meaning that daily errands do not require a car. Walk Score “measures the walkability of any address using a patented system. For each address, Walk Score analyzes hundreds of walking routes to nearby amenities. Points are awarded based on the distance to amenities in each category.” LA Metro operates over a dozen bike share docking stations in the Venice area, with two (2) located along Venice Blvd within walking distance of the project site (within approximately 1,700 feet). Dock-less electric bike and scooter share companies, *Bird*, *Lime*, and *Spin*, have been operating in the Venice Coastal Zone since 2018.

The Venice Coastal Zone is served by several fixed route transit services including LADOT Commuter Express, Big Blue Bus, Culver City Bus, and Metro, and the Metro Expo Light Rail Line terminates at the Downtown Santa Monica station. Mobility Plan 2035 designates Venice Boulevard, which is approximately 220 linear feet from the Project site, as a Comprehensive Transit Enhanced Street in the Transit Enhanced Network. The aim of which is to provide reliable and frequent transit service; increase transit mode share; reduce single-occupancy vehicle trips; and integrate transit infrastructure investments with the identity of the surrounding street. Additionally, rideshare services such as, *Uber*, *Lyft*, and *Alto* provide access to on-demand transportation in Venice and throughout the Los Angeles region.



Proximity to Metro Bike Share Docking Stations

Brian Silveira & Associates
1501 ½ Cabrillo Avenue – Venice, CA 90291

Parking Study: 2308 – 2310 Pisani Place, Venice, CA 90291

Conclusion

Historically, all six (6) of the existing units at 2308-2310 Pisani Place have used the street for parking because the original garages were built to early 20th century dimensional standards and eventually became impractical for modern automobiles. Because the proposed project provides 12 automobile parking spaces, it results in a net increase of on-site automobile parking spaces and a net decrease in on-street automobile parking spaces being used by the site. The widely available spectrum of nearby multimodal transportation options via bicycle and rideshare companies, in conjunction with the City's mobility policies and capital infrastructure planning meaningfully increase access to popular visitor destinations, like Venice Beach. On-street parking spaces are currently readily available in the Parking Study Area.

The observation periods confirm that the northerly side of the street fronting the subject site has space for additional automobiles ranging from five to ten (5-10) vehicles depending on the time of day and vehicle size. Further, the southerly side of the street opposite the subject site has space for additional automobiles ranging from 11-14 vehicles. Consequently, the proposed project will not negatively impact the current parking conditions in the area and in fact will reduce demand for on-street parking automobile parking in the area by providing a net increase of 12 on-site parking spaces.

Appendix

(Weekday Mid-Day), Friday, September 30, 2022, 2:05 pm to 2:15 pm
Subject Site Side of Street



Parking Study: 2308 – 2310 Pisani Place, Venice, CA 90291



Parking Study: 2308 – 2310 Pisani Place, Venice, CA 90291

(Weekday Mid-Day), Friday, September 30, 2022, 2:05 pm to 2:15 pm
Opposite Side of Street



Parking Study: 2308 – 2310 Pisani Place, Venice, CA 90291



Parking Study: 2308 – 2310 Pisani Place, Venice, CA 90291

(Weekday Evening), Thursday, October 6, 2022

Subject Site Side of Street



Parking Study: 2308 – 2310 Pisani Place, Venice, CA 90291



Parking Study: 2308 – 2310 Pisani Place, Venice, CA 90291

(Weekday Evening), Thursday, October 6, 2022.

Opposite Side of Street



Parking Study: 2308 – 2310 Pisani Place, Venice, CA 90291



CPC-2022-724-CDP-MEL-SPP-DB-HCA

Exhibit D: Environmental Clearance

**DEPARTMENT OF
CITY PLANNING**

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

CAROLINE CHOE
VICE-PRESIDENT

MARIA CABILDO
ILISSA GOLD
MONIQUE LAWSHE
HELEN LEUNG
KAREN MACK
JACOB NOONAN
ELIZABETH ZAMORA

**CITY OF LOS ANGELES
CALIFORNIA**



KAREN BASS
MAYOR

EXECUTIVE OFFICES

200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

VINCENT P. BERTONI, AICP
DIRECTOR

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

**JUSTIFICATION FOR PROJECT EXEMPTION
CASE NO. ENV-2022-725-CE**

On February 1, 2023, 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-2022-725-CE. The project proposes the demolition of three duplex structures and the construction of a four-story, 15,016 square-foot, multi-family structure comprised of eight (8) condominium units, providing 12 parking spaces and a rooftop deck. The Categorical Exemption prepared for the proposed project is appropriate pursuant to CEQA Guidelines Sections 15301 (Class 1) and 15332 (Class 32).

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 the existing three duplexes (six dwelling units) and construction of a four-story, 15,016 square foot structure. The project is located in a residential neighborhood and is not within an environmentally sensitive area.

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 project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following 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.**

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 currently is developed with three duplexes and an attached garage. The site is

zoned R3-1 and has a General Plan Land Use Designation of Medium Residential. The project consists of the construction of a new three-story, eight-unit condominium structure and is in 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 2308 and 2310 Pisani Place, and is wholly within the City of Los Angeles, and is completely surrounded by urban uses. Surrounding properties include single story and multi-story commercial uses and multi-story residential uses.

- (c) **The project site has no value as 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 project site is currently developed with three duplexes and an attached garage. The area around the site is highly urbanized and surrounded by residential use. NavigateLA shows that the subject site is not located in a Significant Ecological Area. The site has been developed since at least 1937 with residential use 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 is currently developed, surrounded by urban uses, served by existing infrastructure, and is consistent with the General Plan.

Therefore, the project meets all of the Criteria for the Class 32.

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

There are five (5) Exceptions which must be considered in order to find a project exempt under Class 32:

- (a) **Cumulative Impact.** A categorical exemption shall not be used if 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 R3-1 and designated Medium Residential use. 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.** A categorical exemption shall not be used if there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. An unusual circumstance may result if a project “has some feature that

distinguishes it from others in the exempt class.” The project proposes a multi-family structure in an area zoned and designated for such development. The surrounding area is developed with similar multi-family residential uses. The proposed density is consistent with the density permitted by the Venice Specific Plan (R3 density). 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 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 a designated list of hazardous waste sites. 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 may 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-2022-724-CDP-MEL-SPP-DB-HCA

Exhibit E: LAHD Determinations

E1 – Mello Act Determination letter


E2 – Replacement Unit Determination letter



Eric Garcetti, Mayor
Rushmore D. Cervantes, General Manager

DATE: January 30, 2018

TO: Debbie Lawrence, Senior City Planner
City Planning Department

FROM: Robert Manford, Environmental Affairs Officer
Los Angeles Housing and Community Investment Department 

SUBJECT: **Mello Act Determination for 2308 – 2310½ S. Pisani Pl., Los Angeles, CA 90291**

Planning Case #: DIR-2015-3883-CDP-SPP-MEL

Based on information provided by the owner, 2308 Pisani Place, L.P., a California limited partnership, the Los Angeles Housing + Community Investment Department (HCIDLA) has determined that three (3) affordable units exist at 2308 – 2310½ South Pisani Place, Los Angeles, CA 90291.

Per the statement on the application, the owner is proposing to demolish the existing three (3) legal duplexes consisting of six (6) one (1) bedroom units each approximately 607 – 621 sq. ft. in size, to construct nine (9) condominium units. 2308 Pisani Place, L.P., a California limited partnership purchased the property on January 15, 2015 from William E. Keenan, Trustee of William E. Keenan Living Trust dated May 25, 2010. The owner has not applied for a Building Permit or a Demolition Permit with the Department of Building and Safety.

