

DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: December 14, 2023 Time: After 8:30 A.M.* Place: Van Nuys City Hall

Council Chamber, 2nd Floor

14410 Sylvan Street Van Nuys, CA 91401

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/commissionsb

oards-hearings and/or by contacting

cpc@lacity.org

Public Hearing: Required

Appeal Status: Off-Menu Density Bonus Incentives

and Waivers are not appealable per LAMC; On-Menu Density Bonus Incentives, Conditional Use,

Coastal Development Permit, Mello Act Compliance and Project Permit

Compliance Reviews are appealable to the City Council.

Expiration Date: December 19, 2023

Multiple Approval: Yes

PROJECT 723 South Ocean Front Walk

PROPOSED PROJECT:

LOCATION:

The after-the-fact demolition of a 6,952 square foot, two-story commercial building, and the construction of a three-story, 13,095 square foot mixed-use building with 16 dwelling units, of which three (3) dwelling units will be set aside for Very Low Income Households, and 1,350 square feet of ground floor retail/take-out restaurant space, providing 16 parking spaces.

REQUESTED ACTION:

- 1. An exemption from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Sections 15301 and 15332 and that there is no substantial evidence demonstrating that an exception to the Categorical Exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
- 2. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24 U.26, a Conditional Use Permit for a Housing Development Project totaling 16 units, a 45 percent increase in the base density of 11 dwelling units in lieu of a maximum of a 35 percent increase in the base density, as otherwise required by LAMC Section 12.22 A.25;

Case No.: CPC-2022-5893-CU-DB-CDP-SPP-MEL-HCA

CEQA No.: ENV-2022-5894-CE

Council No.: 11 - Park Plan Area: Venice

Specific Plan: Venice Coastal Zone

Specific Plan - North Venice

Subarea

Certified NC: Venice

GPLU: Community Commercial

Zone: C1-1

Applicant: Benjamin Schonbrun

Representative: Jesi Harris, Brian Silveria &

Associates

- 3. Pursuant to LAMC Section 12.22 A.25, a Density Bonus/Affordable Housing Incentive Compliance Review for a Housing Development Project comprised of 16 dwelling units, of which three (3) dwelling units will be set aside for Very Low Income households, with the following requested Incentives and Waivers of Development Standards:
 - a. An On-Menu Incentive to allow a maximum building height of 41 feet in lieu of 30 feet, as otherwise required by the Venice Coastal Zone Specific Plan Section 10.F.3;
 - b. An On-Menu Incentive to allow a 4-foot 10-inch southerly side yard setback in lieu of a 6-foot side yard setback, as otherwise required in the C1 Zone pursuant to LAMC Section 12.13 C.2:
 - c. An On-Menu Incentive to allow a 4-foot 10-inch northerly side yard setback in lieu of a 6-foot side yard setback, as otherwise required in the C1 Zone pursuant to LAMC Section 12.13 C.2;
 - d. A Waiver to allow a Floor Area Ratio (FAR) of 1.6:1 in lieu of a FAR of 1.5:1, as otherwise required by the Venice Coastal Zone Specific Plan Section 11.B.3;
 - e. A Waiver to allow a 400 square foot loading area for the commercial uses to be located interior to the garage in lieu of being located along the alley line as otherwise required by LAMC 12.21 C.6(c);
 - f. A Waiver to allow six (6) parking stalls to be provided as standard stalls and 10 spaces to be provided as compact stalls in lieu of the minimum eight (8) standard parking stalls, as otherwise required pursuant to LAMC Section 12.21 A.5(c);
 - g. A Waiver to allow zero (0) on-site parking spaces for the commercial uses in lieu of nine (9) on-site parking spaces for the commercial uses, as otherwise required pursuant to the Venice Coastal Zone Specific Plan Sections 13.D and 13.E;
 - h. A Waiver to permit a Roof Access Structure with a maximum height of 13 feet 3 inches in lieu of 10 feet, as otherwise required pursuant to the Venice Coastal Zone Specific Plan Section 9.C; and
 - i. A Waiver to allow three (3) Roof Access Structures with a maximum exterior dimension of 215 square feet, 200 square feet and 130 square feet in lieu of the 100 square feet, as otherwise required by the Venice Coastal Zone Specific Plan Section 9.C.1.d;
- 4. Pursuant to LAMC Section 12.20.2, a Coastal Development Permit for the above referenced Project located within the Dual Permit Jurisdiction of the Coastal Zone;
- 5. Pursuant to LAMC Section 11.5.7, a Project Permit Compliance Review for a Project within the Venice Coastal Zone Specific Plan; and
- 6. Pursuant to Government Code Sections 65590 and 65590.1 and the City of Los Angeles Interim Mello Act Compliance Administrative Procedures, a Mello Act Compliance Review for the construction of 16 Residential Units in the Coastal Zone.

RECOMMENDED ACTIONS:

 Determine based on the whole of the administrative record that the project is exempt from CEQA pursuant to CEQA Guidelines, Sections 15301 and 15332, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

- 2. **Approve** a Conditional Use Permit pursuant to LAMC Section 12.24 U.26 for a Housing Development Project totaling 16 units, a 45 percent increase in the base density of 11 dwelling units in lieu of a maximum of a 35 percent increase in the base density, as otherwise required by LAMC Section 12.22 A.25.
- 3. Approve a Density Bonus Affordable Housing Incentive Program Review pursuant to LAMC Section 12.22 A 25, for a housing development project comprised of 16 dwelling units, of which three (3) dwelling units will be set aside for Very Low-Income households, with the following requested Incentives and Waivers of Development Standards:
 - a. An On-Menu Incentive to allow a maximum building height of 41 feet in lieu of 30 feet, as otherwise required by the Venice Coastal Zone Specific Plan Section 10.F.3;
 - b. An On-Menu Incentive to allow a 4-foot 10-inch southerly side yard setback in lieu of a 6-foot side yard setback, as otherwise required in the C1 Zone pursuant to LAMC Section 12.13 C.2;
 - c. An On-Menu Incentive to allow a 4-foot 10-inch northerly side yard setback in lieu of a 6-foot side yard setback, as otherwise required in the C1 Zone pursuant to LAMC Section 12.13 C.2;
 - d. A Waiver to allow a Floor Area Ratio (FAR) of 1.6:1 in lieu of a FAR of 1.5:1, as otherwise required by the Venice Coastal Zone Specific Plan Section 11.B.3;
 - e. A Waiver to allow a 400 square foot loading area for the commercial uses to be located interior to the garage in lieu of being located along the alley line as otherwise required by LAMC 12.21 C.6(c);
 - f. A Waiver to allow six (6) parking stalls to be provided as standard stalls and 10 spaces to be provided as compact stalls in lieu of the minimum eight (8) standard parking stalls, as otherwise required pursuant to LAMC Section 12.21 A.5(c);
 - g. A Waiver to allow zero (0) on-site parking spaces for the commercial uses in lieu of nine (9) on-site parking spaces for the commercial uses, as otherwise required pursuant to the Venice Coastal Zone Specific Plan Sections 13.D and 13.E;
 - h. A Waiver to permit a Roof Access Structure with a maximum height of 13 feet 3 inches in lieu of 10 feet, as otherwise required pursuant to the Venice Coastal Zone Specific Plan Section 9.C; and
 - i. A Waiver to allow three (3) Roof Access Structures with a maximum exterior dimension of 215 square feet, 200 square feet and 130 square feet in lieu of the 100 square feet, as otherwise required by the Venice Coastal Zone Specific Plan Section 9.C.1.d.
- 4. **Approve** a Coastal Development Permit pursuant to LAMC Section 12.20.2 for the above referenced Project located within the Dual Permit Jurisdiction of the Coastal Zone.
- 5. **Approve** a Project Permit Compliance Review pursuant to LAMC Section 11.5.7, for a Project within the Venice Coastal Zone Specific Plan.
- 6. **Approve** a Mello Act Compliance Review pursuant to Sections 65590 and 65590.1 of the California Government Code and the City of Los Angeles Interim Mello Act Compliance Administrative Procedures, for the construction of 16 Residential Units in the Coastal Zone.

VINCENT P. BERTONI, AICP Director of Planning

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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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PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project consists of the after-the-fact demolition of a 6,952 square foot, two-story commercial building, and construction of a three-story, 13,095 square foot mixed-use building with 16 dwelling units, of which three (3) dwelling units will be set aside for Very Low Income Households, and 1,350 square feet of ground floor retail/ take-out restaurant space, providing 16 parking spaces on-site.

BACKGROUND

Project Site

The subject site is comprised of two, flat, rectangular-shaped lots with a frontage of 55 feet on Ocean Front Walk, a side yard of 148 feet in length on Park Avenue and a rear lot line of 55 feet on Speedway for a total lot area of 8,165 square feet.

The subject site was improved with a two-story, 6,952 square foot, two-story commercial building constructed in 1953. On January 13, 2021, the building was substantially damaged during a fire and was subsequently demolished without a Coastal Development Permit.

The proposed development is located within a Methane Zone, Liquefaction area, and Tsunami Inundation Zone, and within 4.69 kilometers from the Santa Monica Fault.

General Plan Land Use Designation, Zoning, and Specific Plan

The subject property is located within the Venice Community Plan area with a Community Commercial land use designation. The subject property is also located within the area of the Venice Local Coastal Land Use Plan certified by the California Coastal Commission and adopted as a plan amendment to the Venice Community Plan. The subject property is zoned C1-1. The subject property is also located within the North Venice Subarea of the Venice Coastal Zone Specific Plan, the Los Angeles Coastal Transportation Corridor Specific Plan, and within the Dual Permit Jurisdiction area of the California Coastal Zone.

Surrounding Properties

The northern adjoining property, fronting on Ocean Front Walk, is zoned C1-1 and developed with two two-story single-family dwellings constructed in 1966 and 1967. The southern adjacent property, across Park Avenue, is zoned C1-1 and developed with a two-story commercial building constructed in 1989. The eastern adjacent property, across Speedway, is zoned RD1.5 and developed with two two-story single-family dwellings constructed in 1907. The western adjacent property (across Ocean Front Walk) is zoned OS-1XL-O and is maintained as a sandy beach.

The buildings fronting Ocean Front Walk Between Rose Ave and 17th Avenue were constructed from 1910 to 2007 with varying building heights. There are 20 buildings along this length of Ocean Front Walk that range between three and six stories, with 14 buildings exceeding 40 feet in height. The tallest building is 76-feet in height.

Streets and Circulation

Ocean Front Walk, a Local Street, adjoining the property on the southwest, is dedicated to a width of 50 feet and improved with a concrete public right-of-way. This public right-of-way is closed to vehicular traffic and is utilized as a pedestrian walkway. This pedestrian walkway is also referred to as the Venice Boardwalk.

<u>Park Avenue</u>, is a Local Street (Standard) designated to a right-of-way width of 60 feet and a roadway width of 36 feet. The actual right-of-way width is 40 feet. Park Avenue is a Walk Street limited to pedestrian and emergency vehicles. The roadway is 20 feet with a 20-foot Encroachment Area.

<u>Speedway</u>, a Local Street, adjoining the subject property on the northeast, is dedicated to a width of 20 feet and is improved with an asphalt roadway. Speedway is not improved with gutters, curbs, or sidewalks; as such, Speedway functions like an alley. Further, on July 13, 1936, the City Planning Commission determined that all of Speedway shall be considered as an alley for the purposes of setbacks and passageway to residential units.

Public Transit:

The surrounding area is served by Los Angeles County Metropolitan Transit Authority (Metro) bus line 33 and the Santa Monica Big Blue Bus bus line 1 at the intersection of Main Street and Brooks Avenue.

Relevant Cases

Surrounding Properties:

<u>CPC-2019-2282-CDP-MEL-SPP-DB-CUB</u> — On December 3, 2020, the City Planning Commission approved a Coastal Development Permit, Project Permit Compliance Review, Density Bonus Affordable Housing Incentive Program Review, Conditional Use Permit for the demolition of nine existing residential dwelling units within three buildings and the construction, use and maintenance of a three-story, 13,412 square foot mixed use building with nine dwelling units and a 1,568 square foot ground floor restaurant providing 574 square feet of Service Floor area and 50 seats requesting on-site sale of a full line of alcohol beverages, and 30 parking spaces on the ground floor and one subterranean level within the Dual Permit Jurisdiction of the Coastal Zone, located at 811 and 815 Ocean Front Walk.

ZA-2019-3329-ZV-ZAA-SPP-MEL — On February 7, 2020, the Zoning Administrator approved a Zoning Administrator's Adjustment to allow a passageway of three feet in lieu of ten feet; a front yard setback of five feet in lieu of 15 feet; and a side yard setback of zero feet in lieu of four feet; and a Zone Variance to remove the loading zone requirement related to the construction of a three-story, 4,584 square foot mixed-use structure with retail space, an accessory dwelling unit and a single-family dwelling within the Dual Permit Jurisdiction of the Coastal Zone, located at 3013 South Ocean Front Walk.

<u>DIR-2018-1208-CDP</u> and <u>ZA-2018-1413-ZV</u> — On January 15, 2019, the Director of Planning and the Zoning Administrator approved a Coastal Development Permit authorizing the change of use of 173 square feet of retail space to a takeout restaurant within an existing 1,547 square-foot retail space and a Zone Variance to allow a change of use of 173 square feet of retail space to a takeout restaurant in a residential zone (RD1.5) within the Single-Permit Jurisdiction of the Coastal Zone, located at 901 Pacific Avenue.

<u>DIR-2016-4749-CDP-MEL-SPP</u> – On February 13, 2018, the Director of Planning approved a Coastal Development Permit authorizing the demolition of an existing residential structure containing two dwelling units and three guest rooms, and the construction of a new 3,139 square-foot, two-story single-family dwelling with an attached four-car garage, basement level, and a roof deck within the Dual Permit Jurisdiction of the Coastal Zone, located at 3013 South Ocean Front Walk.

<u>DIR-2015-3309-CDP-SPPA</u> — On August 10, 2016, the Director of Planning approved a Coastal Development Permit and Project Permit Compliance Review authorizing the remodel and second-story addition to an existing one-story, single-family dwelling resulting in a two-story, single-family dwelling with a roof deck and basement level; and denied a Project Permit Adjustment for a maximum building height of 30 feet in lieu of the permitted 28 feet within the Dual Permit Jurisdiction of the Coastal Zone, located at 20 East Sunset Avenue.

ZA-2015-102-CDP-CU-SPP – On May 24, 2016, the Zoning Administrator approved a Coastal Development Permit, Conditional Use Permit, and Project Permit Compliance Review for a mixed-use project within the Dual Permit Jurisdiction of the Coastal Zone, located at 601 and 611 South Ocean Front Walk. On September 7, 2016, the West Los Angeles Area Planning Commission granted an appeal of the proposed project and overturned the Zoning Administrator's decision to approve a Coastal Development Permit, Conditional Use Permit and Project Permit Compliance Review.

ZA-2014-4081-CDP-ZAD — On February 4, 2016, the Zoning Administrator approved a Coastal Development Permit for the continued use and maintenance of an existing non-conforming, one-story commercial building with six retail spaces, a Zoning Administrator's Determination to permit the continued use and maintenance of an existing, non-conforming, one-story commercial building with six retail spaces, within the RD1.5 Zone within the Single Permit Jurisdiction of the Coastal Zone, located at 901 South Pacific Avenue.

ZA-2014-4366-CDP-SPP – On November 12, 2015, the Zoning Administrator approved a Coastal Development Permit and a Project Permit Compliance Review authorizing the demolition of a three-car garage, remodel and addition to an existing two-story single-family dwelling, and the construction of an accessory structure consisting of a two-story Accessory Living Quarters above a basement level garage within the Dual Permit Jurisdiction of the Coastal Zone, located at 16 East Park Avenue.

ZA-2014-3007-CDP-CUB-ZV-SPP-MEL — On December 28, 2015, the Zoning Administrator approved a Coastal Development Permit, a Conditional Use Permit, a Project Permit Compliance Review, and a Mello Act Compliance Review for the demolition of nine existing residential dwelling units within three buildings, and the construction, use and maintenance of a three-story, approximately 11,147 square foot, mixed-use building containing a ground-level 2,691 square-foot restaurant, two upper-floor residential dwelling units, and a subterranean parking level providing a total of 36 on-site parking spaces, located on two adjoining lots totaling approximately 9,001 square feet within the Dual Permit Jurisdiction of the Coastal Zone located at 811 and 815 Ocean Front Walk. On November 1, 2017, the West Los Angeles Area Planning Commission granted an appeal of the proposed project and overturned the Zoning Administrator's determination to approve a Coastal Development Permit, a Conditional Use Permit, a Project Permit Compliance Review, and a Mello Act Compliance Review.

<u>ZA-2006-7650-CDP-SPP-MEL</u> – On January 30, 2009, the Zoning Administrator dismissed a Coastal Development Permit, Mello Act Compliance Review, and a Project Permit Compliance Review to convert a four-unit apartment building into a four-unit condominium building due to the disapproval of Parcel Map No. AA-2006-7498-PMLA-CC by the Advisory Agency within the Dual Permit Jurisdiction of the Coastal Zone, located at 18 East Sunset Avenue.

ZA-2006-7661-CDP-MEL — On February 6, 2008, the Zoning Administrator approved a Coastal Development Permit to allow the construction, use and maintenance of two new condominium units on one lot served by four parking spaces in conjunction with Parcel Map No. AA-2005-9455-PMLA within the Single Permit Jurisdiction area of the Coastal Zone, located at 49 East Brooks Avenue.

ZA-2006-1889-CDP-ZAA-SPP-MEL — On October 26, 2007, the Zoning Administrator approved a Coastal Development Permit to allow the construction, use and maintenance of two new single-family dwellings, on two parcels served by four parking spaces in conjunction with Parcel Map No. AA-2006-1854-PMLA-SL and a Zoning Administrator's Adjustment to permit a reduced side yard setback of zero feet in lieu of the required 3-foot side yard within the Single Permit Jurisdiction of the Coastal Zone, located at 45 East Brooks Avenue.

ZA-2006-2011-CDP-MEL-ZAA-SPP — On October 26, 2007, the Zoning Administrator approved a Coastal Development Permit to allow the construction, use and maintenance of two new single-family dwellings, on two parcels served by four parking spaces in conjunction with Parcel Map No. AA-2006-1852-PMLA-SL and a Zoning Administrator's Adjustment to permit a reduced side yard setback of zero feet in lieu of the required 3-foot side yard within the Single Permit Jurisdiction of the Coastal Zone, located at 43 East Brooks Avenue.

ZA-2002-2526-CDP-CU-SPP – On July 10, 2003, the Zoning Administrator approved a Coastal Development Permit, Project Permit Compliance Review, and Conditional Use Permit for the construction of a maximum of a six-unit joint living and work condominium and a seven-unit commercial condominium with a total of 1,500 square feet of floor area within the Dual Permit Jurisdiction of the Coastal Zone at 701 South Ocean Front Walk. On September 17, 2003, the West Los Angeles Area Planning Commission denied an appeal and sustained the Zoning Administrator's decision approving a Coastal Development Permit, Project Permit Compliance Review, and Conditional Use Permit.

HOUSING REPLACEMENT

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

Pursuant to the Determination made by Los Angeles Housing Department (LAHD), dated February 1, 2022, the project site has been used for commercial purposes since January 2017.

Therefore, the proposed housing development does not require the demolition of any prohibited types of housing. Further, the replacement provisions do not apply to commercial properties, therefore no replacement affordable units are required. The replacement provisions do not apply to vacant lots. Lastly, LAHD determined that this project does not require the demolition of any protected types of housing, therefore, no replacement affordable units are required.

REQUESTED ENTITLEMENTS

Conditional Use Permit

Pursuant to LAMC Section 12.24 U.26, the applicant is requesting a Conditional Use Permit for an extra 10 percent increase in density over the maximum 35 percent for a Housing Development Project. The City's Density Bonus Ordinance (Ordinance No. 179,581), codified in LAMC Section 12.22 A.25, permits a maximum density increase of up to 35 percent in exchange for setting aside 11 percent of the base density units for Very Low Income Households in accordance with the State Density Bonus Law (Government Code Section 65915). The State Density Bonus Law (Government Code Section 65915(n)) also allows a city to grant a density bonus greater than 35 percent for a development, if permitted by a local ordinance. The City adopted the Value Capture Ordinance (Ordinance No. 185,373), codified in LAMC Section 12.24 U.26, to permit a density increase greater than 35 percent with the approval of a Conditional Use. In exchange for the increased density, the Value Capture Ordinance requires projects to set aside one (1) additional percent of base density units above the 11 percent for Very Low Income Households for every additional 2.5 percent density increase above the 35 percent. Below is a table showing the requisite percentage of affordable housing units for Low Income Households based on the percentage of density increase.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35
12	37.5
13	40
14	42.5
15	45
16	47.5
17	50
18	52.5

The project site is zoned C1-1, which allows a base density of 11 units on the subject property. The Density Bonus Ordinance allows a 35 percent density bonus for a total of 16 units. The applicant requests a Conditional Use to increase the density by an additional 10 percent, for a total of 45 percent, to allow 16 units in lieu of the 11 base units. As highlighted in the table above, the applicant is required to set aside 15 percent, that is 2 units, of the 11 base density units for Very Low Income Households in order to be granted a 45 percent density bonus. The applicant proposes to set aside 3 units for Very Low Income Households, instead of 2 units for Very Low Income Households. The proposal is setting aside greater than 15 percent of the site's base units for Very Low Income Households. As such, the project satisfies the minimum percentage of base density to be restricted to Very Low Income Households to be eligible for a 45 percent density increase.

Density Bonus Affordable Housing Incentives Program

Pursuant to the State Density Bonus Law, the City must grant up to three (3) incentives for a project that includes 15 percent of the total units (base density) for Very Low Income Households. The State Density Bonus Law further stipulates that in no case may a city apply any development standard that will have the effect of physically precluding the construction of a development meeting the criteria of Government Code 65915 (b) at the densities or with the concessions or incentives permitted by State Density Bonus Law, and allows applicants to submit to a city a proposal for the waiver or reduction of development standards that will have the effect of physically precluding the construction of such a development. The City implements the State Density Bonus Law through the Density Bonus Ordinance (No. 179,681).

The applicant proposes to utilize LAMC Section 12.22 A.25 (Affordable Housing Incentives – Density Bonus) to construct a total of 16 dwelling units, of which three (3) dwelling units will be set aside for Very Low Income Household Occupancy for a period of 55 years. The Density Bonus Ordinance grants various Incentives to deviate from development standards in order to facilitate the provision of affordable housing at the site. Given more than 15 percent of the dwelling units will be set aside as affordable from the base density of 11 units, the project is eligible for three (3) Density Bonus Incentives. The applicant is requesting three (3) On-Menu Density Bonus Incentives as follows:

- a. An On-Menu Incentive to allow a maximum building height of 41 feet in lieu of 30 feet for a flat roof, as otherwise required by the Venice Coastal Zone Specific Plan Section 10.F.3;
- b. An On-Menu Incentive to allow a 4-foot 10-inch southerly side yard setback in lieu of a 6-foot side yard setback, as otherwise required in the C1 Zone pursuant to LAMC Section 12.13 C.2; and
- c. An On-Menu Incentive to allow a 4-foot 10-inch northerly side yard setback in lieu of a 6-foot side yard setback, as otherwise required in the C1 Zone pursuant to LAMC Section 12.13 C.2.

Per California Government Code Section 65915(c)(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 Incentives, the applicant is requesting four (4) Waivers of Development Standards, as follows:

- a. A Waiver to allow a Floor Area Ratio (FAR) of 1.6:1 in lieu of a FAR of 1.5:1, as otherwise required by the Venice Coastal Zone Specific Plan Section 11.B.;
- A Waiver to allow a 400 square foot loading area for the commercial uses to be located interior to the garage in lieu of being located along the alley line as otherwise required by LAMC 12.21 C.6(c);
- c. A Waiver to allow six (6) parking stalls to be provided as standard stalls and 10 spaces to be provided as compact stalls in lieu of the minimum eight (8) standard parking stalls, as otherwise required pursuant to LAMC Section 12.21 A.5(c);

- d. A Waiver to allow zero (0) on-site parking spaces for the commercial uses in lieu of nine (9) on-site parking spaces for the commercial uses, as otherwise required pursuant to the Venice Coastal Zone Specific Plan Sections 13.D and 13.E;
- e. A Waiver to permit a Roof Access Structure with a maximum height of 13 feet 3 inches in lieu of 10 feet, as otherwise required pursuant to the Venice Coastal Zone Specific Plan Section 9: and
- f. A Waiver to allow three (3) Roof Access Structures with a maximum exterior dimension of 215 square feet, 200 square feet and 130 square feet in lieu of the 100 square feet, as otherwise required by the Venice Coastal Zone Specific Plan Section 9.C.1.d.

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 Dual 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 North Venice Subarea of the Venice Coastal Zone Specific Plan.

Mello Act Compliance Review

Pursuant to Sections 65590 and 65590.1 of the California Government Code and the City of Los Angeles Interim Mello Act Compliance Administrative Procedures (IAP), the applicant requests a Mello Act Compliance Review for the construction of 16 Residential Units in the Coastal Zone. Pursuant to Part 5 of the IAP, New Housing Developments consisting of 10 or more Residential Units are required to provide Inclusionary Residential Units, at a ratio of 10 percent set aside for Very Low Income Households. The project provides a greater than 15 precent set aside for Very Low Income households.

ENVIRONMENTAL REVIEW

A Categorical Exemption, ENV-2022-5894-CE, has been prepared for the proposed project consistent, with the provisions of the California Environmental Quality Act. The project proposes the after-the-fact demolition of a 6,952 square foot, two-story commercial building, and the construction of a three-story, 13,095 square foot mixed use building with 16 dwelling units, of which three (3) dwelling units will be set aside for Very Low-Income Households, and 1,350 square feet of ground floor retail/ take-out restaurant space, providing 16 parking spaces on-site.

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

PROFESSIONAL VOLUNTEER PROGRAM

The proposed project was reviewed by the Department of City Planning, Urban Design Studio's Professional Volunteer Program (PVP) on May 2, 2023. The professional volunteers provided comments regarding overall project design.

Pedestrian First:

- On the site plan, provide dimensions and improvements in the public right-of-way.
- Explain the relationship between the off-site improvements and the LADOT street end improvements (parket) at Park Avenue.

360° Design:

- Show rooftop or ground level mechanical equipment.
- Clearly show building materials on the plans.
- Indicate any proposed transformers on the site plan.
- Consider adding windows at stairwell facing Speedway to allow for natural light and visual interest.

Climate-Adapted:

- The area for solar is too small.
- Provide a landscape plan that indicates the location, number, size and species for trees, shrubs and groundcover for every floor that includes open space.

- Indicate the required/proposed number of trees on the plans (1 tree per 4 units required). Existing and proposed street trees count towards this requirement. Palms do not count towards tree requirements.
- Select native trees and landscaping for the local coastal micro-climate that provide year-long habitat and shade upon maturity.
- Where you are installing trees and large shrubs above ground use the City's soil depth requirements to guarantee their healthy development.
- Consider building colors and materials that help reduce the buildings' heat absorption and cooling energy.

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:

• Public right-of-way improvements are shown on Sheet A2.70 and the applicant is waiting further clarification from Bureau of Engineering and LA DOT.

360 Design:

- Building will have mechanical equipment on rooftop but we don't know the specifics of the equipment yet.
- Locations and sizes of mechanical areas shown on A2.40 and A2.50.
- The project will have to do offsite transformer; currently exploring options with contractor and client.
- Provided color elevations with color photos of the building materials on Sheets A3.40-A3.60
- Any windows at the stairwell would have to be fire-rated and very expensive to allow light into this area where few people will appreciate. These expenses will, instead, be invested in upscale building exterior materials.

Climate Adapted:

- Calculations for required solar area included on Sheet A2.50 880 sq ft required and provided.
- Building will be grey to coalesce with existing boardwalk developments; heatresistant coating will be added.

PUBLIC HEARING AND COMMUNICATIONS

A public hearing was held virtually via Zoom by a hearing officer (Ira Brown) on September 27, 2023 at 9:00 am. Comments from the public hearing are documented in Public Hearing and Communications, Page P-1. However, due to a public hearing noticing issue, a new public hearing is required.

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 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 12.24 U.26, 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:

Density Bonus Conditions

- 1. Site Development. Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped Exhibit "A" attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
- 2. **Residential Density.** The project shall be limited to a maximum density of 16 dwelling units, including On-Site Restricted Affordable Units.
- 3. **On-site Restricted Affordable Units.** Three (3) units shall be reserved for Very Low Income Household Occupancy as defined by the State Density Bonus Law per Government Code Section 65915 and by the Los Angeles Housing Department (LAHD). In the event the SB 8 Replacement Unit condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.
- 4. Changes in Restricted Units. Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Sections 12.22 A.25 and State Density Bonus Law (Government Code Section 65915).
- 5. **Replacement Units.** Per Government Code Section 66300, the project shall be required to comply with the Replacement Unit Determination (RUD) letter, dated February 1, 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 three (3) units available to Very Low Income Households, for rent as determined to be affordable to such Households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required reserved on-site Restricted Units may be adjusted, consistent with LAMC Section 12.22 A.25, to the satisfaction of LAHD, and in consideration of the project's Replacement Unit Determination. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD.

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

- 7. **Height (On-Menu Incentive).** The proposed building shall not exceed a maximum flat roof height of 41 feet, as measured from the midpoint of the centerline of Ocean Front Walk to the highest point of the roof.
- 8. Side Yard Setback Southerly (On-Menu Incentive). A minimum southerly side yard setback of 4-feet 10-inches shall be permitted in lieu of the required 6-foot southerly side yard setback, as otherwise required in the C1 Zone.
- 9. **Side Yard Setback Northerly (On-Menu Incentive).** A minimum northerly side yard setback of 4-feet 10-inches shall be permitted in lieu of the required 6-foot northerly side yard setback, as otherwise required in the C1 Zone.
- 10. **Floor Area Ratio (Waiver).** The project is allowed a Floor Area Ratio (FAR) of 1.6:1 in lieu of a FAR of 1.5:1, as otherwise required by the Venice Coastal Zone Specific Plan Section 11.B.3.
- 11. **Loading Area (Waiver).** The project is allowed provide a 400 square foot loading area for the commercial uses to be located interior to the garage in lieu of being located along the alley line as otherwise required by LAMC 12.21 C.6(c);
- 12. **Compact Parking Stalls (Waiver).** The project is allowed to provide six (6) parking stalls as standard stalls and 10 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).
- 13. **Zero Commercial Parking (Waiver).** The project is allowed to provide zero (0) on-site parking spaces for the commercial uses in lieu of nine (9) on-site parking spaces for the commercial uses, as otherwise required pursuant to the Venice Coastal Zone Specific Plan Sections 13.D and 13.E.
- 14. Roof Access Structure Height (Waiver). The project is allowed to provide a Roof Access Structure with a maximum height of 13 feet 3 inches in lieu of 10 feet, as otherwise required pursuant to the Venice Coastal Zone Specific Plan Section 9.C.
- 15. Roof Access Structure Dimensions (Waiver). The project is allowed to provide three (3) Roof Access Structures with a maximum exterior dimension of 215 square feet, 200 square feet and 130 square feet in lieu of the 100 square feet, as otherwise required by the Venice Coastal Zone Specific Plan Section 9.C.1.d.
- 16. Parking and Access. As shown in Exhibit A and as approved by the Department of Building and Safety, the subject project shall provide 16 parking spaces; all vehicle access shall be from Speedway.
 - a. **Residential Parking (Affordable Housing Units)** Vehicle parking for the Affordable Housing Units shall be provided consistent with 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 1 parking spaces shall be provided for each market rate dwelling unit, consistent with LAMC Section 12.22 A.25, Parking Option 1. A total of 13 parking spaces shall be provided for the 13 market rate dwelling units.

- c. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21 A.16.
- d. **Unbundled Parking.** Residential parking shall be unbundled from the cost of the rental units, with the exception of parking for Restricted Affordable Units.
- 17. **Adjustment of Parking**. In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including the Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth above.
- 18. **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.

Additional Entitlement Conditions

- 19. **Dual Permit Jurisdiction Area.** The project is located within the Dual Permit Jurisdiction area of the California Coastal Zone. The applicant shall file an application for a second (or "dual") coastal development permit with the Coastal Commission. Prior to the issuance of any permits, the Applicant shall submit proof of a valid ("dual") permit issued by the Coastal Commission.
- 20. **Commercial Floor Area.** The project shall be limited to 1,350 square feet of retail/take-out restaurant use.
- 21. **Street Wall.** Commercial buildings located on Ocean Front Walk shall have the Street Wall set zero feet from the building line and shall have a minimum height of 13 feet.
- 22. **Ground Floor**. At least 50 percent of the area of the Ground Floor Street Wall of the Project shall be devoted to pedestrian entrances, display windows or windows offering views into retail, office gallery or lobby space.
- 23. Blank Walls shall be limited to segments of 15 feet in length, except that Blank Walls that contain a vehicle entry door shall be limited to the width of the door plus five feet.
- 24. **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.
- 25. Open Space. The project shall provide open space consistent LAMC Section 12.21 G.
- 26. 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.

- 27. **Street Trees.** Street trees shall be provided to the satisfaction of the Urban Forestry Division. Street trees may be used to satisfy on-site tree requirements pursuant to LAMC Article Section 12.21.G.3 (Chapter 1, Open Space Requirement for Six or More Residential Units).
- 28. **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.
- 29. **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.
- 30. **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.
- 31. **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.
- 32. **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.
- 33. **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

- 34. **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.
- 35. **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.
- 36. **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.
- 37. **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.
- 38. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety for purposes of having a building permit issued at any time during the term of this grant.
- 39. **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.
- 40. 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.
- 41. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
- 42. **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.
- 43. 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 <u>but not limited to</u>, 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 <u>any</u> 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

1. Conditional Use Permit Findings

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

The project site is zoned C1-1 and is located within the North Venice Subarea of the Venice Specific Plan. Section 10.F.2.b. of the Specific Plan provides that commercial zones are limited to the density allowed in the R3 zone, one dwelling unit for each 800 square feet of lot area. The project site has a lot area of 8,165 square feet, where the base density permitted on the subject site is 11 dwelling units.