For 2308, 2308¼, 2310, and 2310½ S. Pisani Pl., HCIDLA is required to collect information for at least the previous three (3) years prior to the date of application with HCIDLA pursuant to Section 4.4.3 of the Interim Administrative Procedures for Complying with the Mello Act (IAP). The owner filed an application with HCIDLA on January 31, 2017. HCIDLA must collect data from February 2014 through January 2017 for these units.

Due to the information provided, 2308 and 2310½ S. Pisani Pl. were determined to be affordable based on rents, 2308¼ S. Pisani Pl. was determined to be affordable based on tenant income, and 2310 S. Pisani Pl. was determined not affordable based on rents and proof of vacancy. Land Use Schedule 7's threshold of affordability for a one (1) bedroom unit is \$1,426 per month.

- **2308 S. Pisani Pl.** – \$1,248 in rent was collected for January 2017 and \$43,302 in total rents were collected over the 36 month look back period for an average of \$1,203 per month.
- **2308¼ S. Pisani Pl.** – Affordable based on tenant income.
- **2310 S. Pisani Pl.** – Monthly rent before the tenant vacated the property was \$1,724 and \$51,496 in total rents were collected over the 34 month rental period for an average of \$1,515 per month. This unit was left vacant from December 2016 – January 2017.
- **2310 ½ S. Pisani Pl.** – \$1,301 in rent was collected for January 2017 and \$44,890 in total rents were collected over the 36 month look back period for an average of \$1,247 per month.

For 2308½ and 2310¼ S. Pisani Pl., HCIDLA is required to collect information for at least the previous 365 days prior to the date of application with HCIDLA pursuant to Section 4.4.2 of the IAP. HCIDLA must collect data from February 2016 through January 2017 for these units.

Based on the information provided, 2308½ and 2310¼ S. Pisani Pl. were determined not affordable due to 365 days of vacancy.

HCIDLA sent a certified letter to each of the six (6) units on February 1, 2017. The occupants of 2308, 2308¼ and 2310½ S. Pisani Pl. claimed the letters. The letters for 2308½, 2310 and 2310¼ were labeled vacant and returned to HCIDLA on or around February 12, 2017.

Based on the information provided, three (3) affordable units are required to be replaced under the Mello Act.

cc: Los Angeles Housing and Community Investment Department File
2308 Pisani Place, L.P., a California limited partnership
Richard A. Rothschild, Western Center on Law and Poverty, Inc.
Susanne Browne, Legal Aid Foundation of L.A.
Juliet Oh, City Planning Department

RM:MAC:nk

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: 213.928.9071

housing.lacity.org

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

Eric Garcetti, Mayor

DATE: April 26, 2022
TO: 2308 Pisani Place, L.P., Owner
FROM: Marites Cunanan, Senior Management Analyst II
Los Angeles Housing Department
SUBJECT: **Housing Crisis Act of 2019 (SB 8)
Amended (DB) Replacement Unit Determination
RE: 2308-2310 South Pisani Place, Los Angeles, CA 90291**

Based on the SB 8 Application for a Replacement Unit Determination (RUD) submitted by 2308 Pisani Place, L.P., a California limited partnership (Owner), for the above referenced property located at 2308-2310 S. Pisani Pl. (APN: 4237-005-010) (Property) the Los Angeles Housing Department (LAHD) has determined that six (6) units (as detailed below) are subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 8). Six (6) unit(s) exist/existed on the property during the five (5) year lookback period

PROJECT SITE REQUIREMENTS:

The Housing Crisis Act of 2019, as amended by SB 8 (California Government Code Section 66300 et seq.), prohibits the approval of any proposed housing development project (“Project”) on a site (“Property”) that will require demolition of existing dwelling units or occupied or vacant “Protected Units” unless the Project replaces those units as specified below. The replacement requirements below apply to the following projects:

- Discretionary Housing Development Projects that receive a final approval from Los Angeles City Planning (LACP) on or after January 1, 2022,
- Ministerial On-Menu Density Bonus, SB 35 and AB 2162 Housing Development Projects that submit an application to LACP on or after January 1, 2022, and
- Ministerial Housing Development Projects that submit a complete set of plans to the Los Angeles Department of Building & Safety (LADBS) for Plan Check and permit on or after January 1, 2022.

Replacement of Existing Dwelling Units

The Project shall provide at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the Property within the past 5 years.

Replacement of Existing or Demolished Protected Units

The Project must also replace all existing or demolished “Protected Units”. Protected Units are those residential dwelling units on the Property that are, or were, within the 5 years prior to the owner’s application for a SB 8 Replacement Unit Determination (SB 8 RUD): **(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.). The Los Angeles Housing Department (LAHD) will send requests for information to each occupant of the existing project. Requests for information can take two (2) or more weeks to be returned. It is the owner’s responsibility to work with the occupants to ensure that the requested information is timely produced.

- ***In the absence of occupant income documentation:*** Affordability will default to the percentage of extremely low, very low or low income renters in the jurisdiction as shown in the latest HUD Comprehensive Housing Affordability Strategy (CHAS) database, which as of October 1, 2021, is at 28% extremely low income, 18% very low income and 18% low income for Transit Oriented Communities (TOC) projects and 46% very low income and 18% low income for Density Bonus (DB) projects. If the new project is for rental only, the balance of these unit(s) (i.e. 36%) are presumed to have been occupied by persons and families above-lower income and can be rented in compliance with the City's Rent Stabilization Ordinance (RSO). However, if and when the Owner decides to convert the units to condominiums and SELL, the balance of these unit(s) (i.e. 36%) presumed to have been occupied by persons and families above-lower income must be sold at an affordable housing cost to Low Income Households. All replacement calculations resulting in fractional units shall be rounded up to the next whole number.

Replacement of Protected Units Subject to the Rent Stabilization Ordinance (RSO), Last Occupied by Persons or Families at Moderate Income or Above

The City has the option to require that the Project provide: **(1)** replacement units affordable to low income households for a period of 55 years (rental units subject to a recorded covenant), OR **(2)** require the units to be replaced in compliance with the RSO.

Relocation, Right to Return, Right to Remain:

All occupants of Protected Units (as defined in California Government Code Section 66300(d)(2)(F)(vi)) being displaced by the Project have the right to remain in their units until six (6) months before the start of construction activities with proper notice subject to Chapter 16 (Relocation Assistance) of Division 7, Title I of the California Government Code ("Chapter 16"). However, all **Lower Income Household** (as defined in California Health and Safety Code Section 50079.5) occupants of Protected Units are **also** entitled to: **(a)** Relocation benefits also subject to Chapter 16, and **(b)** the right of first refusal ("Right to Return") to a comparable unit (same bedroom type) at the completed Project. If at the time of lease up or sale (if applicable) of a comparable unit, a returning occupant remains income eligible for an "affordable rent" (as defined in California Health and Safety Code Section 50053) or if for sale, an "affordable housing cost" (as defined in California Health and Safety Code Section 50052.5), owner must also provide the comparable unit at the "affordable rent" or "affordable housing cost", as applicable. This provision does not apply to: **(1)** a Project that consists of a Single Family Dwelling Unit on a site where a Single Family Dwelling unit is demolished, and **(2)** a Project that consists of 100% lower income units except Manager's Unit.

THE PROPOSED HOUSING DEVELOPMENT PROJECT:

Per the statement received by LAHD on January 17, 2022 the Owner plans to construct eight (8) new residential condominium units on the Property pursuant to Density Bonus (DB) Guidelines.