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

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35
12	37.5
13	40
14	42.5
15	45
16	47.5
17	50
18	52.5

The applicant requests a Conditional Use to increase the density by 10 percent to allow a total of 16 units in lieu of 11 base density units. As highlighted in the table above, the applicant is required to set aside 15 percent, that is 2 units of the 11 base density units for Very Low Income Households in exchange for the 45 percent density increase requested. The applicant proposes to set aside 3 units for Very Low Income Households, instead of 2 units for Very Low-Income Households. As such, the project satisfies the minimum percentage of base density to be restricted to Very Low Income Households to be eligible for a 45 percent density increase.

The project will provide an essential service to the community, city and region through the provision of mixed-income housing development providing three (3) units reserved for Very Low Income Households. According to the most recent Regional Housing Needs

Assessment (RHNA) which informed the City of Los Angeles Housing Element, the City is assigned to provide at least 456,643 housing units by the year 2030, of which 40 percent or 184,721 units are assigned to low income households. Specifically, 115,978 new units are assigned for Very Low Income Households. Further, the City has determined that the shortage of affordable housing is an ongoing crisis in the City of Los Angeles.

In addition, the proposed building design provides extensive glass elements, landscaping, and parking screened by commercial uses. This transparency, ground floor planter boxes, and balconies contribute to the project's neighborhood-level scale and enhance the exiting character of the surrounding area. Further, the project provides 30 bicycle parking spaces that supports and complements the adjacent Marvin Braude Coastal Bike Trail and the Venice Boardwalk.

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

b. The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

The proposed project involves the after-the-fact demolition of a 6,952 square foot, two-story commercial building, and the construction of a three-story, 13,095 square foot mixed-use building with 16 dwelling units, of which three (3) dwelling units will be set aside for Very Low-Income Households, and 1,350 square feet of ground floor retail/take-out restaurant space, providing 16 parking spaces on-site.

The subject site is 8,165 square feet and is zoned C1-1. The Venice Specific Plan allows the R3 density for development of commercially zoned lots, which allows one dwelling unit for each 800 square feet of lot area. The project site is permitted a base density of 11 dwelling units. In accordance with the State Density Bonus Law (Government Code Section 65915) and the City's Density Bonus Ordinance, the project is eligible for a 35 percent density bonus for setting aside at least 11 percent (or two units for Very Low Income Households). The applicant also requests a Conditional Use to increase the base density by an additional 10 percent to allow a total of 16 dwelling units in lieu of 11 base density units.

The northern adjoining property, fronting on Ocean Front Walk, is zoned C1-1 and developed with two two-story single-family dwellings constructed in 1966 and 1967. The southern adjacent property, across Park Avenue, is zoned C1-1 and developed with a two-story commercial building constructed in 1989. The eastern adjacent property, across Speedway, is zoned RD1.5 and developed with two two-story single-family dwellings constructed in 1907. The western adjacent property (across Ocean Front Walk) is zoned OS-1XL-O and is maintained as a sandy beach.

The buildings fronting Ocean Front Walk Between Rose Ave and 17th Avenue were constructed from 1910 to 2007 with varying building heights. There are 20 buildings along this length of Ocean Front Walk that range between three and six stories, with 14 buildings exceeding 40 feet in height. The tallest building is 76-feet in height.

The subject property is located within the Venice Community Plan area with a Community Commercial land use designation. The property is zoned C1-1. The commercial properties on Ocean Front Walk are subject to the limitations of Height District 1, which does not

designate a maximum height limit. The subject site and properties within the North Venice area of the Venice Coastal Zone are limited to a maximum height of 30 feet for flat roofs and 35 feet for structures with varied (slope greater than 2:12) rooflines.

The proposed three-story, 13,095 square foot mixed-use building consistent with the provisions of the certified Venice Land Use Plan. The proposed development is designed with setbacks, open areas, recessed entries, and windows to reduce the overall scale and massing of the structure. While structures immediately adjacent to the site are one to two stories in height, the proposed development is visually compatible with the scale and character of the Venice Boardwalk and is designed to be visually compatible with the massing of the surrounding area. The building frontage is located along Ocean Front Walk, with two pedestrian entrances along its frontage, one dedicated to each commercial unit, and one pedestrian entrance along the southern wall dedicated to the residential uses. Vehicular access is provided from Speedway at the rear of the building and is completely concealed from Ocean Front Walk and Park Avenue.

The proposed three-story, 13,095 square foot mixed use building contains commercial and residential uses similar to that of the existing uses in the area and is designed to be compatible with the massing and scale of the surrounding neighborhood and corridor. Therefore, the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

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

The project site is located within the Venice Community Plan, which is one of 35 Community Plans forming the Land Use Element of the General Plan. Properties within the Venice Coastal Zone are also subject to the provisions of the Venice Coastal Zone Land Use Plan (LUP), which was adopted by means of a plan amendment to the Community Plan. The Community Plan and LUP designate the project site as a General Commercial land use designation, with corresponding zones of C1.5, C2, C4, CR, RAS3, and RAS4. The project site is zoned C1-1.

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

<u>General Plan – Framework Element</u>

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

The proposed project involves the construction of a three-story, for-rent residential development containing 16 dwelling units atop two ground floor commercial units on a site designated for Community Commercial and zoned C1. The project site is located in close proximity to many employment and commercial opportunities. It is also located near a well-

established network of bicycle-supportive infrastructure that connects with public transportation lines including Big Blue Bus line 1 and Metro Bus Line 33. As such, the project is in conformance with the purpose of the Framework Element.

Housing Element

The Los Angeles Housing Element of the General Plan 2021-2029 was adopted by City Council on June 14, 2022 and approved by the California Department of Housing and Community Development (HCD) on June 29, 2022. The Housing Element identifies the City's housing conditions and needs, establishes goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides an array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City. The proposed project would be in conformance with the following goals, objectives and policies of the Housing Element as described below:

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

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

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

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

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

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

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

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

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

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

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

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

The proposed project, which is in an area identified as a high opportunity area in Planning's Fair Share Housing Report, would help to implement a number of key objectives identified in the City's General Plan Housing Element by providing three (3) Very Low Income household units.

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

Land Use Element – Venice Community Plan

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

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

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

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

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

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

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

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

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

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

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

The project proposes the construction of a three-story, 13,095 square foot mixed use building with 16 dwelling units, of which three (3) dwelling units will be set aside for Very Low-Income Households, and 1,350 square feet of ground floor retail/take-out restaurant space, providing 16 parking spaces on-site. The project will provide affordable housing in close proximity to transit stations, including the Los Angeles County Metropolitan Transit Authority (Metro) bus line 33 and the Santa Monica Big Blue Bus bus line 1 at the intersection of Main Street and Brooks Avenue. The proposed project would construct a mixed-use development on commercially zoned lot along a vibrant pedestrian-centric corridor, where mixed-use development is encouraged. The ground floor contains retail/take-out restaurant uses and incorporates a transparent façade that enhance the pedestrian realm. As such, the project conforms to the Venice Community Plan.

Land Use Element – Certified Venice Land Use Plan

The Venice Land Use Plan was adopted by the City Council on October 29, 1999 and certified by the California Coastal Commission on June 14, 2001. The LUP is part of the Local Coastal Program intended for the Venice Coastal Zone. However, the necessary Implementation Plan was not adopted. The LUP was adopted by means of a plan amendment to the Community Plan and provides policies applicable to development in the Venice Coastal Zone. As discussed in Finding No. 3.b below, the project is in conformance with the applicable regulations of the certified Venice Land Use Plan.

General Plan – Mobility Element

The project site is located in the Venice Community Plan area, fronting Ocean Front Walk and approximately half a mile from Venice Boulevard – a street identified in the City of LA's Mobility Plan 2035 as a Comprehensive Transit Enhanced Street.

Comprehensive Transit Enhanced streets outlined in the Plan strive for "reliable and frequent transit service that is convenient and safe; increasing transit mode share; reducing single-occupancy vehicle trips; and integrating transit infrastructure investments with the identity of the surrounding street." According to the Plan, Comprehensive 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." They include design features that make the street easier to navigate by pedestrians, cyclists, people who take public transportation and other vulnerable road users less dependent on individual, personal car ownership for daily travel. In Mobility Plan 2035, Venice Boulevard is designed to include a Tier 1 protected bicycle lane that stretches from its coastal terminus to downtown Los Angeles.

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

Goal 3: Access for All Angelenos

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

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

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

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

Goal 5: Clean Environments & Healthy Communities

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

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

Venice Coastal Zone Specific Plan

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

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

The Los Angeles Housing Element of the General Plan 2021-2029 was adopted by City Council on November 24, 2021 and on June 14, 2022 the City Council adopted target amendments. On June 29, 2022, the California Department of Housing and Community Development (HCD) informed the City of Los Angeles that the 2021-2029 Housing Element was in full compliance with State Law. The Housing Element identifies the City's housing conditions and needs, establishes goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides an array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City. The proposed project would be in conformance with the following goals, objectives and policies of the Housing Element as described below:

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

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

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

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

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

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

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

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

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

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

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

As such, it is the overall housing vision of the City of Los Angeles to create housing opportunities that enhance affordability, equity, livability, and sustainability by remedying discriminatory housing practices and creating a city with a range of housing types, sizes, and costs in close proximity to jobs, transit, amenities, and services. In line with its vision, the goals, policies and objectives are intended to further certain Citywide Housing Priorities, including addressing the housing shortage by increasing the production of new housing, particularly affordable housing. Furthermore, The Fair Share Housing Report released by the Department of City Planning in May 2021 that summarizes citywide distribution of affordable housing states that relatively little affordable housing has been

developed in higher opportunity areas like the one surrounding the project site. "Higher Opportunity Areas" have a dense concentration of place-based characteristics linked to critical life outcomes, such as educational attainment, earnings from employment, health and life expectancy, and economic mobility. In the last decade, only 14% of the City's permitted affordable units were located in high opportunity areas, compared with 62% located in low resource areas.

The proposed project, which is in an area identified as a high opportunity area in Planning's Fair Share Housing Report, would help to implement a number of key objectives identified in the City's General Plan Housing Element by providing three (3) Very Low Income household units.

There are no objective zoning or design review standards relevant to this finding other than those objective standards, as defined by Government Code Section 65913.4(a), that the project has already been determined to be consistent with. The project is consistent with and implements the affordable housing provisions of the Housing Element. The project includes the construction of a three-story, 13,095 square foot mixed use building with 16 dwelling units, of which three (3) dwelling units will be set aside for Very Low-Income Households, and 1,350 square feet of ground floor retail/take-out restaurant space, providing 16 parking spaces on-site. Consistent with Goal 1 of the Housing Element, the project facilitates the production of affordable housing and expands rental housing options for people of various income levels, focusing on those with the greatest need. As such, the project is consistent with and implements the Housing Element of the General Plan.

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

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

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

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

the project to set aside one (1) additional percent of base density units above the 11 percent for Very Low-Income Households for every additional 2.5 percent density increase above the 35 percent.

The project site is zoned C1-1 and is located within the North Venice Subarea of the Venice Specific Plan. Section 10.F.2.b. of the Specific Plan provides that commercial zones are limited to the density allowed in the R3 zone, one dwelling unit for each 800 square feet of lot area. The base density permitted on the subject site is 11 dwelling units. The project is permitted a 35 percent density increase in exchange for setting aside 11 percent or two (2) units, of the 11 base density units for Very Low Income Households.

Below is a table showing the requisite percentage of affordable housing units for Very Low-Income Households based on the percentage of density increase.

Percentage of Base Density to be Restricted to Very Low Income Households	Percentage of Density Increase Granted
11	35
12	37.5
13	40
14	42.5
15	45
16	47.5
17	50
18	52.5

The applicant requests a Conditional Use to increase the density by 45 percent to allow a total of 16 units in lieu of 11 base density units. As highlighted in the table above, the applicant is required to set aside 15 percent, that is 2 units of the 11 base density units for Very Low Income Households in exchange for the 45 percent density increase requested. The applicant proposes to set aside three (3) units for Very Low Income Households, instead of the required two (2) units. As such, the project satisfies the minimum percentage of base density to be restricted to Low Income Households to be eligible for a 45 percent density increase.

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

The project site does not contain existing residential dwelling units and will not be demolishing any existing residential dwelling units. According to their letter dated February 1, 2022, the LAHD has determined that the project is not required to provide replacement units pursuant to SB 330.

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

The applicant proposes to set aside a total of 3 units for Restricted Affordable Units. Per the Conditions of Approval, the applicant is required to execute a covenant to the satisfaction of LAHD to make 3 Restricted Affordable Units available to Very Low Income

Households for rental as determined to be affordable to such households by LAHD for a period of 55 years. The applicant is required to present a copy of the recorded covenant to the Department of City Planning and the proposed project shall comply with any monitoring requirements established by LAHD. Therefore, as conditioned, the project satisfies this finding related to the restricted affordable units to recorded affordability per LAHD.

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

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

The project requests a 45 percent density increase above the 11 base density units to permit a total of 16 dwelling units. The project will set aside three (3) units for Very Low-Income Households. The various unit sizes are equally distributed throughout the building. As such, the project is consistent with the State Density Bonus Law and the local Density Bonus Ordinance, which the Affordable Housing Incentives Guidelines implement. Therefore, the project complies with the City Planning Commission's Affordable Housing Incentives Guidelines.

Density Bonus/Affordable Housing Incentives Compliance Findings

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

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

Based on the set-aside of 15 percent of 11 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 and reduced side yard setbacks qualify as requested Incentives. The remaining requests to allow a FAR of 1.6:1; six (6) parking stalls as standard stalls and 10 spaces as compact stalls; zero (0) on-site parking spaces for the commercial uses; and a Roof Access Structure with a maximum height of 13 feet are Waivers of Development Standards.

Height. The project site is zoned C1 with a Height District No. 1 which provides for unlimited building height. The Venice Coastal Zone Specific Plan further limits building height to 30 feet for flat roofs and 35 feet for Varied Rooflines. The applicant requests a height of 41 feet 4 inches for a flat roof. 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.

Specifically, the proposed building provides 16 residential units, including three (3) units reserved for Very Low Income households, on two levels over one ground floor level of commercial uses. The building's first story provides a height of 15 feet and 4 inches from the centerline of Ocean Front Walk. The residential second floor is 11 feet 6 inches above the commercial floor and the third floor provides another 11 feet and 6 inches. The parapet wall completes the building height of 41 feet 4 inches. The additional height provided by the requested increase allows the project to provide eight of its 16 affordable units, including one of two units reserved for Very Low Income households. The square footage provided by the residential third level decreases the marginal costs of providing the units reserved for Very Low Income households. If the building were to adhere to the 30-foot height limit imposed on structures in North Venice Subarea of the Venice Coastal Zone Specific Plan, it would be limited to only half of the units it proposes, undermining the project's financial feasibility by increasing the marginal costs of providing the units reserved for Very Low Income households. This increase in building height will allow for the construction and operation of the affordable residential units and to expand the building envelope so the additional units can be constructed, and the overall space dedicated to residential units is increased.

Side Yard Setback (Southerly). The subject property is zoned C1-1, which requires a 6-foot side yard setback. Per Los Angeles Municipal Code (LAMC) Section 12.22 A.25, the applicant is requesting an On-Menu incentive to allow a 4-foot 10-inch side yard setback in lieu of a 6-foot rear yard setback, as otherwise required in the C1 Zone pursuant to Los Angeles Municipal Code (LAMC) Section 12.13 C.2.

The proposed project's request to decrease the side yard setback by 1-foot 2-inches would increase the building envelope to allow for more square footage on the second and third floor levels. The proposed building provides 16 total residential apartment units, including three (3) units reserved for Very Low Income households, on two levels over one ground floor level of commercial uses. Overall, the project provides 11,132 square feet of floor area on its residential levels. The building includes a mix of studio and one-bedroom apartments with an average unit size of 514 square feet. By expanding the available building envelope, the project is able to provide 330 additional square feet of floor area

across its residential levels. The additional square footage permitted by the reduction of the northerly side yard decreases the marginal costs of providing the units reserved for Very Low Income households. If the building were to adhere strictly to the 6-foot side yard required in the C1-1 Zone, it would be limited in the size and/or number of units it could provide, undermining the project's financial feasibility by increasing the marginal costs of providing the units reserved for Very Low Income households. The requested incentive will allow the developer to expand the building envelope so the additional units can be constructed and the overall space dedicated to residential uses is increased.

Side Yard Setback (Northerly). The subject property is zoned C1-1, which requires a 6-foot side yard setback. Per Los Angeles Municipal Code (LAMC) Section 12.22 A.25, the applicant is requesting an On-Menu incentive to allow a 4-foot 10-inch side yard setback in lieu of a 6-foot rear yard setback, as otherwise required in the C1 Zone pursuant to Los Angeles Municipal Code (LAMC) Section 12.13 C.2.

The proposed project's request to decrease the side yard setback by 1-foot 2-inches would increase the building envelope to allow for more square footage on the second and third floor levels. The proposed building provides 16 total residential apartment units, including three (3) units reserved for Very Low Income households, on two levels over one ground floor level of commercial uses. Overall, the project provides 11,132 square feet of floor area on its residential levels. The building includes a mix of studio and one-bedroom apartments with an average unit size of 514 square feet. By expanding the available building envelope, the project is able to provide 330 additional square feet of floor area across its residential levels. The additional square footage permitted by the reduction of the northerly side yard decreases the marginal costs of providing the units reserved for Very Low Income households. If the building were to adhere strictly to the 6-foot side yard required in the C1-1 Zone, it would be limited in the size and/or number of units it could provide, undermining the project's financial feasibility by increasing the marginal costs of providing the units reserved for Very Low Income households. The requested incentive will allow the developer to expand the building envelope so the additional units can be constructed and the overall space dedicated to residential uses is increased.

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:

Floor Area Ratio (Waiver) – A Waiver to allow a FAR of 1.6:1 in lieu of a FAR of 1.5:1, as otherwise required by the Venice Coastal Zone Specific Plan Section 11.B.3.

Commercial zoned lots within the Venice Coastal Zone Specific Plan are allowed a floor area ratio (FAR) equal to 1.5 square feet of building floor area to each (1) square foot of buildable lot area for mixed use buildings.

Were the project to adhere to this allowable FAR in the C1-1 zone, its total square footage would be limited to 12,247 square feet. Since the project is providing five (5) additional units beyond the 11 units allowed by the base density – including three units reserved for Very Low Income Households – the building requires additional space to accommodate these units. Each unit has an average floor area of 514 square feet. The increased FAR makes possible the provision of an additional 962 square feet of floor area or approximately 1.9 units. The increased floor area is necessary for the building to provide the additional 5 bonus units, including three (3) units reserved for Very Low Income Households. The increased building envelope makes the project physically feasible. Furthermore, the proposed mixed-use project includes 1,350 square feet of floor area across two ground floor commercial units, where ground floor commercial area is a requirement by the California Coastal Commission.

Therefore, denial of the requested waiver of development standard would physically preclude construction of the project at the proposed density of 16 residential dwelling units including three (3) units reserved for Very Low Income Households and the proposed incentives.

Loading Area (Waiver) – A Waiver to allow a 400 square foot loading area for the commercial uses to be located interior to the garage in lieu of being located along the alley line as otherwise required by LAMC 12.21 C.6(c). The required 20-foot minimum width of the loading area is constrained by the electrical metering & switch gear requirements (including the required clearance space), trash and recycling, and egress stairs.

Compact Parking Stalls (Waiver) – A Waiver to allow six (6) parking stalls to be provided as standard stalls and 10 spaces to be provided as compact stalls in lieu of the minimum eight (8) standard parking stalls, as otherwise required pursuant to LAMC Section 12.21 A.5(c). LAMC Section 12.21 A.5.(c) requires at least one standard parking stall per residential unit, where the standard parking stalls have dimensions of at least 8.5 feet in width and 18 feet in length. The same section permits compact parking stalls provided for dwelling units to have dimensions of 7.5 feet in width and 15 feet in length. The project proposes 16 parking stalls (with 12 of them in "stacked" positions using mechanical parking lifts), ten stalls with standard parking dimensions and six stalls with compact parking dimensions. This allows the project to provide standard parking, including an ADA parking stall, for ten units with additional parking provided for six vehicles in the form of compact stalls. Each car stacker unit can fit two vehicles at a time – one on the bottom and one on the top. Compact car stacker units are only equipped to be compatible with compact vehicles.

Conformity with the existing development standards requiring the provision of at least 1 standard parking stall for each dwelling unit would require the development to use area currently dedicated to the provision of residential units to accommodate its vehicle parking requirement, precluding development of the proposed base units, density bonus units and community-facing commercial units including its three (3) Very Low Income dwelling units because the project cannot accommodate 16 vehicle parking spaces with the standard dimensions required by strict compliance with the LAMC. By designing three parking stalls (six when stacked) of the proposed ten parking stalls (16 when stacked) as compact stalls, the project is able to offer a greater number of total parking spaces while devoting the floor area necessary to provide structural elements and required project amenities, including the stairwells, elevator shaft, recycling room, trash area, and long-term bicycle parking.

Therefore, denial of the requested waiver of development standard would physically preclude construction of the project at the proposed density of 16 residential dwelling units including three (3) units reserved for Very Low Income households.

Zero Commercial Parking (Waiver) - A Waiver to allow zero (0) on-site parking spaces for the commercial uses in lieu of nine (9) on-site parking spaces for the commercial uses, as otherwise required pursuant to the Venice Coastal Zone Specific Plan Sections 13.D and 13.E. Section 13.D of the Venice Coastal Zone Specific Plan requires one parking space for each 225 square feet of floor area for general retail uses. Section 13.E of the Venice Coastal Zone Specific Plan requires an additional one parking for each 640 square foot of Ground Floor for commercial area for Beach Impact Zone parking requirement. The proposed mixed-use project includes 1,350 square feet of floor area across two ground floor commercial units, where ground floor commercial area is a requirement by the California Coastal Commission Compliance with the commercial parking requirement would require an additional 9 parking spaces in conjunction with the 16 planned for the residential units. Further, the ability to provide subterranean parking or a second level for parking is restricted by California Coastal Commission. As the project is already providing the maximum number of stacked parking possible, any additional parking spaces would have to be provided in space currently devoted to residential uses. Due to the physical constraints of the site and limited space at grade level, the project is not physically able to provide additional floor area for parking facilities. Conformity with the existing development standards requiring the provision of one parking stall for each 225 square feet of floor area and one parking space for 640 of Ground Floor commercial area would preclude development of the proposed base units, density bonus units, structural elements, and required project amenities including three (3) Very Low Income dwelling units because the project cannot physically accommodate an additional 9 automobile parking spaces, which would occupy approximately 918 square feet of area on one floor, or the equivalent of about two units. Therefore, denial of the requested waiver of development standard would physically preclude construction of the project at the proposed density of 16 residential dwelling units including three (3) units reserved for Very Low Income households.

Roof Access Structure – Height (Waiver) – A Waiver to permit a Roof Access Structure with a maximum height of 13 feet in lieu of 10 feet, as otherwise required pursuant to the Venice Coastal Zone Specific Plan Section 9.C.

The proposed project includes a 1,000 square foot common open space (roof deck) and 800 square feet of private open space (balconies) providing 1,800 square feet of usable open space. Common open space for this project must be provided on the roof top in order to preserve adequate ground floor space for the retail and parking uses and to preserve internal building area for the provision of its residential dwelling units, including three (3) units reserved for Very Low Income Households. The applicant requests an Off-menu Waiver to increase the maximum height of the Roof Access Structure to 13 feet.

Roof access structures are intended to allow ingress to and egress from a building's rooftop for maintenance, safety, and recreational purposes. The proposed project includes 16 residential dwelling units who share common open space available on the rooftop. At this level of occupancy, the Fire Department requires at least two (2) roof access stairways for emergency egress from the roof. Furthermore, the Americans with Disabilities Act Accessibility Guidelines require any multifamily building with accessible roof features to provide roof access via an elevator so that all residents, regardless of their physical ability level, have equal access to the roof, its amenities, and its emergency egress provisions. Compliance with 10-foot elevator shaft would require the project to reduce the occupancy level of the building and to eliminate the planned rooftop open space in order to observe the Fire Department and Americans with Disabilities Act Access regulations. Therefore,

the requested Waiver is necessary in order to include adequate open space facilities as well as the bonus and affordable dwelling units, including three (3) units reserved for Very Low Income households.

Roof Access Structure – Dimensions (Waiver) – A Waiver to allow three (3) Roof Access Structures with a maximum exterior dimension of 215 square feet, 200 square feet and 130 square feet in lieu of the 100 square feet, as otherwise required by the Venice Coastal Zone Specific Plan Section 9.C.1.d.

The proposed project includes a 1,000 square foot common open space (roof deck) and 800 square feet of private open space (balconies) providing 1,800 square feet of usable open space. Common open space for this project must be provided on the roof top in order to preserve adequate ground floor space for the retail and parking uses and to preserve internal building area for the provision of its residential dwelling units, including three (3) units reserved for Very Low Income Households. The applicant requests an Off-menu Waiver to increase the maximum dimensions of the Roof Access Structures.

Roof access structures are intended to allow ingress to and egress from a building's rooftop for maintenance, safety, and recreational purposes. The proposed project includes 16 residential dwelling units who share common open space available on the rooftop. At this level of occupancy, the Fire Department requires at a large reservoir area within the Roof Access Structure for emergency egress from the roof. Furthermore, the Americans with Disabilities Act Accessibility Guidelines require any multifamily building with accessible roof features to provide roof access via an elevator so that all residents, regardless of their physical ability level, have equal access to the roof, its amenities, and its emergency egress provisions thus requiring a large reservoir area. Compliance with minimum 100 square foot Roof Access Structure would require the project to reduce the occupancy level of the building and to eliminate the planned rooftop open space in order to observe the Fire Department and Americans with Disabilities Act Access regulations. Therefore, the requested Waiver is necessary in order to include adequate open space facilities as well as the bonus and affordable dwelling units, including three (3) units reserved for Very Low Income households.

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

There is no substantial evidence in the record that the proposed incentive(s) or waiver(s) will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (Los Angeles Municipal Code (LAMC) Section 12.22 A.25(b)). As required by Section 12.22 A.25(e)(2), the project meets the eligibility criterion that is required for density bonus projects.

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

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

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

3. 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:

Article 2 Public Access

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

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

The proposed mixed-use development consists of ground floor retail/take-out restaurant uses and 16 dwelling units. The subject property is comprised of one private, corner lot located on Ocean Front Walk and Park Avenue. The subject property is currently vacant and does not provide public access to the beach. Access to the Venice Beach Shoreline is provided by Park Avenue (Walk Street) adjoining the subject property. Park Avenue provides adequate public access to the beach and shoreline. The proposed development is limited to the subject property. No work is proposed in the public right-of-way. Therefore, the proposed mixed-use will not interfere with or obstruct the public's right to access to coastal resources.

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

Article 5 Land Resources

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

Section 30244 Archaeological and Paleontological Resources.

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

The project includes the after-the-fact demolition of a 6,952 square foot, two-story commercial building, and the construction of a three-story, 13,095 square foot mixed use building with 16 dwelling units, of which three (3) dwelling units will be set aside for Low-Income Households, and 1,350 square feet of ground floor retail/ take-out restaurant

space, providing 16 parking spaces on-site.

The project site is identified in Venice Land Use Plan as a site located adjacent to the beach which is an Environmentally Sensitive Habitat Area (ESHA). The project site is separated from the ESHA by Ocean Front Walk, a pedestrian pathway. The proposed development would be fully developed within the boundaries of the private lots and would not impact sensitive habitat areas.

The project site is currently vacant and is not located in an area identified to contain paleontological or archaeological resources. The grading of project site is subject to review by the Los Angeles Department of Building and Safety (LADBS) and compliance with the Los Angeles Building Code. In the event archaeological or paleontological resources are discovered during excavation or grading activities, the project is subject to compliance with Federal, State and Local regulations already in place.

Article 6 Development

Section 30250 Location; existing developed area.

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

The project is located in an existing developed area surrounded by similar residential and commercial uses and will not have a significant adverse impact on coastal resources. The proposed project is located within an established commercial corridor developed with commercial uses and 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 Speedway is 20 feet in width and is adequate for emergency vehicles. Vehicle access to the site is provided through the Speedway. 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.

The subject property is zoned for commercial uses on a site which fronts on a public right-of-way (Ocean Front Walk) that directly serves a sandy beach. The project proposes the after-the-fact demolition of a 6,952 square foot, two-story commercial building and the construction of a three-story, 13,095 square foot mixed use building with 16 dwelling units, of which three (3) dwelling units will be set aside for Low-Income Households, and 1,350 square feet of ground floor retail/ take-out restaurant space, providing 16 parking spaces on-site. This portion of Ocean Front Walk is developed with a mixture of tourist-serving commercial retail uses and residential uses. The property is not located in an area suitable for an agriculture use, nor to directly support recreational boating uses. As such, the project will be located in an existing developed area contiguous with similar residential uses and will not have a significant adverse impact on coastal resources.

Section 30251 Scenic and Visual Qualities.

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to

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

Many buildings along Ocean Front Walk are three-stories or more in height, many contain both commercial and residential components, and most maximize their development potential according to the size of their lot. The architectural character of nearby development includes an eclectic mix of architectural styles including modern and contemporary style buildings. The project's proposed contemporary design fits into the architectural diversity of the neighborhood. The building facades clearly identifies the commercial from residential uses with the use of color and material changes. The project height, massing and scale of the project is consistent with existing buildings along Ocean Front Walk. The requested 11-foot height increase will not adversely impact the scale of the street. Additionally, the residential portion of the project, levels two and three, are set back 5 feet from the property line deceasing the visual impact of the project along sidewalk of Ocean Front Walk. Therefore, the Project is visually compatible in scale and character with the existing neighborhood, and the Venice Coastal Development Project would not be materially detrimental to adjoining lots or the immediate neighborhood.

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

There are multiple mixed-use projects and multi-family residential projects along Ocean Front Walk dating from 1910 to 2007. These building range in height between 30 feet and 76 feet and vary between three stories and six stories. Along Ocean Front Walk, there are seven buildings that vary between four stories and six stories and 13 three-story buildings between Rose Avenue and 17th Avenue. A survey performed by applicant of the area surrounding the subject property demonstrates the range in development type and scale. Mixed-use properties constructed in or after 2000 generally have a Floor Area Ratio of 1.5 or greater, reflecting increased demand for residential units and a sustained market for visitor-facing commercial uses.

The subject property is located along a commercial strip fronting on Ocean Front Walk, a pedestrian walkway that fronts on Venice Beach. This commercial strip is part of the larger Venice Boardwalk, which is a regional and international tourist attraction. Surrounding properties include a mix of residential and commercial uses. The northern adjoining property, fronting on Ocean Front Walk, is zoned C1-1 and developed with two two-story single-family dwellings constructed in 1966 and 1967. The southern adjacent property, across Park Avenue, is zoned C1-1 and developed with a two-story commercial building constructed in 1989. The eastern adjacent property, across Speedway, is zoned RD1.5 and developed with two two-story single-family dwellings constructed in 1907. The western adjacent property (across Ocean Front Walk) is zoned OS-1XL-O and is maintained as a sandy beach.

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 11 percent of the base density for affordable households. The proposed project will set aside three (3) units, equal to or greater than 15 percent of the base number of units for affordable households. Accordingly, the applicant has requested the following Incentives and Waivers:

- Increased Height (On-Menu Incentive) to allow a maximum building height of 41 feet in lieu of 30 feet, as otherwise required by the Venice Coastal Zone Specific Plan Section 10.F.3.
- Side Yard Reduction (On-Menu Incentive) to allow a 4-foot 10-inch southerly side yard setback in lieu of a 6-foot side yard setback, as otherwise required in the C1 Zone pursuant to LAMC Section 12.13 C.2.
- Side Yard Reduction (An On-Menu Incentive) to allow a 4-foot 10-inch northerly side yard setback in lieu of a 6-foot side yard setback, as otherwise required in the C1 Zone pursuant to LAMC Section 12.13 C.2.
- Waivers to allow a FAR of 1.6:1; interior location of zoning area; six (6) parking stalls as standard stalls and 10 spaces as compact stalls; zero (0) on-site parking spaces for the commercial uses; a Roof Access Structure with a maximum height of 13 feet 3 inches and Roof Access Structures with dimensions greater than 100 square feet.

Further, 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 proposed building design provides extensive glass elements, landscaping, and parking screened by commercial uses. This transparency, ground floor planter boxes, and balconies contribute to the project's neighborhood-level scale and enhance the exiting character of the surrounding area.

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 construction of a three-story, 13,095 square foot mixed use building with 16 dwelling units, of which three (3) dwelling units will be set aside for Low-Income Households, and 1,350 square feet of ground floor retail/ take-out restaurant space, providing 16 parking spaces on-site.

The proposed project is located between the first public road and the sea and is located more than 140 feet from the beach. Adequate parking will be provided onsite within atgrade and subterranean parking. The proposed project will not interfere with or obstruct the public's right to access to coastal resources. The proposed development will not have any adverse impacts on public access to the coast. No permanent structures will be placed within the public right-of-way and public access to the coast will not be obstructed. Additionally, the proposed project will comply with the requirements of the Venice Coastal Zone Specific Plan which establishes design guidelines for project. The proposed project will neither interfere nor reduce access to the shoreline as the site does not have direct access to any water or beach. As such, the project will not have a significant adverse impact on coastal resources.