PROPERTY STATUS (AKA THE "PROJECT SITE"):

Owner submitted an Application for a RUD for the Property on January 17, 2022. In order to comply with the required **5-year** look back period, LAHD collected and reviewed data from January 2017 to January 2022.

Review of Documents:

Pursuant to the Grant Deed, Owner acquired the Property on December 18, 2014.

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 indicate a use code of "0500 - Residential - Five or More Units or Apartments (Any Combination) - 4 Stories or Less" for the Property (APN: 4237-005-010).

Google Earth, Google Street View, and an Internet Search confirm that the Property contains three (3) residential buildings containing six (6) units.

Per the Rent Stabilization Ordinance (RSO) Unit, effective 2017 and prior the Property contained six (6) units subject to RSO.

The Los Angeles Department of Building and Safety (LADBS) database indicates that the Owner has not applied for a Demolition Permit but has applied for a New Building Permit Application (21010-10000-02130).

REPLACEMENT UNIT DETERMINATION:

The Existing Residential Dwelling Units at the Property within the last five (5) years:

ADDRESS	BEDROOM TYPE	“PROTECTED?”	BASIS OF “PROTECTED” STATUS
2308 S. Pisani Pl.	1 Bedroom	Yes	RSO
2308 ¼ S. Pisani Pl.	1 Bedroom	Yes	RSO
2308 ½ S. Pisani Pl.	1 Bedroom	Yes	RSO
2310 S. Pisani Pl.	1 Bedroom	Yes	RSO
2310 ¼ S. Pisani Pl.	1 Bedroom	Yes	RSO
2310 ½ S. Pisani Pl.	1 Bedroom	Yes	RSO
Totals: 6 Units	6 Bedrooms		

Vacancy/Occupancy of Units:

On February 2, 2022, tenant letter packages were sent to all six (6) units on the Property most commonly known as 2308-2310 S. Pisani Pl. No documents were received from any of the six (6) units in response to the tenant letter packages. Los Angeles Department of Water and Power (LADWP) and SoCalGas utility records confirm that the units at 2308 ½ S. Pisani Pl. 2310 S. Pisani Pl., and S. Pisani Pl. ¼ have been vacant for the entirety of the past five (5) years. For vacant units, the bedroom size of the existing units and the proportionality of the bedroom sizes of the new units, whichever is more restrictive will be considered to determine the bedroom types of the replacement units. Since no income documents were received for any of the occupied units, the bedroom size of the existing units and the proportionality of the bedroom sizes of the new units, whichever is more restrictive will be considered to determine the bedroom types of the replacement units.

Pursuant to (SB 8), 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 46% Very Low ([30% to 50% AMI]) and 18% Low ([51% to 80% AMI]) renter households for Los Angeles (for a total of 64%). If the new project is for rental only, the balance of these unit(s) (i.e. 36%) are presumed to have been occupied by persons and families above-lower income and can be rented in compliance with the City’s Rent Stabilization Ordinance (RSO). However, if and when the Owner decides to convert the units to condominiums and SELL, the balance of these unit(s) (i.e. 36%) presumed to have been occupied by persons and families above-lower income must be sold at an affordable housing cost to Low Income Households.

Number of Existing Residential Dwelling Units and Protected Units within ten (10) years of Owner’s application:	6	
Number of Protected Units Ellised within the last (10) years:	3	
Number of Affordable Replacement Units required per CHAS:	2	
3 Units x 64%		2 Units
46% Very Low		1 Unit
18% Low		1 Unit
Market Rate RSO units	1 Unit	
Number of Unit(s) presumed to be above-lower income subject to replacement:	1	

(a) If the New Project is for Rental ONLY:

No income documents were provided for any of the six (6) units. The three (3) units at 2308 ½ S. Pisani Pl. 2310 S. Pisani Pl., and S. Pisani Pl. ¼ have been vacant for the past five (5) years exempting them from affordable replacement requirements. Pursuant to CHAS, two (2) unit(s) need to be replaced with equivalent type unit(s) with one (1) unit restricted to Very Low Income Households and one (1) unit restricted to Low Income Households. For the one (1) remaining units presumed to have been occupied by above-lower income persons or households, as permitted by California Government Code §65915(c)(3)(C)(ii), the City has opted to require that those unit(s) be replaced in compliance with the City's Rent Stabilization Ordinance (RSO).

Please note that all the new units may be subject to RSO requirements unless an RSO Exemption is filed and approved by the RSO Section. This determination is provisional and subject to verification by the RSO Section.

(b) If the New Project is for Purchase ONLY:

Pursuant to California Government Code §65915(c)(3)(B)(i), the above-mentioned two (2) affordable replacement unit(s) per CHAS must be sold in accordance with the provisions of California Government Code §65915(c)(2). For the one (1) remaining unit presumed to have been occupied by above-lower income persons and families, as permitted by California Government Code §65915(c)(3)(C)(i), the City has opted to require those unit(s) be replaced with low-income units and sold in accordance with the provisions of California Government Code §65915(c)(2).

(c) If the New Project is for Rental OR Purchase:

The units may be rented in accordance with (a) above, i.e. one (1) unit restricted to Very Low Income Households and one (1) unit restricted to Low Income Households with the remaining one (1) unit rented out in compliance with the City's RSO. However, if and when the Owner decides to convert the units to condominiums and SELL, one (1) unit must be sold at an affordable housing cost to Very Low Income Households and two (2) units (consisting of the one (1) Low Income Household unit per CHAS and the one (1) units presumed to have been occupied by persons families above-lower income) must be sold at an affordable housing cost to Low Income Households. All sales must be in accordance with the provisions of California Government Code §65915(c)(2). (See California Government Code §65915(c)(3)(B)(i) and §65915(c)(3)(C)(i).

This determination only applies if the proposed project is for a rental or purchase DB project. This determination captures both rental or for sale units, so if the owner decides to do a condo project, it is already covered by this determination. In addition, if the project is changed from DB to TOC, a RUD amendment will be required.

Mello Act Determination dated January 30, 2018

A previous Mello Act Determination dated January 30, 2018 found that three (3) units were occupied by affordable households.

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

If you have any questions about this RUD, please contact James McCarthy at james.mccarthy@lacity.org.

cc: Los Angeles Housing Department File
2308 Pisani Place, L.P., Owner
Planning.PARP@lacity.org, Department of City Planning

MC:jm

CPC-2022-724-CDP-MEL-SPP-DB-HCA

Exhibit F: Community Letters



Ira Brown <ira.brown@lacity.org>

CPC-2022-724-CDP-MEL-SPP-DB-HCA. 2308 and 2310 South Pisani Place

1 message

Chessa Latifi <chessalatifi@gmail.com>

Tue, Mar 28, 2023 at 12:20 PM

To: ira.brown@lacity.org

Hello,

I am a neighbor of 2308 and 2310 South Pisani Place and have several concerns about the development of this project.

Our neighborhood is characterized by smaller single-family homes and affordable multi-family units. The 41ft height is significantly out of scale without neighborhood. One and two story buildings have a maximum height of 30ft. It would set a precedent for additional development that will change the landscape of our very community-friendly and walkable neighborhood.

Additionally, the Density Bonus Affordable Housing Incentive Program should not apply here. This project demplices 6 units of affordable rent-controlled units with long standing tenants and replaces them with 5 market rate units and 3 units of low-incoming housing, removing 3 affordable units from the market.

Please consider this feedback as it applies to this project.