The proposed project will provide 16 onsite parking spaces, or one per residential unit and zero parking spaces for the two commercial units. The proposed project also provides 24 long-term and six short-term bicycle parking spaces. In order to achieve the highest public accessibility, the short-term bicycle parking will be located beside the building in the public right-of-way on Park Avenue which is identified as a walk street in the Venice Coastal Zone Specific Plan. This is consistent with Section 30252 of the LUP because it is: providing commercial facilities within or adjoining residential development, minimizing the use of coastal access roads; providing non automobile circulation within the development; providing adequate bicycle parking facilities which can be used as substitute means of serving the development and connect with public transportation; not a high intensity use that needs its own public transportation enhancements; and assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the development plans with the provision of onsite recreational facilities to serve the new development, including 1,800 square feet of usable open space. Furthermore, commercial tenant spaces would be providing services and goods to the existing Boardwalk foot traffic instead of generating new vehicle trips to Venice Beach.

No permanent structures would be placed within the public right-of-way and public access to the coast would not be impacted.

Section 30253 Minimization of Adverse Impacts.

New development shall: (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. (3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development. (4) Minimize energy consumption and vehicle miles traveled. (5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

The proposed development is located within a Methane Zone, Liquefaction area, and Tsunami Inundation Zone, and within 4.75 kilometers from 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 property is also located within Zone X, Areas outside the flood zone.

The project site is also located within an area that may be affected by Sea Level Rise. On August 12, 2015, the Coastal Commission adopted a Sea Level Rise Policy Guidance document, updated and adopted On November 7, 2018. This policy document provides a framework and directions for local jurisdictions to address sea level rise (SLR) in Local

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

However, this proposed project, a Coastal Hazard and Wave Runup Study (January 29, 2022) was prepared by GeoSoils, Inc. for the subject property to determine the wave uprush limit and design parameters for the proposed project. The Study analyzed the project's vulnerability to flood hazards, considering a scenario of a minimum 6.5-foot sea level rise and a 75-year storm scenario. The analysis found that it is unlikely that wave runup will reach the site even with 6.6 feet of SLR. The proposed retail FF elevation of about +15 feet NAVD88 is above the maximum future water elevation of +14.8 feet NAVD88, which includes 6.6 feet of SLR. Site drainage from non-ocean waters is provided by the project civil engineer...The site is over 880 feet from the shoreline. Rather than being inundated by sea level rise, the beach and the nearshore will readjust to the new level over time such that waves and tides will see the same profile that exists today, albeit with the berm at a higher elevation. This is the principle of beach equilibrium and is the reason why we have beaches today even though sea level has risen over 200 feet in the last 10,000 years. The proposed project is reasonably safe from shoreline erosion due to the site distance from the shoreline. Furthermore, any repair, demolition, and/or new construction as a result of any flooding would be subject to additional review. As conditioned, the proposed development is consistent with Section 30253 of the Coastal Act.

The proposed project includes the after-the-fact demolition of a 6,952 square foot, two-story commercial building and the construction of a three-story, 13,095 square foot mixed use building with 16 dwelling units, of which three (3) dwelling units will be set aside for Low-Income Households, and 1,350 square feet of ground floor retail/ take-out restaurant space, providing 16 parking spaces on-site. The proposed use would have no adverse impacts on public access, recreation, public views or the marine environment, as the property is located within a developed residential area and located more than a mile from Venice Beach. The project will neither interfere nor reduce access to the shoreline or beach. There will be no dredging, filling, or diking of coastal waters or wetlands associated with the request, and there are no sensitive habitat areas, archaeological or paleontological resources identified on the site. The proposed dwelling will not block any designated public access views. As conditioned, the proposed project is in conformity with Chapter 3 of the California Coastal Act.

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

Coastal Act Section 30604(a) states that prior to the certification of a Local Coastal Program ("LCP"), a coastal development permit may only be issued if a finding can be

made that the proposed development is in conformance with Chapter 3 of the Coastal Act. The Venice Local Coastal Land Use Plan ("LUP") was certified by the California Coastal Commission on June 14, 2001; however, the necessary implementation ordinances were not adopted. The City is in the initial stages of preparing the LCP; prior to its adoption the guidelines contained in the certified LUP are advisory. The subject site is located within the North Venice Subarea with a land use designation of Community Commercial and zoned C1-1.

The following are applicable policies from the certified LUP:

Policy I.B.6 Community Commercial Land Use. The areas designated as Community Commercial will accommodate the development of community serving commercial uses and services, with a mix of residential dwelling units and visitor-serving uses. The Community Commercial designation is intended to provide focal points for local shopping, civic and social activities and for visitor-serving commercial uses.

Uses/Density: On a commercial lot, residential uses shall not exceed one unit per 800-1200 square feet of lot area.

The applicant is proposing the construction of a three-story, 13,095 square foot mixed use building with 16 dwelling units, of which three (3) dwelling units will be set aside for Low-Income Households, and 1,350 square feet of ground floor retail/take-out restaurant space, providing 16 parking spaces on-site. The proposed neighborhood serving uses have the added benefit of attracting more pedestrian activity to activate the streets in the surrounding area.

Commercially zoned properties in the North Venice Subarea are limited to a maximum of one dwelling unit per 800 square feet of lot area using the R3 density standard. The proposed project with a lot area of 8,165 square feet would allow for 10 dwelling units to be built. The Project proposes the construction of 16 dwelling units.

Policy I.B.7 Commercial Development Standards. The following standards shall apply in all commercial land use designations, unless specified elsewhere within this Land Use Plan.

Density/Intensity: Maximum Floor Area Ratio (FAR)

0.5 to 1 for retail only (including restaurants)

1.0 to 1 for retail / office

1.5 to 1 for retail and/or office and residential

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

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

Yards: Per the following Ground Level Development Policy which requires that commercial development be designed in scale with, and oriented to, the adjacent pedestrian accessways (i.e. sidewalks).

Ground Level Development: Every commercial structure shall include a Street Wall, which shall extend for at least 65% of the length of the street frontage, and

shall be located at the property line or within five feet of the property line, except on Ocean Front Walk, where all commercial buildings shall have the Street Wall set zero (0) feet from the building line. The required Street Wall at sidewalk level shall be a minimum of 13 feet high. (A Street Wall is the exterior wall of a building that faces a street.)

Street Walls adjacent to a sidewalk café, public plaza, retail courtyard, arcade, or landscaped area may be setback a maximum of 15 feet along the project which consists of the sidewalk café, public plaza, retail courtyard, arcade, or landscaped area. Such areas shall not be considered in calculating the buildable area of a project but, with the exception of areas used only for landscaping, shall be considered in calculations for required parking.

The Venice Land Use Plan permits a Floor Area Ratio (FAR) of 1.5 times the buildable area of the lot for mixed-use projects in the C1-1 zone (VSP Section 11.B.3). The buildable lot area is 8,165 square feet, so a FAR of 1.5 to 1 permits a total floor area of approximately 12,247 square feet. The project proposes a maximum FAR of 1.6:1, a total project size of 13,095 square feet.

The project consists of the consolidation of two lots.

The proposed ground floor commercial will include a take-out restaurant and retail will front on Ocean Front Walk, observing no setback from the building line. Ground floor uses will enhance the pedestrian experience, providing neighborhood-serving commercial uses and dining options. The proposed neighborhood serving uses have the added benefit of attracting more pedestrian activity which will help to activate the streets in 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 proposed Project includes the after-the-fact demolition of a 6,952 square foot, two-story commercial building and the construction of a three-story, 13,095 square foot mixed use building with 16 dwelling units, of which three (3) dwelling units will be set aside for Low-Income Households, and 1,350 square feet of ground floor retail/ take-out restaurant space, providing 16 parking spaces on-site. Vehicle parking for the Affordable Housing Unit is provided consistent with LAMC Section 12.22 A.25, Parking Option 1 providing one parking space or each unit.

Further, based on a study provided by the applicant, retailers along Ocean Front Walk don't generally provide parking for their commercial patrons. The study further concluded:

- There is adequate parking supply in publicly- and privately-owned parking lots surrounding the project during typical peak and off-peak hours.
- Based on the census data collected for the project's census tract, the residential parking needs of the project are not expected to surpass the residential parking proposed.
- Nearby garages offer for-rent overnight parking spaces on a per-month basis.

• Existing and planned infrastructure support resident and visitor alternatives to automobile transportation.

Further, in terms of findings to support the provision of one (1) automobile parking space per residential unit in lieu of the two (2) automobile parking spaces per residential unit required by the Venice Local Coastal Program, we are implementing several Transportation Demand Management strategies to encourage residential occupants to use modes other than single-occupant vehicles, including: an unbundled parking distribution model along with two onsite car share vehicles available to building residents; free unlimited Metro TAP cards provided to building residents; and increased bicycle parking facilities (24 long term bicycle parking spaces in lieu of the 20 long term bicycle parking spaces required by Los Angeles Municipal Code.

Additionally, the project location has a "Walk Score" of 90 and a "Bike Score" of 100. Furthermore, the census tract in which the project site is located has more "active commuting" (defined as the percent of workers [16 years and older] who commute to work by transit, walking, or cycling) than 96.9% of the other census tracts in the state. The census tract in which the project site is located has fewer households with access to an automobile than 94% of the census tracts in the state but a higher average per capita income than 99.4% of California census tracts which indicates that households choose not to own automobiles in this census tract at a higher rate than others because of the availability and convenience of using other modes of transportation. Accordingly, the census tract in which the project site is located has a higher concentration of retail density (defined as the number of retail, entertainment, services, education, and jobs per acre) than 98.4% of the other census tracts in the state, which is largely responsible for residents' willingness to choose modes of transportation outside of the single-occupant vehicle.

The proposed three-story multi-family dwelling is consistent with the policies of the Certified Venice Land Use Plan and the standards of the Venice Coastal Zone Specific Plan. The project will not prejudice the ability of the City to prepare a local coastal program that is in conformity with Chapter 3 of the California Coastal Act.

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

The Los Angeles County 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. As discussed in Finding No. 3.b, the proposed development is consistent with the applicable policies of the certified Venice LUP.

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

The project consists of the after-the-fact demolition of a 6,952 square foot, two-story commercial building and the construction of a three-story, 13,095 square foot mixed use building with 16 dwelling units, of which three (3) dwelling units will be set aside for Low-Income Households, and 1,350 square feet of ground floor retail/ take-out restaurant space, providing 16 parking spaces on-site; located within the Dual 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 site is located on the eastern (inland side) of Ocean Front Walk, between Park Avenue to the south and Thornton Avenue to the mouth which provide vehicle and pedestrian access to Venice Beach. Ocean Front Walk is a public right-of-way which separates the beach from developed inland areas. The proposed development will provide visitor-facing retail opportunities that will enhance the surrounding existing commercial establishments and provide opportunities for retail and restaurant commerce for visitors to recreational facilities. There is no evidence of any previous public ownership of the lot and the project does not conflict with the goal of providing appropriately located public access points to the coast. 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-2022-5894-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 after-the-fact demolition of a 6,952 square foot, two-story commercial building and the construction of a three-story, 13,095 square foot mixed use building with 16 dwelling units, of which three (3) dwelling units will be set aside for Low-Income Households, and 1,350 square feet of ground floor retail/take-out restaurant space, providing 16 parking spaces on-site. 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. 6. The Notice of Exemption and Justification for Project Exemption for Environmental Case No. ENV-2022-5894-CE is provided in the case file and attached as Exhibit D.

4. Project Permit Compliance Review Findings

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

The project consists of the after-the-fact demolition of a 6,952 square foot, two-story commercial building, and the construction of a three-story, 13,095 square foot mixed-use building with 16 dwelling units, of which three (3) dwelling units will be set aside for Low-Income Households, and 1,350 square feet of ground floor retail/take-out restaurant space, providing 16 parking spaces on-site. As conditioned, the proposed project complies with the applicable General Land Use and Development Regulations set forth in Section 9, Land Use and Development regulations for the North Venice Subarea set forth in Section 10.F, Commercial and Industrial Design Standards in Section 11, and the Parking provisions set forth in Section 13 of the Specific Plan as evidenced below:

A. Section 8.C. Findings

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

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

The subject site is comprised of two level, rectangular-shaped lot with a frontage of 55 feet on Ocean Front Walk, a side yard of 148 feet on Park Avenue and rear lot line of 55 feet on Speedway for a total lot area of 8,165 square feet. The subject site was improved with a two-story, 6,952 square foot, two-story commercial building constructed in 1953. On January 13, 2021, the building was substantially damaged during a fire and was subsequently demolished. The proposed development is located within a Methane Zone, Liquefaction area, and Tsunami Inundation Zone, and within 4.69 kilometers of the Santa Monica Fault.

The subject property is located within the Venice Community Plan area with a Community Commercial land use designation. The property is zoned C1-1. The property is also located within the North Venice subarea of the Venice Coastal Zone Specific Plan, the Los Angeles Coastal Transportation Corridor Specific Plan, and within the Dual Permit Jurisdiction area of the California Coastal Zone. The subject property is also located within the area of the Venice Local Coastal Land Use Plan certified by the California Coastal Commission and adopted as a plan amendment to the Venice Community.

The Venice Local Coastal Program Land Use Plan Policy I.B.6. identifies commercial properties along Ocean Front Walk between Santa Monica City Line and 17th Avenue as areas of special interest with "Visitor-serving and personal services emphasizing retail and restaurants uses." Mixed-use projects with the ground floor commercial and residential units on upper floors is encouraged. There are multiple mixed-use projects and multifamily residential projects along Ocean Front Walk constructed between 1910 and 2007. These building range in height between 30 feet to 76 feet and vary between 3-stories and 6-stories. Along Ocean Front Walk, there are seven buildings that vary between six-stories and four-stories and 13 three-story buildings between Rose Avenue and 17th Avenue.

The subject property is located along a commercial strip fronting on Ocean Front Walk, a pedestrian right-of-way adjacent to Venice Beach. This commercial strip is part of the larger Venice Boardwalk, which is a regional and international tourist attraction. Surrounding properties include a mix of residential and commercial uses. The northern adjoining property, fronting on Ocean Front Walk, is zoned C1-1 and developed with two two-story single-family dwellings constructed in 1966 and 1967. The southern adjacent property, across Park Avenue, is zoned C1-1 and developed with a two-story commercial building constructed in 1989. The eastern adjacent property, across Speedway, is zoned RD1.5 and developed with two two-story single-family dwellings constructed in 1907. The western adjacent property (across Ocean Front Walk) is zoned OS-1XL-O and is maintained as a sandy beach. The buildings fronting Ocean Front Walk Between Rose Ave and 17th Avenue were constructed between 1910 and 2007 with varying building heights. There are 20 buildings along this length of Ocean Front Walk that range between three and six stories, with 14 buildings exceeding 40 feet in height. The tallest building is 76-feet 9-inches.

Generally, the buildings along Ocean Front Walk are three or more stories in height and many contain both commercial and residential components, and most maximize their development potential according to the size of their lot. Architectural character of nearby development includes an eclectic mix of architectural styles including modern and contemporary style buildings. The project's proposed contemporary design fits into the architectural diversity of the neighborhood. The building facades clearly identifies the commercial from residential uses with the use of color and material changes. The project height and scale of the project is consistent with existing buildings along Ocean Front Walk. The requested 11-foot height increase will not adversely impact the scale of the street. Additionally, the residential portion of the project, levels two and three, are set back five feet from the property line deceasing the visual impact of the project along sidewalk of Ocean Front Walk. Therefore, the Project is compatible in scale and character with the existing neighborhood, and the Venice Coastal Development Project would not be materially detrimental to adjoining lots or the immediate neighborhood.

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

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

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

Per the Certificate of Occupancy date June 8,1977, no residential units are permitted on-site. As such, there is no requirement to replace any Affordable Dwelling Units in conjunction with this project.

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

Inclusionary Residential Units are required for this project. The project proposes the construction of a new 16 Residential Units. Pursuant to Part 2.4.2 of the Interim Administrative Procedures, development which consists of 10 or greater Residential Units are Small New Housing Developments and are required to provide Inclusionary Residential Unit. Therefore, the proposed development of 16 new Residential Units provides three (3) Inclusionary Residential Units.

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 site is comprised of two adjacent lots which would be consolidated to create a unified mixed-use building across the lots.

- 2. *Height*. As shown in "Exhibit A", the height of the structure is measured from the centerline of Ocean Front Walk and conforms to the standards of measurement as outlined in Section 9.B of the Specific Plan.
- 3. Roof Structures. Roof Access Structures shall not exceed the Flat Roof height limit by more than ten feet regardless of roof type. The North Venice subarea specifies a 30 foot height limit for a Flat Roof. The Project includes an elevator to provides access on all levels and the elevator enclosure is 13 feet 3 inches in height. The Project requests approval of a Density Bonus Waiver of Development Standard to permit a 13-foot 3-inch Roof Access Structure in lieu of 10 feet permitted and Roof Access Structures with dimensions greater than 100 square feet.
- C. Sections 10.F. Land Use and Development Regulations for Southwest Venice Subarea
 - 1. Density. Projects in the North Venice Subarea on a commercially zoned lot shall not exceed the density permitted in the R3 Zone. The R3 Zone permits a residential density of one dwelling unit per 800 square feet of lot area which permits a maximum of 11 dwelling units on the subject site. The Project requests approval of a Density Bonus and the project proposes 16 dwelling units.
 - 2. Height. Projects with a flat roof shall not exceed a maximum height of 30 feet. Projects with a varied roofline shall not exceed a maximum height of 35 feet. The project proposes a flat roof with a maximum height of 41 feet. As discussed in Finding No. 2, the project qualifies for an On-Menu Incentive for height pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 A.25 (Density Bonus Affordable Housing Program).