Thank you,
Chessa
720 Woodlawn Ave, Venice

--

Chessa Latifi, M.A.
ChessaLatifi@gmail.com
(917) 932-4455



Ira Brown <ira.brown@lacity.org>

Pisani Place

1 message

elizabeth jolley <yorksshirepud@yahoo.com>
To: ira.brown@lacity.org

Sun, Mar 26, 2023 at 7:28 AM

Hello
I'm writing in regard to

2310 South Pisani Place in Venice

I'm very much against a building this height going up close to where I live. It is far too high. In fact homes keep being allowed to add extra height which is not supposed to be. This is taking away most of our views of the sky. I think someone is being careless allowing buildings higher than is supposed to be allowed. It is taking away the lovely Neighbourhood we have had. I've lived in my house on Boccaccio 57 years and am disgusted with what is happening
Elizabeth Jolley
714 Boccaccio Avenue
Venice
Ca 90291

Sent from my iPhone



Ira Brown <ira.brown@lacity.org>

Further comments - S. Pisani Place, 90291 Case # CPC-2022-724-CDP-MEL-SPP-DB-HCA-VTT-83692-CN-HCA

1 message

Felice Callans <felicecallans@me.com>

Fri, May 5, 2023 at 6:55 PM

To: Brian@bsilveira.associates

Cc: Ira Brown <ira.brown@lacity.org>, Esther.Serrato@lacity.org, bill@power-la.org

Dear Mr Silveira,

***LA City Planning Office and Bill Przulucki on copy

Thank you so much for your patient responses to the concerned neighbors on last night's zoom call. Clearly all the nearby residents have very serious concerns over the scope of this project and - as is common in Venice - they will continue to be very vocal about their objections.

Firstly, could I please ask that you ensure that all stakeholders are contacted regarding any meetings (in person or otherwise) that we might wish to attend. I heard about the zoom meeting on May 4th at 10pm on May 3rd. I was given a forwarded txt notice by my neighbor Elizabeth Jolly who received it from another neighbor who in turn heard about it via yet another neighbor. That we have to rely on the local grapevine to have a voice in this process is shocking and smacks of avoidance.

While I applaud your determined representation of this project as a benefit to the local community, please understand that it is not a convincing argument when we all know that this is profit driven.

The developers intend to remove 8 units (2 illegal, but still with tenants) that were all renting at below current market rate. Although these may not qualify as "affordable housing" under the law, there is absolutely no way for any argument to be made that these were *not* affordable units in the context of the Venice real estate market. Given that the density will not increase in any way other than mass, height, traffic, habitation and privacy intrusion, any "density bonus" would therefore be granted on spurious grounds.

Having been forced to make costly concessions to affordable housing inclusion, the developers have chosen to create the largest possible plan for the available space. They have done this *not* (as you persist in arguing) in a philanthropic gesture to alleviate the local housing crisis, but to ensure that the bottom line they envisioned 7 years ago remains intact. In doing so, they have requested exemptions and exceptions to almost every aspect of this project. Height, set backs, step backs, footpath access, parking. The list is endless! There is simply no need for the multiple exemptions being requested, other than to ensure maximum profit. No other development in this neighborhood has ever been granted such wide blanket approval with no revisions, and I trust that the planning office will agree that granting this proposal as is will set a terrible precedent. I hope not the inevitable precedent you imply.

My neighbors and I accept the unavoidable prospect of new developments - yes even multi family developments. It's disappointing then that a perceived NIMBYism seems to be the implication I have witnessed in regards to our objections to this project. As long term residents, we revel in the architectural renaissance happening around us. A lot of us are actively engaged in improvement projects at a local level and have a true affection for our community. We all want to see sustainable growth and renewal. We just believe that there are profitable, inclusive ways to do it that won't completely destroy the unique fabric of Venice.

You suggested multiple times that multi story buildings are the only way to ensure the housing density LA requires. That there is simply no other way for the City to solve the housing crisis without building oversize structures on tiny streets like Pisani Place. You also imply that all new multi family units in the area will be 4 stories or higher, so we should all just get used to the idea! Well, setting that fait accompli aside, I strongly believe that wasn't the intention of the City Planners when they marked out these areas for development. I think that with a little less profit and a lot more imagination, this particular project could increase real housing density while maintaining community cohesion. Fewer bedrooms in the units, smaller unit footprints, step backs, plane breaks, balconies, etc. The list goes on. These could all provide the 8 units requested in under 4 stories AND maintain the goodwill of your neighbors. All of these suggestions would negate the need for the multiple requested exemptions. The current code parameters are expansive enough. Build within them - that is all we ask.

Wouldn't it would be wonderful for us all to be able to be proud of this development as a great example of how to do necessary urban development the right way. I'm sure Mr Meepos and KMK would appreciate the quick resolution it could bring if they decided to positively engage with this community's concerns. Not to mention the amazing PR opportunity for the developers themselves, when they create a truly "Venice" residence.

Thanks again for your time on this project and for your tolerance in what must be very frustrating meetings for you. It is heartening to know that you found a way to fight for some of our neighbors to keep their homes. I hope you will take these arguments and use whatever influence you may have to sway the developers towards a tolerable solution for everyone. The current plan as proposed is certainly not it.

If you have any questions, or wish to discuss any of these comments my contact details are below.

Regards,

Felice & Jim Callans
felicecallans@mac.com
310.897.4075



Ira Brown <ira.brown@lacity.org>

Re: Further comments - S. Pisani Place, 90291 Case # CPC-2022-724-CDP-MEL-SPP-DB-HCA-VTT-83692-CN-HCA

1 message

Felice Callans <felicecallans@me.com>

Mon, May 15, 2023 at 4:19 PM

To: Brian@bsilveira.associates, bill@power-la.org

Cc: Ira Brown <ira.brown@lacity.org>, esther.serrato@lacity.org

Hi Brian,

***Adding Ira and Esther back in since these comments are public record intended for those making the determination on this project.

Thanks for reaching out. We have been traveling all weekend, so apologies for not getting back to you sooner.

Respectfully, I do not believe I have misunderstood or mischaracterized what you are presenting in any way. My responses were based entirely on your language and vocal defense of the proposed structure in each of these meetings. You represent a developer that bought a property assuming they were able to build 8 units that would bring X amount of profit. That proposal has been scuppered by the inclusion of low income units they were undoubtedly hoping to avoid. In order to reach the profit margin they had planned on, they now need to greatly increase the scope of the project. It's business not rocket science. It's also not philanthropy or community spirit.

I'm open to speaking directly, but unless we can agree that this egregious 4 story edifice on those lots is absolutely the wrong way to proceed, I doubt we will have much to discuss. It is very clear that the developers in this project would (understandably) rather put profit over possibility and that's a terrible shame. There is no acceptable reason to push for the multiple extreme exemptions otherwise, as the intended number of units can be easily accommodated within a smaller footprint if they choose to do so.

My neighbors and I strongly believe that it is possible to follow the spirit of the community plan, provide promised housing for the long term neighbors who have been evicted, and produce a decent profit for the developer without utterly decimating community character.

If the project changes, and the unnecessary extreme exemptions are removed, then I'd be happy to see that lot creatively developed. Until that time I will continue to push the city and Venice Neighborhood Council for rejection as proposed.

It is simply too big.

Regards,

Felice

On May 12, 2023, at 10:44 AM, Brian Silveira <brian@bsilveira.associates> wrote:

Hi Felice,

Removing Ira and Esther from cc.

Thank you for taking the time to follow up.

Respectfully, I think you've mischaracterized or perhaps misunderstood a lot of the things I said during the meeting.

I'll try to reach you on the phone. I hope you're open to speaking directly.

B

On Fri, May 5, 2023 at 6:56 PM Felice Callans <felicecallans@me.com> wrote:

Dear Mr Silveira,

***LA City Planning Office and Bill Przylucki on copy

Thank you so much for your patient responses to the concerned neighbors on last night's zoom call. Clearly all the nearby residents have very serious concerns over the scope of this project and - as is common in Venice - they will continue to be very vocal about their objections.

Firstly, could I please ask that you ensure that all stakeholders are contacted regarding any meetings (in person or otherwise) that we might wish to attend. I heard about the zoom meeting on May 4th at 10pm on May 3rd. I was given a forwarded txt notice by my neighbor Elizabeth Jolly who received it from another neighbor who in turn heard about it via yet another neighbor. That we have to rely on the local grapevine to have a voice in this process is shocking and smacks of avoidance.

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The developers intend to remove 8 units (2 illegal, but still with tenants) that were all renting at below current market rate. Although these may not qualify as "affordable housing" under the law, there is absolutely no way for any argument to be made that these were *not* affordable units in the context of the Venice real estate market. Given that the density will not increase in any way other than mass, height, traffic, habitation and privacy intrusion, any "density bonus" would therefore be granted on spurious grounds.

Having been forced to make costly concessions to affordable housing inclusion, the developers have chosen to create the largest possible plan for the available space. They have done this *not* (as you persist in arguing) in a philanthropic gesture to alleviate the local housing crisis, but to ensure that the bottom line they envisioned 7 years ago remains intact. In doing so, they have requested exemptions and exceptions to almost every aspect of this project. Height, set backs, step backs, footpath access, parking. The list is endless! There is simply no need for the multiple exemptions being requested, other than to ensure maximum profit. No other development in this neighborhood has ever been granted such wide blanket approval with no revisions, and I trust that the planning office will agree that granting this proposal as is will set a terrible precedent. I hope not the inevitable precedent you imply.

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If you have any questions, or wish to discuss any of these comments my contact details are below.

Regards,

Felice & Jim Callans
felicecallans@mac.com
310.897.4075

--

Brian Silveira

Founder + Principal

M: 310.753.1090

Brian Silveira & Associates | Venice, California | bsilveira.associates



Ira Brown <ira.brown@lacity.org>

OBJECTIONS TO Proposed Development S. Pisani Place, 90291 Case # CPC-2022-724-CDP-MEL-SPP-DB-HCA-VTT-83692-CN-HCA

1 message

Felice Callans <felicecallans@me.com>

Fri, Mar 17, 2023 at 10:18 AM

To: Ira Brown <ira.brown@lacity.org>

Cc: councilmember.park@lacity.org, planning.veniceSP@lacity.org

Dear Sirs,

I wish to state for the record several objections to the project at [2308-2310 S. Pisani Place, Venice CA 90291](#). I would like to express these objections during the public hearing Thursday March 23rd.

There have been several iterations this development project. We are currently standing at at least seven exemptions to height, zoning and environmental limits, PLUS overloaded density, occupancy and parking extensions with no guarantee that this will be the final count.

The height, density and setback exemptions alone should result in a denial per the current guidelines which **all recent** local projects have been diligent in adhering to. Also, these units have until very recently been rented by local low and middle income tenants. Once again, in an area where there is very little affordable housing, a luxury condo development will replace long term Venice residents. There are significant loopholes in current CA law that allow removal of Low Income Units where their inclusion does "not make financial sense" in the scope of the development. Given that the developers named are owners of a gigantic Property Rental Management business, with consistently poor reviews (see links below) one can only assume that their intention is to maximize profit over resident needs. In an already unaffordable neighborhood it won't be a shock when they will eventually declare that those planned low income units are no longer worthwhile financially and are removed from the plans entirely.

Karen Bass Executive Order number 1 explicitly states that affordable housing projects shall be exempt from discretionary review processes (as requested here) in **LAMC Section 16.05 and LAMC Section 13B.2.4, ONLY "as long as such plans do not require any zoning change, variance, or General Plan amendment."** **This is not the case with this proposal. This development will effectively result in a zoning change from R3-1 to R4-1. This type of dense, multi level condo building is generally only seen in very high density commercial and urban areas.** As planned, this project would strip the proposed site of all planning regulations that would limit density, height and setbacks in a family residential neighborhood of low rise homes. This will radically alter the neighborhood for the worse.

Setting aside the dramatic intrusion on all nearby residential privacy, the additional vehicular and foot traffic plus noise and disruption from several new units will be extremely detrimental to the character of the neighborhood and the peaceful enjoyment of our homes.

When Venice residents approved of density increases to the neighborhood to alleviate the housing crisis, we were certainly not intending that gigantic property corporations would be given free reign to turn our quiet residential communities into an overcrowded high rise urban landscape. These types of giant multi-unit residential developments do not fit these small lots - hence the multiple extreme exemption requests and need to combine lots. They do not fit the character of the neighborhood - currently modern architectural or historic SFR and small historic multi unit dwellings. **And they do not fit the spirit or intention of the law directing new density initiatives across the city.**

I strongly urge the city and the developers to take a moment to think about the local community impact and keep this (already overly large and disruptive) new project within the current code limits, as they have persistently done to all of the SFR developments in the neighborhood over the last several years.

I am not suggesting that this project should be denied, (although as it stands, I knowit certainly would be if it were an SFR project) I only ask that commercial developers building oversized, profitable, multi-unit structures they will never reside in, should be held to the same exacting zoning, coding and development standards as those of us who are long term Venice residents.

KMK Management reviews:

3/17/23, 10:25 AM

City of Los Angeles Mail - OBJECTIONS TO Proposed Development S. Pisani Place, 90291 Case # CPC-2022-724-CDP-MEL-S...

<https://www.trustlink.org/Reviews/KMK-Management-205955521> (2.5 stars)

<https://www.yelp.com/biz/kmk-management-los-angeles-2> (2.5 stars)

Thank you for your consideration in this matter.

Felice Callans
310.897.4075



Ira Brown <ira.brown@lacity.org>

2309-2310 South Pisani Place, Venice

1 message

Katerina Tana Design <ktana@katerinatanadesign.com>

Sun, Mar 26, 2023 at 7:06 AM

To: ira.brown@lacity.org

Mr. Brown,

I am writing to express my opinion on the proposed development project at the above address.

I have lived and worked in this area, Presidents Row in Venice for 23 years.

For all the reasons which are obvious namely, height, density and number of units for affordable housing, there is no reason I can think of that this proposed project should be approved as it violates the character of the entire neighborhood and is gross example of flouting regard of others in the area and the scale of existing structures.

I highly recommend you deny this project the required permission to proceed.

Best,

Katerina Tana

Sent from my iPhone



Ira Brown <ira.brown@lacity.org>

Pisani Condos

1 message

Lori BALTON <baltonlori@gmail.com>
To: ira.brown@lacity.org

Mon, Mar 27, 2023 at 1:40 AM

The 41 ft height of this project is out of scale with our adjacent neighborhood of one and 2 story buildings. This is a small community already challenged by continued vertical expansion. The maximum height of 30ft should hold for ALL construction. It would set a precedent for additional development which would negatively affect the residential neighborhood

Lori Balton
858 Coeur d'Alene Avenue, Venice

Sent from my iPhone



Ira Brown <ira.brown@lacity.org>

Fw: CPC-2022-724-CDP-MEL-SPP-DB-HCA. 2308 and 2310 South Pisani Place.

1 message

Michael Bear <michaelbear@earthlink.net>

Mon, Mar 27, 2023 at 1:22 PM

To: ira.brown@lacity.org

Cc: PRNA Presidents Row Neighborhood Association <prna1@hotmail.com>, caryl davis <cdaryvails@icloud.com>

Mr. Brown,

I have lived at 2616 Naples Avenue in Venice since 1991, with my wife Caryl Davis and son Lucas.