Pursuant to the Venice Specific Plan North Subarea, Venice Coastal Development Projects with flat roofs may be up to 30 feet in height. Pursuant to LAMC Section 12.22 A.25(f)(5)(i), the project requests a Density Bonus on-menu incentive to permit 41 feet in height in lieu of 30 feet otherwise permitted by Venice Coastal Zone Specific Plan Section 10.F(3)(a). The project's proposed height is measured from the centerline of street adjacent to the front lot line measured from the projection of the midpoint of the lot frontage. With approval of the Density Bonus incentive, the project complies with the height provisions of the Specific Plan. The height increase is also consistent with the mass and scale of existing buildings fronting Ocean Front Walk where there are 20 buildings that range between 3 stories and 6 stories between Rose Avenue and 17th Avenue.

- 3. Setback. Pursuant to the Venice Specific Plan North Subarea, Commercial Venice Coastal Development Projects along Ocean Front Walk may set their front yard at the building line. The project's ground floor restaurant and retail uses are located along the property line abutting Ocean Front Walk. Therefore, the project is in compliance with the setback provisions of the Plan.
- 4. *Access*. Driveways and vehicular access to the project shall be provided from alleyways. Access to the parking garage is provided from the rear alley.

Driveways and vehicular access to Venice Coastal Development Projects shall be provided from alleys, unless the Department of Transportation determines that it is not Feasible. As shown in "Exhibit A", the proposed project maintains vehicle access to from the Speedway, which functions like an alley.

C. Section 11 – Commercial and Industrial Design Standards

- 1. Ground Floor Commercial Development. Pursuant to the Venice Coastal Specific Plan, all commercial Venice Coastal Development Projects which fronts on Ocean Front Walk shall include a street wall which extends a minimum of 65 percent of the length of the Building Frontage, is set back zero feet from the building line, with a minimum height of 13 feet. In addition, a minimum of 50 percent of the area of the Ground Floor Street Wall of a commercial Venice Coastal Development Project shall be devoted to pedestrian entrances or windows; and there shall be at least one pedestrian entrance into each business or use for each Store Frontage. As proposed, the retail/take-out restaurant spaces will be located on the Ground Floor of the new mixed-use building. The retail/take-out restaurant space will front on Ocean Front Walk, observing no setback from the building line. The commercial portion of the Street Wall has a height of 13 feet as required. The Street Wall that the restaurant will occupy approximately 100 percent of the lot width and approximately 78 percent of the street wall consists of windows into the restaurant dining area. A pedestrian walkway and entrance are provided for the retail/take-out restaurant from Ocean Front Walk. Therefore, the project complies with the ground floor commercial development provisions of the Plan.
- 2. Floor Area Ratio. Pursuant to the Venice Coastal Specific Plan, in all commercial zones the floor area ratio is limited 1.5 to one for retail and/or office and residential development. The buildable lot area is 8,165 square feet, so a FAR of 1.5 to 1 permits a total floor area of approximately 12,247 square feet. The project proposes a maximum FAR of 1.6:1, a total project size of 13,095 square feet. The Project requests approval of a Density Bonus with a waiver of development standards to provide a FAR of 1.6:1.
- 3. Access. Driveways and vehicular access to Venice Coastal Development Projects shall be provided from alleys, unless the Department of Transportation determines that it is not Feasible. As shown in "Exhibit A", the proposed project maintains vehicle access to from Speedway, which functions like an alley.
- 4. Landscaping. Pursuant to the Venice Specific Plan, any open portion of the lot on which the Venice Coastal Development Project is located, which is not used for buildings, parkways, driveways, or other access features, shall be landscaped. The project proposes a three-story mixed-use building general built to the property lines. The project provides landscaping on the side property line facing Park Avenue and the rooftop deck.
- 5. Light. Pursuant to the Venice Specific Plan, lighting from commercial Venice Coastal Development Projects is to be directed away from residential Venice Coastal Development Projects and Environmentally Sensitive Habitat Areas. The project contains residential uses and is adjacent to others, and westerly of the mean high tide line is designated by the Venice Land Use Plan as an Environmentally Sensitive Habitat Area. No lighting plan has been submitted for review and approval, however, as conditioned the project is in compliance with the lighting provisions of the Plan.

6. Trash. Pursuant to the Venice Specific Plan, Venice Coastal Development Projects are required to have trash enclosures for both regular and recyclable trash. Commercial trash and recycle enclosures and separate residential trash and recycle enclosures are proposed on the subterranean level.

D. Section 13 - Parking

Pursuant to Section 13.D of the Specific Plan, multi-family dwellings on lots adjacent to alleys and with a lot width of 35 or more are required to provide 2 parking spaces plus 0.25 guest parking spaces per dwelling unit. The proposed project will provide 16 onsite parking spaces, or 1 per residential unit and no parking spaces for the two commercial units. In addition, pursuant to Section 13.E, the subject site is subject to the Beach Impact Zone (BIZ) parking requirement, one parking space is required for each 640 of Ground Floor commercial area. 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) and a Waiver to allow zero (0) on-site parking spaces for the commercial uses in lieu of nine (9) on-site parking spaces for the commercial uses. As such, the project provides parking consistent with the requirements of the Specific Plan 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-2022-5894-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 after-the-fact demolition of a 6,952 square foot, two-story commercial building and the construction of a three-story, 13,095 square foot mixed use building with 16 dwelling units, of which three (3) dwelling units will be set aside for Low-Income Households, and 1,350 square feet of ground floor retail/take-out restaurant space, providing 16 parking spaces on-site. 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. 6. The Notice of Exemption and Justification for Project Exemption for Environmental Case No. ENV-2022-5894-CE is provided in the case file and attached as Exhibit D.

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

Mello Act Compliance Review

- 5. Mello Act Compliance Review. Pursuant to the City of Los Angeles Interim Administrative Procedures for Complying with the Mello Act, all Conversions, Demolitions, and New Housing Developments must be identified in order to determine if any Affordable Residential Units are onsite and must be maintained, and if the project is subject to the Inclusionary Residential Units requirement. Accordingly, pursuant to the settlement agreement between the City of Los Angeles and the Venice Town Council, Inc., the Barton Hill Neighborhood Organization, and Carol Berman concerning implementation of the Mello Act in the Coastal Zone Portions of the City of Los Angeles, the findings are as follows:
 - a. Demolitions and Conversions (Part 4.0)

The project consists of the development of 16 Residential Units on a lot vacant lot and previously developed with a commercial structure; no dwelling units exist onsite. No Affordable Existing Residential Units will be demolished or converted, as such, the project is not required to provide Affordable Replacement Units.

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

Housing Development Projects consisting of 10 or more Residential Units are required to provide Inclusionary Residential Units affordable to Very Low, Low, or Moderate Income persons or families. The project shall: (Option 1) Reserve at least 20 percent of all Residential Units for Inclusionary Residential Units for Very Low or Low Income Households or (Option 2) Reserve at least ten percent of all Residential Units for Inclusionary Residential Units for Very Low Income Households.

The project proposes the construction of 16 Residential Units, of which three (3) units will be set aside for Very Low Income Occupancy. By restricting three (3) units, or greater than 15 percent of the total Residential Units, the project complies with the LAMC Section 12.22 A.25 (Affordable Housing Incentives - Density Bonus) and the Inclusionary Residential Unit Requirement (set forth in Part 5.0 of the Interim Mello Act Administrative Procedures). Under Option 1, the project would be required to set aside three (3) Residential Units for Very Low or Low Income Households and under Option 2, the project would be required to set aside a total of two (2) Residential Units for Very Low Income Households.

CEQA Findings

6. Environmental Findings

A Categorical Exemption, ENV-2022-5894-CE, has been prepared for the proposed project consistent, with the provisions of the California Environmental Quality Act. The project proposes the after-the-fact demolition of a 6,952 square foot, two-story commercial building and the construction of a three-story, 13,095 square foot mixed-use building with 16 dwelling units, of which three (3) dwelling units will be set aside for Low-Income Households, and 1,350 square feet of ground floor retail/ take-out restaurant space, providing 16 parking spaces on-site. The Categorical Exemption prepared for the proposed project is appropriate pursuant to CEQA Guidelines Sections 15301 (Class1) and 15332 (Class 32).

The Notice of Exemption and Justification for Project Exemption for Environmental Case No. ENV-2022-5894-CE is provided in the case file and attached as Exhibit D.

The Class 1 Categorical Exemption allows for demolition and removal of individual small structures such as a duplex or similar multifamily residential structure. In urbanized areas, this exemption applies to duplexes and similar structures where not more than six dwelling units will be demolished. The project proposes the after-the-fact demolition of a 6,952 square foot, two-story commercial building and the construction of a three-story, 13,095 square foot mixed use building with 16 dwelling units, of which three (3) dwelling units will be set aside for Low-Income Households, and 1,350 square feet of ground floor retail/take-out restaurant space, providing 16 parking spaces on-site. 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 unimproved vacant lot. The site is zoned C1-1 and has a General Plan Land Use Designation of Community Commercial. The project proposes the construction of a three-story, 13,095 square foot mixed use building with 16 dwelling units and 1,350 square feet of ground floor retail/ take-out restaurant space 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 723 Ocean Front Walk, 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 subject site was improved with a two-story, 6,952 square foot, two-story commercial building constructed in 1953, and on January 13, 2021, the building was substantially damaged during a fire and has no value as a habitat for endangered, rare or threatened species.

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

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

 Regulatory Compliance Measure RC-AQ-1 (Demolition, Grading and Construction Activities): Compliance with provisions of the Southern California Air Quality Management District (SCAQMD) District Rule 403. The project shall comply with all applicable standards of the SCAQMD, including the following provisions of District Rule 403:

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.
- Regulatory Compliance Measure RC-GEO-1 (Seismic): The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
- Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities): The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

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

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

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

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

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

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

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

The project is consistent with the type of development permitted for the area zoned C1-1 and designated Community Commercial. 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 mixed-use structure in an area zoned and designated for such development. The surrounding area is developed with similar residential and commercial uses. The buildings fronting Ocean Front Walk Between Rose Ave and 17th Avenue were constructed from 1910 to 2007 with varying building heights. There are 20 buildings along this length of Ocean Front Walk that range between three and six stories, with 14 buildings exceeding 40 feet in height. The tallest building is 76-feet in height.

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

7. 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 public hearing was held virtually via Zoom on September 29 at 9:00 am. The hearing was conducted by the Hearing Officer, Ira Brown, on behalf of the City Planning Commission in taking testimony for Case No. CPC-2022-5893-CU-DB-CDP-SPP-MEL-HCA and ENV-2022-5894-CE. All interested parties were invited to attend the public hearing at which they could listen, ask questions, or present testimony regarding the project. The purpose of the hearing was to obtain testimony from affected and/or interested parties regarding this application. Interested parties are also invited to submit written comments regarding the request prior to the hearing. The environmental analysis was among the matters to be considered at the hearing. However, due to a public hearing noticing issue, a new public hearing is required. The public hearing was attended by the applicant's representatives and three (3) members of the public.

Applicant Presentation:

 Jessi Harris – Applicant's representative, provide a detailed site history and recent fire damage, active commuting rates in the census tract and the parking demand and character analysis.

Public Comment:

- Ira Koslow 45-year resident of Park Avenue, indicated that project proposed shown to
 the community did not include chairs and tables for the restaurant on Park Avenue. The
 proposed chairs and tables would create additional noise and trash in the residential
 neighborhood. He further indicated any improvements on Park Avenue for a parklet should
 involve a community input process by the Los Angeles Department of Transportation.
 Lastly, he indicates the project does not provide enough parking.
- Leigh Holmes Adjacent property owner, indicated the rooftop deck would create noise impacts (e.g., loud music) from events. He indicated the rooftop deck should be further setback from the residential structures. Lastly, he indicates the project does not provide enough parking.
- Gail Rogers Praised the applicants for being attentive to issues on site but the major concern is the tables and chairs on Park Avenue. She indicated restaurants encourage amplified music and suggested a limited small tables on Ocean Front Walk instead of Park Avenue.

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

- Jessi Harris Acknowledged commercial parking issue and committed to encouraging commercial tenants to hire locally and transportation demand management measures in order to reduce the amount of parking required.
- Brian Silveria Applicant's representative, indicate the rooftop deck should be orientated away from adjacent structure, and rooftop deck is only accessible to building residents.
 He also indicated the chairs and tables were not part of the proposed project and the rendering were more aspirational.

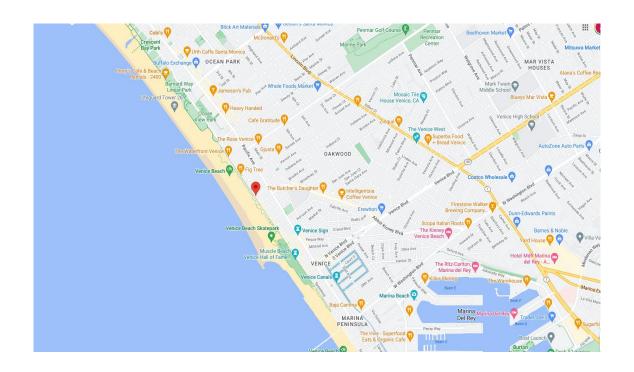
The Hearing Officer, indicated that any chairs and tables illustrated on the project plans would be considered Service Floor area for the purposed of calculating the parking requirement.

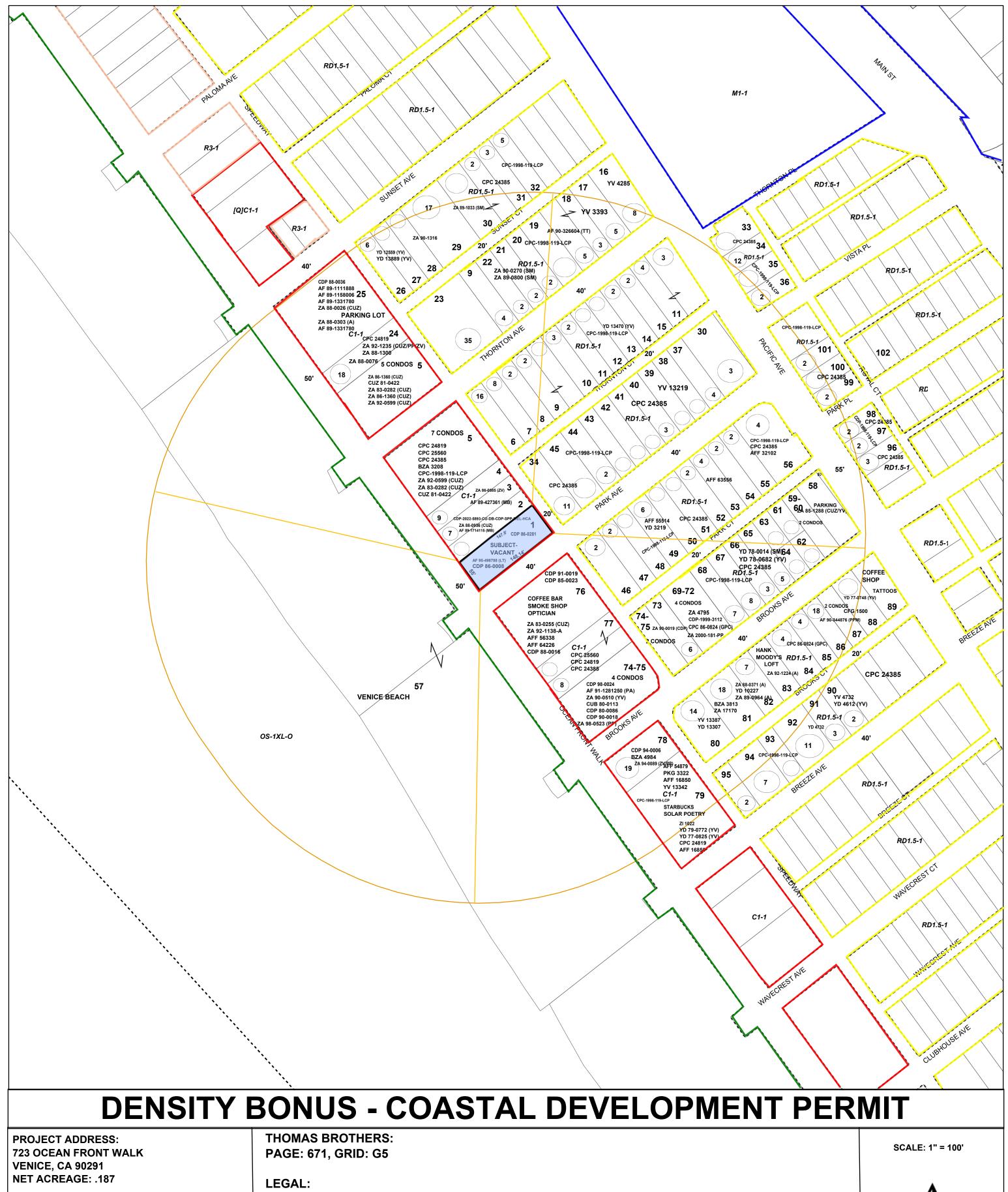
CPC-2022-5893-CU-DB-CDP-SPP-MEL-HCA

Exhibit A: Maps

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

Vicinity Map 723 Ocean Front Walk





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centerpointradiusmaps@gmail.com
www.centerpointradiusmaps.com

DRAWN BY: J BOONE

DATE: 08-07-2023

LOT: 319, 321 C.D: 11

TRACT: GOLDEN BAY TRACT C.T: 2734.03

M.B: 2 - 15 P.A: VENICE

BLOCK: BLK 7 USES: FIELD

MAP SHEET: 108A143 CASE #: CPC-2022-5893-CU-DB-CDP-SPP-MEL-HCA





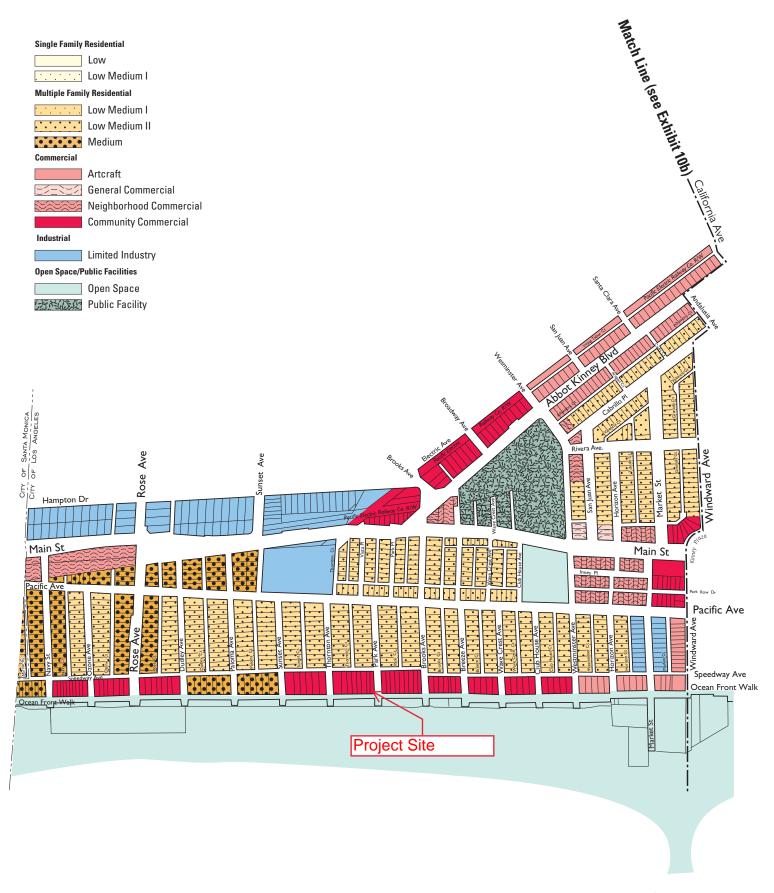


Exhibit 10a

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



CPC-2022-5893-CU-DB-CDP-SPP-MEL-HCA

Exhibit B: Plans

7 2 3 0 C E A N F R 0 N T



VICINITY MAP		CODE
	BUILDING CODE:	2023 LABC, (TITLE 24, PART 2.5) BASED ON THE 2021 IRC (INCLUDES ACCESSIBILITY)
	STRUCTURAL:	2023 LABC, VOL 2 (TITLE 24, PART 2, VOL 2) BASED ON THE 2021 IBC WITH ASCE 7-16
PROJECT SITE	MECHANICAL CODE:	2022 CA MECHANICAL CODE, (TITLE 24, PART 4) BASED ON THE 2021 UNIFORM MECHANICAL CODE
	PLUMBING CODE:	2022 CA PLUMBING CODE (TITLE 24, PART 5) BASED ON THE 2021 UNIFORM PLUMBING CODE
	ELECTRICAL CODE:	2022 CA ELECTRICAL CODE (TITLE 24, PART 3) BASED ON THE 2020 NATIONAL ELECTRIC CODE
	ENERGY CODE:	2022 CA ENERGY CODE (TITLE 24, PART 6) 2020 CITY OF LOS ANGELES GREEN BUILDING CODE

PROJECT DIRECTORY

ADDRESS:

Deep, Depth

Drinking Fountain

Double

Diameter

Dimension

Dispenser

Downspout

Door Opening

Down

Door

D.S.P. Dry Standpipe

East

Each

ELEC Electrical

ELEV Elevation

EMER Emergency

ENCL Enclosure

EQUIP Equipment

E.W. Each Way

EXIST Existing

EQ Equal

E.O.S. Edge of Slab

Drawer

Expansion Joint

E.W.C. Electric Water Cooler GA

Elevation

DWG Drawing

Detail

DET

D.F.

DIM

DISP

D.O.

DN

DR

DS

EA

PHONE#:

Blocking

Beam

Bottom

B.U.R. Built Up Roofing

Cabinet

Carpet

Catch Basin

Cement

Ceramic

Cast Iron

Ceiling

Closet

Clear

Column

CNTR Counter

CONC Concrete

CONN Connection

CONST Construction

CONT Continuous

CONTR Contractor

C.T. Ceramic Tile

CTSK Countersunk

C.W. Cold Water

Center

CORR Corridor

Concrete Masonry Unit

Bedroom

Basement

BM

BOT

BSMT

CAB

CARP

C.B.

CEM

C.I.

CLG

CLO

CLR

CMU

COL

CTR

Angle

Centerline

Number

Existing

ACOUS

AD.I

ALUM

ANOD

ARCH

ASPH

BITUM

BLDG

BLK

Diameter or Round

Perpendicular

Anchor Bolt

Acoustical

Adjustable

Aluminum

Anodized

APPROX Approximate

Access Panel

Architectural

Asphalt

Bituminous

Building

Block

Board

Air Conditioning

Acoustical Tile

Asphaltic Concrete

Above Finish Floor

Alter or Alternate

<u>OWNER</u>	
NAME: ADDRESS: PHONE #:	BEN SCHONBRUN 723 OCEAN FRONT WALK
ARCHITECT	
NAME:	BREAKFORM DESIGN

ARCHITECT	
NAME: ADDRESS:	BREAKFORM DESIGN 127 ARENA STREET
PHONE #:	EL SEGUNDO, CA 90245 310-233-3700

STRUCTURAL ENGINEER	CIVIL ENGINEER
NAME: ADDRESS:	NAME: ADDRESS:
PHONE #:	PHONE #:
LAND SURVEYOR	IRRIGATION

NAME:

ADDRESS:

PHONE #:

Expansion

Exposed

Fire Alarm

Floor Drain

Foundation

Finish Grade

Finish

Floor

F.O.C. Face of Concrete

Face of Finish

Face of Stud

Fireproof

Frame

Full Size

Footing

Future

Foot, Feet

Furring, Furred

Face of Masonry

FLUOR Fluorescent

FLASH Flashing

Fire Extinguisher

Fire Hose Cabinet

Fire Extinguisher Cab

Exterior

EXPO

EXT

F.D.

FDN

F.E.

F.E.C.

F.G.

FIN

F.H.C.

FLR

F.O.F.

F.O.M.

F.O.S.

FPRF

FR

FS

FT

FTG

FUT

FURR

OJECT SUMMARY:	NEW MIXED-USE 3-STORY BLDG 1 COMMERCIAL RETAIL SPACE, 1 TAKEOUT RESTAURANT, 16 UNITS RESIDENTIAL, & PARKING ON GROUND FLOOR. • PROJECT UTILIZES INCENTIVI
	PER LAMC 12.22A.25

IVES PROJECT ADDRESS: 723 S OCEAN FRONT WALK VENICE, CA 90291 LOT AREA: 8,165.3 SF ASSESSOR'S PARCEL #: 4286028017 GOLDEN BAY TRACT BLOCK: BLK 7 LOT: 319 (3,708.4 SF), 321 (4,456.9 SF) ARB #: NONE C1-1 ZONING: VERY HIGH FIRE HAZARD NO SEVERITY ZONE: FIRE DISTRICT NO. 1: NO

30'-0"

HEIGHT PROPOSED:	41'-0"
PARKING REQ.: PARKING PROVIDED:	25 STANDARD = 10 COMPACT = 6
OCCUPANCY GROUP:	A-2, R-2

HEIGHT LIMIT:

FIRE SPRINKLER:

KIT

LAV

L.F.

L.H.

LKR

L.R.

LT

LVR

MAX

M.B.

MET

MIR

M.O.

M.R.

MTD

MUL

LAM

Kitchen

Laminate

Lavatory

Lineal Foot

Left Hand

Living Room

Maximum

Machine Ball

Manufacture

Miscellaneous

Masonry Opening

Moisture Resistant PLAS

Manhole

Minimum

Mirror

Mounted

Mullion

Locker

Light

MATL Material

MECH Mechanical

MEMB Membrane

Metal

Louver

GALV Galvinized

Grab Bar

Ground

Grade

Gypsum

Hose Bib

HDWR Hardware

HDWD Hardwood

HORIZ Horizontal

Height

HVAC Heating, Ventilation

Hot Water

Including

Interior

INSUL Insulation

JAN Janitor

Inside Diameter

and Air Conditioning MFR

Hollow Core

Handicapped

Hollow Metal

Galvanized Iron

Glass, Glazing

G.B.

G.I.

GR

H.B.

H.C.

HCP

H.M.

HT

I.D.

INT

INCL

GYP

ACTIONS REQUESTED	
1. CODE SECTION FROM WHICH RELIEF IS REQUESTED: CODE SECTION WHICH AUTHORIZES RELIEF: 12.24 U 26	
A CONDITIONAL USE PERMIT PURSUANT TO LOS ANGELES MUNICIPAL CODE 12.24 U 26 TO PERMIT A DENSITY BONUS FOR A PROJECT FOR WHICH THE DENSITY INCREASE IS GREATER THAN THE MAXIMUM 35% PERMITTED IN LOS ANGELES MUNICIPAL CODE SECTION 12.22 A 25; IN CONJUNCTION WITH THE CONSTRUCTION, USE, AND MAINTENANCE OF 16 FOR-RENT DWELLING UNITS IN LIEU OF THE 11 DWELLING UNITS OTHERWISE PERMITTED BY LOS ANGELES MUNICIPAL CODE 12.13 A. 1.; WITH 2 DWELLING UNITS RESERVED FOR VERY LOW INCOME HOUSEHOLDS; AND PURSUANT TO LAMC SECTION 12.24 F	
2. PURSUANT TO LOS ANGELES MUNICIPAL CODE SECTION 11.5.7-C,2 AND SECTION 7.H. OF THE VENICE COASTAL SPECIFIC PLAN: PROJECT PERMIT COMPLIANCE FOR THE CONSTRUCTION OF A MAXIMUM NEW 16- UNIT MIXED-USE APARTMENT BUILDING WITH 1,508 SQUARE FEET OF	

de	3. PURSUANT TO LOS ANGELES MUNICIPAL CODE SECTION 12.20.2G
8	(COASTAL DEVELOPMENT PERMIT): A COASTAL DEVELOPMENT PERMIT
19	WITHIN THE DUAL PERMIT JURISDICTION OF THE CALIFORNIA COASTAL
ΔE	ZONE TO PERMIT THE CONSTRUCTION, USE AND MAINTENANCE OF THE
	PROPOSED PROJECT.
mb-	

ON AND OFF MENTLINGENTIVES
ON- AND OFF-MENU INCENTIVES

PERMIT A 20% DECREASE IN THE REQUIRED NORTH SIDE YARD SETBACK TO ALLOW A SIDE YARD SETBACK OF 4 FEET AND 10 INCHES LIEU OF THE 6 FEET REQUIRED FOR THE RESIDENTIAL LEVELS IN THE C^{\cdot} ZONE PURSUANT TO LAMC 12.13. C.2.(C)

PERMIT A 20% DECREASE IN THE REQUIRED SOUTH SIDE YARD SETBACK TO ALLOW A SIDE YARD SETBACK OF 4 FEET AND 10 INCHES LIEU OF THE 6 FEET REQUIRED FOR THE RESIDENTIAL LEVELS IN THE C1 ZONE PURSUANT TO LAMC 12.13. C.2.(C)

PERMIT AN 11-FOOT INCREASE IN THE ALLOWABLE HEIGHT TO ALLOW A BUILDING HEIGHT OF 41 FEET IN LIEU OF THE 30-FOOT HEIGHT LIMIT REQUIRED OF FLAT ROOFS IN THE NORTH VENICE SUBAREA PURSUANT TO THE VENICE COASTAL ZONE SPECIFIC PLAN SECTION 10. F.3.A.

OFF-MENU WAIVERS STAND

PERMIT A 7% INCREASE IN ALLOWED FLOOR AREA RATIO TO ALLOW 13,095 SQUARE FEET OF FLOOR AREA IN LIEU OF THE 12,247.95 SQUARE

ALLOW ROOF ACCESS STRUCTURES WITH 215 SQUARE FEET AND 200 SQUARE FEET, RESPECTIVELY, IN LIEU OF THE 100 SQUARE FEET MAXIMUM EXTERIOR DIMENSION PERMITTED BY THE VENICE COASTAL ZONE SPECIFIC PLAN SECTION 9.C.1.D.

PERMIT ONE (1) ROOF ACCESS STRUCTURE THAT EXCEEDS THE FLAT ROOF HEIGHT BY 13 FEET AND THREE INCHES IN LIEU OF THE TEN FEET ALLOWED BY THE VENICE COASTAL ZONE SPECIFIC PLAN.

REQUIRED PURSUANT TO LAMC 12.21 A 5 C.

AUTOMOBILE PARKING SPACES REQUIRED BY THE VENICE COASTAL ZONE SPECIFIC PLAN SECTION 13. D. AND E.1.

P.T.D. Paper Towel Dispenser SIM

Partition

Quarry Tile

Roof Drain

Reference

Required

Resilient

Revised

Roofing

Right Hand

Redwood

Solid Core

Section

Shelf

Shower

Sheet

SCHED Schedule

Rough Opening

Separation, Separate

Refrigerator

Reinforced / Reinforcing

Riser

Radius

RAD

R.D.

REF

REFR

REINF

RESIL

REQ

REV

RFG

R.H.

RM

R.O.

RWD

S.C.

SECT

SEP

SHR

SHT

	E A B DBOVIDED VS ALLOWED			Sheet List			
	F.A.R. PROVIDED VS. ALLOWED			Sheet Number	Sheet Name		
N	PROVIDED		ALLOWED		A0.00	COVER	
	TOTAL FLOOD ADEA.	40.005.05	TOTAL LOT ADEA	0.405.0.05	A0.01	GENERAL NOTES	
	TOTAL FLOOR AREA:	13,095 SF	TOTAL LOT AREA:	8,165.3 SF	A0.02	GREEN FORMS	
	(BUILDABLE LOT AREA = 8,165.3 SF)		BUILDABLE AREA:	8,165.3 SF	A0.03	SPECS/ RESEARCH REPORTS	
F	,			·	A0.04	SPECS/ RESEARCH REPORTS	
⁻	(F.A.R.) x 8,165.3 SF = 13,095 SF		F.A.R. ALLOWED:	1.5:1	A0.05	SPECS/ RESEARCH REPORTS	
.;	F.A.R. PROVIDED:	1.60:1	(1.5) x 8,165.3 SF = 12,247.95 SF		A0.06	SPECS/ RESEARCH REPORTS	
	T.J.K.T. ROVIDED.	1.00.1	(1.5) x 0, 100.0 01 = 12,247.00 01			DOOR SCHEDULE	
	TOTAL PROVIDED:	13,095 SF	TOTAL ALLOWED:	12,247.95 SF		DOOR SCHEDULE	
T	RESIDENTIAL I	DENISITY E	DPOVIDED VS ALLOWED			WINDOW SCHEDULE	
16-	RESIDENTIAL DENSITY PROVIDED VS. ALLOWED			DOOR DETAILS			
	PROVIDED		ALLOWED		A0.12	DOOR DETAILS	
	MARKET RATE: 13 UNITS		8,165.3 SF / 800 SF (PER R3) = 10.2 →	11 UNITS		WINDOW DETAILS	
IIT AL					A0.14	WINDOW DETAILS	
ΉĒ	VERY LOW INCOME: 3 UNITS		BONUS PER 12.24 U.26	6 UNITS		WALL TYPES	
	TOTAL PROVIDED:	16 UNITS	TOTAL ALLOWED:	17 UNITS		WALL TYPES	
			TOTAL ALLOWED. 17 UNITS			FLOOR TYPES	
	PARKIN	G PROVID	ED VS. REQUIRED		A0.18	GENERAL DETAILS	
	PROVIDED		REQUIRED			GENERAL DETAILS	
	TENANT PARKING	COMMERC	CIAL (VSP): 1 SPACE / 225 SF =	6 SPACES	A0.20	GENERAL DETAILS	
		OOMINIER	SINE (VOI). I SI NOE / 220 SI =	0 01 71020		ACCESSIBILITY NOTES & DETAILS	
-	BEACH IN		IPACT ZONE (VSP): 1,350 / 640 SF = 2.10 = 3 SPACES		A0.22	ACCESSIBILITY NOTES & DETAILS	
		TOTAL CO				ACCESSIBILITY NOTES & DETAILS	
-	STANDARD: 10 SPACES	TOTAL CO	TOTAL COMMERCIAL REQUIRED: 9 SPACES RESIDENTIAL (OPTION 1, LAMC 12.22 A 25 (d)(1)):		A0.24	FIRE LIFE SAFETY	
	TO STACES	RESIDENT			A0.25	FIRE LIFE SAFETY	
C1	COMPACT: 6 SPACES	1 SP / 0-1		16 SPACES	A0.26	EXISTING SITE SURVEY	
					A0.28	SQUARE FOOTAGE BREAKDOWNS	

	PROVIDED	
S OF DEVELOPMENT	LONG TERM BICYCLE PARKING: 24 SPACE	
DARDS	SHORT TERM BICYCLE PARKING:	6 SPACES

PRIVATE OPEN SPACE

Toilet Paper Dispenser

Top of Steel

U.O.N. Unless Otherwise Noted

Television

Typical

T.O.W. Top of Wall

UNF Unfinished

UR Urinal

VERT Vertical

VEST Vestibule

V.I.F. Verifiy in Field

With

Water Heater

Water Closet

Waterproof

WPM Waterproof Membrane

Without

Wood

W.S.P. Wet Standpipe

Weight

WSCT Wainscot

Volume

T.S.