Our house is one of 5 similar, charming, two-bedroom Spanish-style homes built together in the early 1920s along the east side of our block.

During the 90s I was a board member with Harris on the PRNA board.

PRNA was regularly involved in both proposed and approved developments within our neighborhood.

I am very concerned to learn of the proposed development on South Pisani Place and urge you to deny the application and bring this to the community for reconsideration.

6 years ago on Naples Avenue, the nicest of the 5 Spanish houses was sold to a private equity group. The new owner did nothing for many months before tearing down this gem with no notice to us. Eventually over two-years a huge 2-story box house was built on the lot, a square foot maximizer.

It turned out, however, that development was done with major code violations and thus the owners could not get final approval from the city.

After years of the building sitting empty, with break-ins and vandalism, last year the city allowed the owner to do compliance and put the property on the market. It remains empty and on the market today. This house is totally out of place in our neighborhood. We should have been involved and the damage to our block remains.

I am only now hearing of this S. Pisani Place and what jumps out as similar is a lack of community involvement.

I have been volunteering at S.P.Y. the last few years and am very excited for the reopening of their center on Lincoln Blvd. and the 3 stories of housing for youth members. S.P.Y. worked with our neighborhood developing their plan and gaining general acceptance. It

wasn't easy, there were valid concerns that needed understanding and adaptation. I think a big part of the success was the intent of the development - low cost housing for unhoused youth.

The Pisani project seems to be removing rent controlled units from Venice.
It seems to be a square-footage maximizing and profit maximizing project.
It seems the project has not received adequate consideration by the neighborhood.
It seems the project could set a precedent on maximum height in a residential neighborhood.

I ask you to deny this application for development.

Michael Bear

[2616 Naples Ave.](#)
[Venice CA 90291](#)

310-880-7470

P.S. I do want to add that I was very involved in Mayor Bass's primary and general election campaigns serving as a Site-Coordinator for her Venice/Mar Vista canvassing operation. That said, I see myself becoming more involved in bringing more affordable housing to Venice, and that is going to take a lot of needed conversations, ideas and trust building. I want Venice more diverse, and building high-priced compounds is going the other way. We must do better.

-----Forwarded Message-----

From: Presidents Row Neighborhood Association <prna1@hotmail.com>

Sent: Mar 26, 2023 5:59 AM

To: Presidents Row Neighborhood Association <prna1@hotmail.com>

Subject: Fw: CPC-2022-724-CDP-MEL-SPP-DB-HCA. 2308 and 2310 South Pisani Place.

Since the COVID shutdown, we have not had a neighborhood meeting. However, we have still been active.

This is a project which could have a significant negative affect on our residential neighborhood by setting a precedent for overdevelopment. You can find the details on the LA City Planning Department website.

If this is a concern to you, please email ira.brown@lacity.org.

Harris.

From: Presidents Row Neighborhood Association <prna1@hotmail.com>

Sent: Wednesday, March 22, 2023 10:46 AM

To: ira.brown@lacity.org <ira.brown@lacity.org>; Presidents Row Neighborhood Association <prna1@hotmail.com>

Subject: Re: CPC-2022-724-CDP-MEL-SPP-DB-HCA. 2308 and 2310 South Pisani Place.

The Presidents Row Neighborhood Association is the longest standing neighborhood association in Venice, representing residents of the area bounded by Lincoln on the East, Abbot Kinney on the West, Venice on the North, and Washington on the South.

We were not aware of this project until Monday of this week. We received no advance notice from the developer or the VNC. Yesterday we were given renderings of the proposed project. We have not been given sufficient time to weigh in on the details of the proposal.

However, we feel that the 41 ft height is out of scale with the adjacent neighborhood of one and 2 story buildings with a maximum height of 30ft. It would set a precedent for additional development which would negatively affect the residential neighborhood.

The Density Bonus Affordable Housing Incentive Program should not apply to this project. It has not been applied to projects in an exclusively residential area, but in commercial zones or properties on transportation corridors. Also, the density bonus applies to those projects which provide additional housing. This project would demolish 6 units of affordable rent-controlled units with long-standing tenants, and replace them with 5 market rate units and 3 units of low-income housing. Thus, approval of this project would remove 3 affordable units from the market.

The Presidents Row Neighborhood Association strongly recommends that this application be denied.

Sincerely,

Harris J. Levey
President PRNA.



Ira Brown <ira.brown@lacity.org>

re: 2308-10 Pisani

1 message

Presidents Row Neighborhood Association <prna1@hotmail.com>

Tue, Mar 21, 2023 at 9:55 AM

To: "ira.brown@lacity.org" <ira.brown@lacity.org>

Hi Ira,

Thanks for the courtesy on the phone this morning. Although the project is in our neighborhood, and we were involved in the previous submission years ago, PRNA was not made aware of this proposal until yesterday. I appreciate the update, so we can move forward in a constructive manner.

Please keep us apprised on any recommendations or determinations.

Harris Levey
President PRNA
(310) 822-9067.



Ira Brown <ira.brown@lacity.org>

Re: CPC-2022-724-CDP-MEL-SPP-DB-HCA. 2308 and 2310 South Pisani Place.

1 message

Presidents Row Neighborhood Association <prna1@hotmail.com>

Wed, Mar 22, 2023 at 10:46 AM

To: "ira.brown@lacity.org" <ira.brown@lacity.org>, Presidents Row Neighborhood Association <prna1@hotmail.com>

The Presidents Row Neighborhood Association is the longest standing neighborhood association in Venice, representing residents of the area bounded by Lincoln on the East, Abbot Kinney on the West, Venice on the North, and Washington on the South.

We were not aware of this project until Monday of this week. We received no advance notice from the developer or the VNC. Yesterday we were given renderings of the proposed project. We have not been given sufficient time to weigh in on the details of the proposal.

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The Presidents Row Neighborhood Association strongly recommends that this application be denied.

Sincerely,

Harris J. Levey
President PRNA.



Ira Brown <ira.brown@lacity.org>

Re: HEARING TONIGHT CPC-2022-724-CDP-MEL-SPP-DB-HCA VTT-83692-CN-HCA

1 message

Pisani Place <pisaniplace@gmail.com>
To: Ira Brown <ira.brown@lacity.org>

Thu, Mar 23, 2023 at 1:55 PM

Hello Ira,

I would appreciate if you would please direct me to the site to sign on to receive the Commission report and any other pertinent news of the project at 2308-10 Pisani. The person running the Public Hearing asked for emails of persons wanting to continue to receive information about the Committee findings. And said she is receiving letters regarding the project, so I would like her contact info also, to send a letter. She said quickly at the end something about lacity.org but didn't post or show anything specific. I couldn't catch what she said as I'm a little hard of hearing. And if there is a transcript or recording of the meeting that would be so useful also.

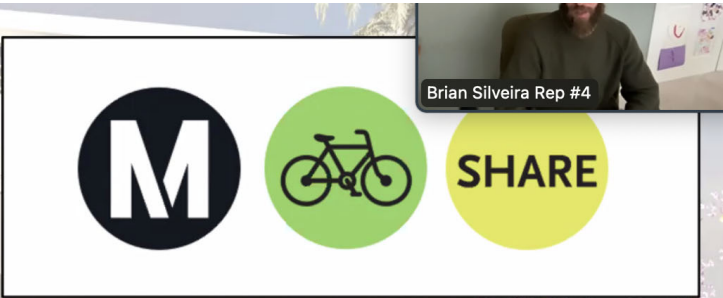
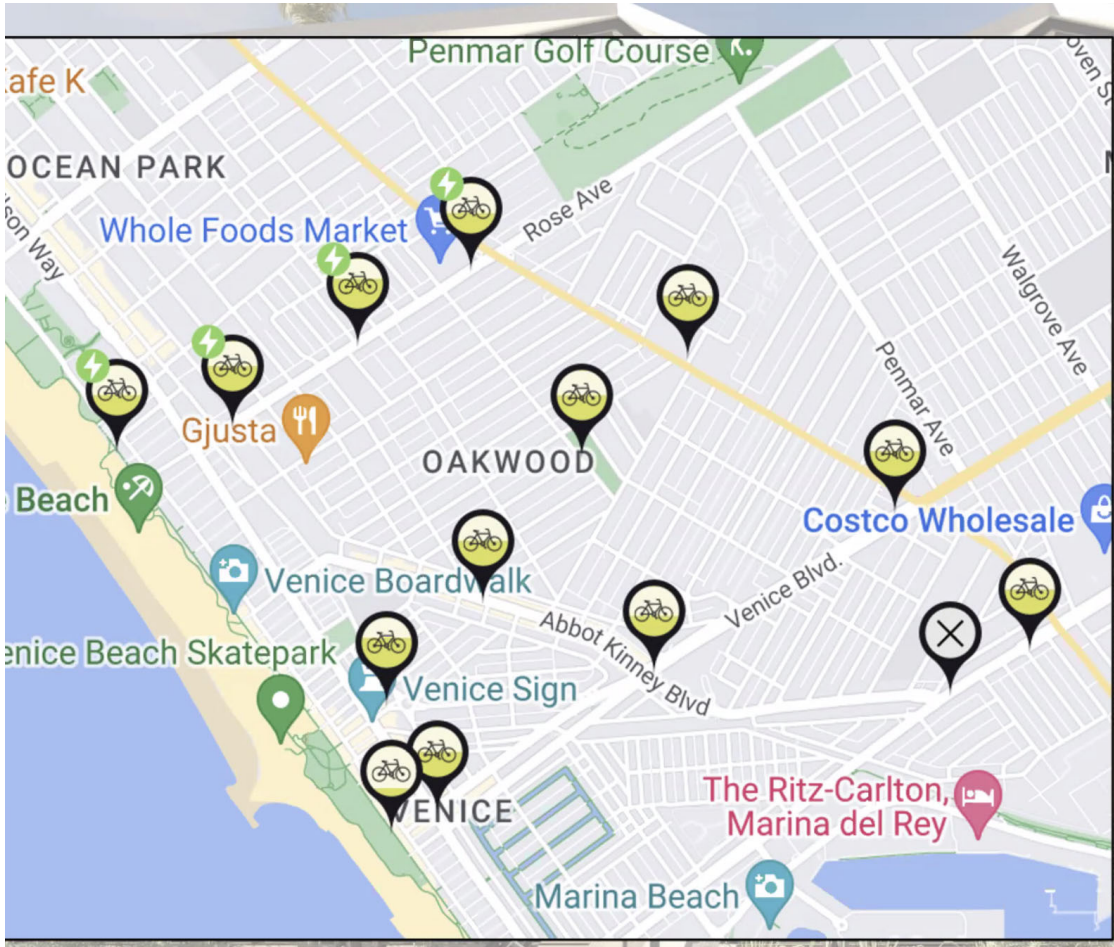
I do appreciate that the city does hold these hearings, which are informational.

The 8 speakers from the neighborhood, myself included, each had only 1 (one) minute to speak after the Meepos' representative took up most of the 30 minutes allotted—which seems a little lopsided for a public hearing at which time I would have thought the committee would also be interested in hearing detailed pros and cons of neighbors and/ interested parties, on such a big project.

It was shocking that no one from the committee had one question of the Meepos' representative, who presented some goofy charts about density and transportation in Venice and did not give any satisfactory explanations for me regarding why they would try to get away with such an outrageous proposal, with so many exclusions in height, density, setbacks, and so damaging to the character and traffic of the neighborhood. I am absolutely in favor of creating housing for low income and very low income people but this is not the way, disguising a large luxury condominium project with 3 units off the lobby as a solution. Yes it works in terms of numbers - 3 units - but it is not a genuine solution. As I lived next door for 20 years I know exactly who lived in the tiny "duplexes" (they are tiny units with rarely more than one person inhabiting) next door and how many cars they had. Mr. Silveria (?) responded to the speakers with a story that there were more than 12 people living originally in the duplexes (wrong!) with no parking and now there would be 12 spaces available. Well that is coming from someone who obviously doesn't know the prior residential situation, as there were rarely more than 1 person in each unit and as I recall the unit/s over the garage were not always there when I moved into my place in 2000.

Change is reality. And I am not opposed to change. I just would like to see a fair consideration for all parties who are affected, other than the developers who will benefit greatly along with the original resident/s

All the best,
Sharon Smith
310-403-6687
pisaniplace@gmail.com



Walk Score 91
Walker's Paradise
Daily errands do not require a car.

Transit Score 56
Good Transit
Many nearby public transportation options.

Bike Score 94
Biker's Paradise
Daily errands can be accomplished on a bike.

Los Angeles

Active Commuting: 96.9 percentile
Value: 42.7%

Less → More healthy conditions

This Tract has healthier community conditions than 96.9% of other California Tracts.

Tract 2734.02
County > City / Town > Tract Population: 2,641
Los Angeles > Los Angeles > 2734.02

	Active Commuting	Percentile
State	8.99%	N/A
County	9.65%	80.4
City / Town	14%	91.1
Tract	42.7%	96.9

What does this indicator measure?
Percent of workers (16 years and older) who commute to work by transit, walking, or cycling



2.5 Transit Network:

Improve the performance and reliability of existing and future bus service.

A robust public transit network is important to a great transportation system. As of 2014, Metro reported that the Los Angeles County region averaged 1.4 million boardings a weekday, making it one of the largest transit agencies in the nation. Performance, convenience and comfort are key factors in improving the transportation experience.

The implementation of the Transit Enhanced Network (TEN), while not only an iterative process will be done in collaboration with transit operators as they determine service levels and hours of operation.

Working in collaboration with the transit operators, combined with street improvements of city managed enhancements, the Transit-Enhanced streets outlined in the Plan strive to: provide reliable and frequent transit

service that is convenient and safe; increase transit mode share; reduce single-occupancy vehicle trips; and integrate transit infrastructure investments with the identity of the surrounding street. These corridors were selected based on a data-driven analysis of factors such as ridership, destinations, employment, and population.

Transit enhanced streets may receive a number of enhancements to improve line performance and/or the overall user experience for people who walk and take transit. Enhancements may range from streetscape improvements to make walking safer and easier, to transit shelters, or bus lanes. The Transit Enhanced Network (TEN) map is provided in the maps section in Chapter 6 of the Plan.



On Mar 15, 2023, at 7:01 PM, Ira Brown <ira.brown@lacity.org> wrote:

Hello Sharon

Received.

Thank you.

Ira

On Wed, Mar 15, 2023 at 3:59 PM Pisani Place <pisaniplace@gmail.com> wrote:

Thank you so much for taking the time to answer my questions and share information with me, so I am better informed. I will see you at the meeting next week.

All the best,
Sharon Smith

My address is

Sharon H. Smith
[5875 SW 34 St.](#)
[Miami, FL 33155](#)

310-403-6687

On Mar 15, 2023, at 5:44 PM, Pisani Place <pisaniplace@gmail.com> wrote:

I apologize if I inconvenienced you. I see on the back of notice that there is also a zoom meeting on March 23 and I can register. I will try that same ID today.

Thank you.

Sharon Smith

sharon smith

2312 Pisani Place / 803 boccaccio Ave.

Venice, CA 90291

On Mar 15, 2023, at 5:02 PM, Pisani Place <pisaniplace@gmail.com> wrote:

Dear Mr. Brown,

I received a notice just today (probably due to mail forwarding issue) of a Hearing tonight in Los Angeles, regarding the property directly next to mine in Venice. I am currently not in Venice and cannot attend the hearing. Is there any chance it is also a zoom meeting?

I left a message on your phone listed on the notice. Please return my call asap.

My property is [2312 Pisani Place, Venice CA 90291](#), the corner property, also listed as [803 boccaccio Ave. Venice](#).

It is not clear for me on the notice how far this permit has gone.

Basically as there is very little parking available on the street for the current residents, and the crowding that a four story 12- unit property would add to the neighborhood, as well as the dominating structure that would completely ruin my property houses, I will object to the permit as far as I can take it. Hopefully it is not already decided.

Sincerely,
<PastedGraphic-1.tiff>
Sharon H. Smith

sharon smith

2312 Pisani Place / 803 boccaccio Ave.

Venice, CA 90291

www.makeourvoicesheard.us

IMDb <https://tinyurl.com/2u4b67ud>

310-403-6687

brightcottage1@gmail.com



Ira Brown

Pronouns: He, His, Him
City Planner

Los Angeles City Planning

200 N. Spring St., Room 721
Los Angeles, CA 90012

T: (213) 978-1453 | Planning4LA.org





Ira Brown <ira.brown@lacity.org>

2308-2310 Pisani Pl, 90291: VTT-38692; CPC-2022-724-CDP-MEL-SPP-DB-HCA; ENV-2022-725-CE

1 message

Stewart Oscars <stewart.oscars@gmail.com>
To: Ira Brown <ira.brown@lacity.org>
Cc: stewart.oscars@gmail.com

Fri, Apr 7, 2023 at 3:49 PM

Please deny any permits requested for demolition or construction for 2308-2310 Place, 90291: VTT-38692; CPC-2022-724-CDP-MEL-SPP-DB-HCA; ENV-2022-725-CE for the following reasons:

- 1) conjoining the two lots is out of character to the neighborhood. It is excessive compared to the surrounding homes on single lots.
- 2) the proposed building bears no relationship to the existing neighborhood in mass and scale. At 4 stories tall / 41 feet high, the building would tower over all nearby housing creating a negative precedent. Existing houses are at most 2 stories / 30 feet high.
- 3) the requested smaller front yard setback of 11 feet / 11 inches rather than required 15 feet will push the building's mass closer to the sidewalk creating pedestrian discomfort.
- 4) the planned front facade has no stepback of the second floor from the first floor multiplying the building's pressure on pedestrians and the neighborhood.
- 5) the building's exterior sidewalls have no articulation. They would be continuous flat walls some 81 feet long and 41 feet high facing the neighbors. Like giant billboards running almost the length of the property boundaries blocking light to residences on both sides.
- 6) is this project really creating low cost housing? The plan looks to be 3 low cost units on the first floor and then 5 total market rate units split on the 3 upper floors. Presently are there not 4 low cost units total in the 2 street facing buildings and 2 medium cost units in the back building? Please, how does this work out?

Thank you,
Stewart Oscars
Venice, CA

Sent from my iPad

March 23, 2023

VTT-83692-CN-HCA, CPC-2022-724-CDP-MEL-SPP-DB-HCA

2308-2310 Pisani Place, Venice

DENY THE PROJECT

Dear Ira,

I urge you to deny this project as presented.

First, I want to stress that those at this meeting do not oppose affordable housing in Venice; in fact, we encourage it and if appropriate might even consider a density bonus when a project proves to be acceptable and adds to immediate neighborhood.

BUT THIS PROJECT DOES NOT DO THIS.

Pisani Place in the President's Row neighborhood presents itself as a small narrow street with mostly one story and a few two-story homes built before 1930s. A four-story condominium does not meet the requirements for compatibility with the existing neighborhood, even with 3 affordable units.

The materials used in this project do not reflect the rest of the existing neighborhood (the Block) as it makes use of predominantly steel and glass. The four-story structure presents a massive frontage to the street set among smaller wood clad homes and does not offer a pedestrian orientation – in fact- it destroys this pedestrian and walkable neighborhood feel. A new design that uses stepbacks and setbacks would help mitigate the scale and mass of this project.

Notwithstanding the merits and terms of the density bonuses, the proposed structure does not meet the requirements for compatibility as regulated in the certified Venice Coastal Land Use Plan. The Coastal Act and its LUP policy guidance preempts the state Density Bonus law and so the land use requirements must hold.

As the Density Bonus law states in Government Code 65915(m):

“This section does 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.”

We must value the Coastal Act that honors Venice as a special coastal community. That can include affordable housing but as above it cannot “alter or lessen the effect” of Venice. This project will have an adverse effect on the Presidents Row neighborhood and Venice. We must follow Chapter 3 of the Coastal Act and deny this proposed project.

I urge you to do just that.

Sincerely,

Sue Kaplan

Resident of Venice



Ira Brown <ira.brown@lacity.org>

Case # CPC-2022-724-CDP-MEL-SPP-DB-HCA

1 message

venetia phillips <takeabowxox@yahoo.com>
To: "ira.brown@lacity.org" <ira.brown@lacity.org>

Mon, Apr 3, 2023 at 7:59 PM

To: Ira Brown, City Planner
From: Venetia Phillips

Date: April 3, 2023

Dear Mr. Brown,

I am in support of the project at 2308 - 2310 S. Pisani Place, Case # CPC-2022-724-CDP-MEL-SPP-DB-HCA.

I have been a Venice resident since 1990, the past 31 years of which I have lived on the Pisani property in the above mentioned case.

Steve Meepos, the builder of the new 8 unit development on Pisani, worked diligently to make sure that I would have a low income replacement unit at an affordable price from the very beginning of this project. As a public school teacher, this proposal is vital to me as it guarantees me a livable rent, allows me to stay in Venice, and not be displaced from the place of my residence of 33 years.

This project is a beautiful, creative space that will provide three low income replacement units for the residents - which is 38% of the total units being built! An important aspect is that it is also upgrading a very old and unsafe building. Steve Meepos inherited a worn-down structure beyond repair. Mr. Meepos' property management company, KMK, has been a good and responsible property management but these units are in need of replacement not repair. The water is rusty, the plumbing is inadequate, the roof is old, and the electricity is a fire hazard. Nor is it sturdy enough to handle a huge earthquake. Rebuilding is the only solution.

The community might insist on maintaining the current structures, not considering the unacceptable state within. This one must be torn down and replaced. This place is my home at heart - I have lived here for three decades - but it is time to rebuild.

Sincerely,

Venetia Phillips
[2308 Pisani Place, Venice, Ca.](#)



Ira Brown <ira.brown@lacity.org>

2308 and 2310 South Pisani Place

1 message

Xina Graff <xina@chevfx.com>

Mon, Mar 27, 2023 at 2:34 PM

To: ira.brown@lacity.org

Hello City Planners,

My name is Christina Graff. I am a resident of the neighborhood where an 8 unit condominium is trying to be developed (2308 and 2310 South Pisani Place). Our neighborhood consists of narrow neighborhood streets for houses. There is already very little parking and the area is becoming over crowded. My husband and I highly oppose the development and wish the project will be dropped.

If you have any questions, please feel free to reach out.

Thank you,
Christina

Christina Graff
+1.310.991.1357
xina@chevfx.com