TYP

VOL

W.H.

W/O

W.C.

WT

TV

TOWARDS CALCULATION

TOTAL PROVIDED:

BICYCLE OF FEET PERMITTED PURSUANT TO LAMC 12.21.1. A.1. REPLACED (0 SHORT T

PERMIT 6 COMPACT PARKING STALLS AND 10 STANDARD STALLS IN LIEU OF THE 1 STANDARD PARKING STALL PER DWELLING UNIT MINIMUM COM

ALLOW THE PROVISION OF 0 OFF-STREET AUTOMOBILE PARKING SPACES DEVOTED TO COMMERCIAL USES IN LIEU OF THE 9 OFF-STREET

SLDG Siding

SQ

S.S.

SSK

STD

STL

SW

SYS

TEL

TEMP

TER

THK

THR

SPEC Specification

Steel

STOR Storage

STRC Structrual

SUSP Suspended

SYM Symmetrical

Switch

System

Tread

T&G Tongue and Groove

Telephone

Terrazzo

Toilet

T.O.S. Top of Slab

T.O.P. Top of Pavement

T.P.D. Toilet Paper Dispenser

Threshold

Thick, Thickness

Tempered, Temperature **WP**

T.B. Towel Bar

T.O.C. Top of Curb

T.O.D. Top of Drain

Square

Standard

Stainless Steel

Service Sink

BICYCLE PARKING PROVIDED VS. REQUIRED			A2.20	PROPOSED PLANS	
		A2.30	PROPOSED PLANS		
PROVIDED		REQUIRED		A2.40	PROPOSED PLANS
LONG TERM BICYCLE PARKING: 24	4 SPACES	LONG TERM BICYCLE PARKING:		A2.50	ROOF PLAN
OLIOPE TERM BLOVOLE BARKING	000000	RESIDENTIAL: 1 / UNIT	16 SPACES	A2.60	ROOF DRAINAGE PL
SHORT TERM BICYCLE PARKING: 6	SPACES	COMMERCIAL: 1 / 2,000 SF (MIN. 2)) 4 SPACES	A3.00	ELEVATIONS
BICYCLE ORD: 2 CAR PARKING SPACES		SHORT TERM BICYCLE PARKING:		A3.10	ELEVATIONS
REPLACEDW/ 8 BICYCLE SPACES		RESIDENTIAL: 1 / 10 UNITS (MIN. 2)	2 SPACES	A3.20	ELEVATIONS
(0 SHORT TERM & 8 LONG TERM)		COMMERCIAL: 1 / 2,000 SF (MIN. 2)	4 SPACES	A3.30	OPENING ANALYSIS
TOTAL LONG TERM PROVIDED:	4 004 000	TOTAL LONG TERM REQUIRED.	20 CDACEC	A3.40	ELEVATIONS COLOR
	4 SPACES	TOTAL LONG TERM REQUIRED: TOTAL SHORT TERM REQUIRED:	20 SPACES 6 SPACES	A3.50	ELEVATIONS COLOR
		IDED VO DECLUDED	U OI AOLO	A3.60	ELEVATIONS COLOF

TOTAL RESIDENTIAL REQUIRED:

TOTAL REQUIRED:

TOTAL SHORT TERM PROVIDED:	6 SPACES	TOTAL SHORT TERM REQUIRED:	6 SI
OPEN	SPACE PROV	IDED VS. REQUIRED	
PROVIDED		REQUIRED	
COMMON OPEN SPACE:	1,489 SF	16 UNIT @ < 3 HABITABLE ROOMS (1 (1 UNIT)(100)	00 SF) 1

16 SPACES

BASED ON ZONING CODE 12.21 G:	800 SF		
TOTAL PROVIDED OPEN SPACE:	2,289 SF	TOTAL REQUIRE	D OPEN SPACE:
RESIDENTIAL	ARD SETBACK	KS PROVIDED	VS. REQUIRED
YARD	PROV	'IDED	REQUIRE

171110	11101	1020	T/L GOT (LD
OCEAN FRONT WALK	5' - 0" @ RESIDE	NTIAL LEVELS	0' - 0" @ RESIDENTIAL LEVELS
PARK AVE (SOUTH SIDE)	4' - 10" @ RESIDI	ENTIAL LEVELS	6' - 0" @ RESIDENTIAL LEVELS
NORTH SIDE	4' - 10" @ RESIDI	ENTIAL LEVELS	6' - 0" @ RESIDENTIAL LEVELS
SPEEDWAY AVE	2'- 1" @ RESIDEN	TIAL LEVELS	2' - 0" @ RESIDENTIAL LEVELS
		DE	CIDENTIAL LINITS

MATCHLINE
A6-1.3 MATCH LINE

DOOR SYMBOL

WINDOW SYMBOL

PROJECT GRID

ROOM

FLOOR LEVEL

IN THE BUILDING SECTION

REFERENCE)

SYMBOL SYMBOL ROOM NUMBER - CENTER LINE

PROJECTION

ABOVE/BELOV

GRIDLINE

BREAK LINE

REVISION SYMBOL (# INDICATES ISSUE)

INTERIOR ELEVATION

SYMBOLS

1 BD / 1 BTH

STUDIO / 1 BTH

STUDIO / 1 BTH

3D

3G

3Н

		_			7 11 100	
۸ 	VEL 0	01 01 6		ITIAL LEVELO	A7.51	LIGHTING SCHEDULE
AL LE	VELS	2'-0" @	y KESIDEI	NTIAL LEVELS	A7.60	REFLECTED CEILING PLAN
	RE:	SIDENT	TAL UNI	TS	A7.61	LIGHTING SCHEDULE
					A9.00	ELEVATOR HOISTWAY
<u>NIT #</u>	OCCUPA	NCY	<u>SF</u>	<u>TYPE</u>	A9.10	VERTICAL CIRCULATION
0.4	4 DD / 4 D	т	C40 CE	MADKET DATE	A9.20	VERTICAL CIRCULATION
2A 2B	1 BD / 1 B 1 BD / 1 B		618 SF 634 SF	MARKET RATE MARKET RATE	A9.30	VERTICAL CIRCULATION
2C	1 BD / 1 B		461 SF	MARKET RATE	A9.40	STAIR DETAILS
2D	1 BD / 1 B	STH	673 SF	MARKET RATE	A10.00	RENDERINGS
2E	STUDIO /		277 SF	AFFORDABLE	DEMO	DEMO SITE PLAN
2F 2G	STUDIO / 1 BD / 1 B		277 SF 647 SF	MARKET RATE MARKET RATE	L1.10	LANDSCAPE PLAN
2G 2H	1 BD / 1 B		509 SF	AFFORDABLE	L1.20	LANDSCAPE PLAN
	,					i

MARKET RATE

MARKET RATE

MARKET RATE

AFFORDABLE

461 SF MARKET RATE

673 SF MARKET RATE

647 SF MARKET RATE

509 SF MARKET RATE

618 SF

634 SF

277 SF

277 SF

16 SPACES

25 SPACES

1,600 SF

1,600 SF

A0.29

A0.31

A1.00

A4.00

A4.20

A4.30

A5.00

A5.10

A7.10

A7.11

A7.20

A7.21

A7.30

A7.31

A7.40

A7.41 A7.50

T24.1

T24.2

TITLE 24

TITLE 24

	GREEN FORMS		
	SPECS/ RESEARCH REPORTS		
	DOOR SCHEDULE		
	DOOR SCHEDULE		
	WINDOW SCHEDULE	90245	
	DOOR DETAILS	306	
	DOOR DETAILS	es es	
	WINDOW DETAILS	Indo, ca	
	WINDOW DETAILS	inb)
	WALL TYPES	et, el segundo, ca	
	WALL TYPES		
	FLOOR TYPES	tree	
_	GENERAL DETAILS	arena street.	
_	GENERAL DETAILS	arer arer	
_	GENERAL DETAILS	27 8	
_			
_	ACCESSIBILITY NOTES & DETAILS		_
	ACCESSIBILITY NOTES & DETAILS	10.400	\
	ACCESSIBILITY NOTES & DETAILS	CENSED ARCHI,	
	FIRE LIFE SAFETY	RAMSEY DAHAM	\
	FIRE LIFE SAFETY		
	EXISTING SITE SURVEY	10/31/23	
	SQUARE FOOTAGE BREAKDOWNS	RENEWAL DATE	/
	SQUARE FOOTAGE BREAKDOWNS	RENEWAL DATE	3,
	OPEN SPACE AREA CALCULATIONS	CALI	
	F.A.R. CALCULATIONS		_
	F.A.R. CALCULATIONS	<u>×</u>	
_	ROOF ACCESS STRUCTURES	▎	
_		I <	
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ABREVIATIONS & SYMBOLS

N.I.C.

NO

NOM

N.S.

N.T.S.

OBSC

O.C.

O.D.

OFF

O.H.

OVHD

OPNG

OPP

P.D.

P.L.

PLMG

PLAM

PR

Not in Contract

Number

Nominal

No Scale

Overall

Obscure

Office

Overhang

Overhead

Opening

Opposite

Planter Drain

Property Line

Plastic Laminate

Plumbing

Plaster

Pair

PLYWD Plywood

Piece

Plate

On Center

Outside Diameter

Overflow Drain

Not to Scale

NFPA-13

- 2. OBTAIN DEMOLITION PERMITS AND INCLUDE ALL COSTS OF SAME IN CONTRACT PRICE.
- 3. FURNISH ALL LABOR AND MATERIALS/EQUIPMENT TO COMPLETE DEMOLITION AND REMOVAL OF ALL ITEMS AS INDICATED. GC TO ESTABLISH PROCEDURES W/ BLDG.
- 4. CONTRACTOR SHALL KEEP CONSTRUCTION AREA FREE OF DUST AND DEBRIS FOR THE DURATION OF CONSTRUCTION.
- 5. IF ANY QUESTIONS ARISE AS TO THE REMOVAL OF ANY MATERIAL, CLARIFY THE POINT IN QUESTION WITH THE ARCHITECT BEFORE PROCEEDING.
- 6. AT COMPLETION OF DEMOLITION WORK, THE CONSTRUCTION AREA(S) SHALL BE LEFT IN "BROOM CLEAN" CONDITION. ALL DEBRIS AND MISCELLANEOUS MATERIAL SHALL BE REMOVED.
- 7. DEBRIS REMOVAL MUST BE PERFORMED USING THE FREIGHT ELEVATOR WHEN APPLICABLE. CONTACT THE BUILDING MGMT. OFFICE TO OBTAIN SCHEDULE FOR THE USE OF THE FREIGHT ELEVATOR(S) PRIOR TO SUBMITTING BID. ALL DEBRIS REMOVAL SHALL BE PERFORMED IN ACCORDANCE. WITH BUILDING MANAGEMENT REQUIREMENTS AND PROCEDURES.
- 8. IF DIRECTED BY BUILDING MANAGEMENT, ALL DOORS, FRAMES, HARDWARE, MECHANICAL ITEMS, PLUMBING FIXTURES, LIGHT FIXTURES, (INCLUDING DOWNLIGHTS & FLUORESCENTS), & SPECIAL EQUIPMENT SHOWN TO BE REMOVED. SHALL BE CLEAN AND FREE OF DEFECTS. PROTECTED, SAVED AND REUSED AS DIRECTED HEREIN, RETURNED TO BUILDING STOCK OR DISPOSED OF.
- 9. IN PARTITIONS TO BE REMOVED, REMOVE AND CAP ALL OUTLETS, SWITCHES, WIRES, THERMOSTATS, ETC. TO THEIR
- 10. CONTRACTOR SHALL BE RESPONSIBLE FOR PATCHING AND/OR REPAIRING ANY DAMAGE CAUSED BY HIM OR HIS SUBCONTRACTORS TO EXISTING CONSTRUCTION IN ELEVATOR LOBBY, PUBLIC CORRIDORS, RESTROOMS OR TENANT SPACES. REFINISH TO MATCH EXISTING ADJACENT FINISH, OR AS NOTED HEREIN.
- 11. NO EXISTING SMOKE DETECTOR, PUBLIC ADDRESS SPEAKER, FIRE ALARM BOX OR SIMILAR DEVICE, INCLUDING THE ASSOCIATED WIRING SHALL BE DAMAGED DURING DEMOLITION AND SUBSEQUENT CONSTRUCTION. RELOCATION OF SMOKE DETECTORS, PUBLIC ADDRESS SPEAKERS AND FIRE ALARM EQUIPMENT, NECESSITATED BY NEW CONSTRUCTION, SHALL BE ACCOMPLISHED AS A FIRST PRIORITY, AND PER THE PLANS. NO ACTIVE SMOKE DETECTOR SHALL BE COVERED OR OTHERWISE REMOVED OR USED FOR OTHER THAN IT'S INTENDED PURPOSE.
- 12. ALL EXISTING FLOOR MOUNTED OUTLETS, WHERE NOTED TO BE REMOVED OR RELOCATED, SHALL BE CAPPED OFF TO THE NEAREST JUNCTION BOX. FILL AND LEVEL FLOOR TO ACCEPT NEW FLOOR COVERING.
- 13. ALL EXISTING CEILING TILES TO REMAIN U.O.N. ALL BROKEN, PARTIAL, STAINED, OR DAMAGED TILES SHALL BE REPLACED.
- 14. ALL EXISTING LIGHT FIXTURES SHALL BE CLEANED OF DUST, WRAPPED FOR PROTECTION & STORED FOR RE-USE.
- 15. REMOVE TO SOURCE ALL PIPES, VENTS, APPLIANCES OR DRAINS NOT BEING RE-USED.
- **16.** RE-USE OR RELOCATE ALL ABOVE CEILING DUCTWORK, DIFFUSERS, GRILLES, SPRINKLER PIPES OR OTHER EQUIPMENT, AS REQUIRED FOR PROPER DISTRIBUTION WITH NEW LAYOUT.
- 17. REMOVAL OF ANY EQUIPMENT, CABLING SWITCHES, AND CONDUIT PERTAINING TO DATA/ COMMUNICATIONS AND TELEPHONE SHALL BE VERIFIED WITH TELEPHONE COMPANIES, SERVICE OWNER OR TENANT DATA/COMMUNICATIONS REPRESENTATIVE AS REQUIRED TO PREVENT NEW CONSTRUCTION DELAYS.
- 18. REMOVE ALL EXISTING IRREGULAR MATERIALS WHICH CAUSE RISES OR DEPRESSIONS IN FLOORING SURFACE, SUCH AS FASTENERS, OUTLET CORES, COVER PLATES, RESILIENT FLOOR COVERINGS, CARPET, CARPET PAD, FLASH PATCH, CONCRETE FILL, PLYWOOD, ETC.
- 19. CAREFULLY REMOVE ALL EXISTING WALL COVERING AT EXISTING PARTITIONS AND/OR COLUMNS, AS NOTED.
- 20. DEMOLITION IS NOT NECESSARILY LIMITED TO WHAT IS SHOWN ON DRAWINGS. THE INTENT IS TO INDICATE THE GENERAL SCOPE OF DEMOLITION REQUIRED TO COMPLETE THE WORK IN ACCORDANCE WITH THE CONTRACT
- 21. STAIRWAYS MUST REMAIN ACCESSIBLE AT ALL TIMES **DURING DEMOLITION.**
- 22. RATED WALLS SHALL NOT BE PENETRATED UNLESS THE RATING IS MAINTAINED.

SAFETY NOTES:

- 1. THE CONTRACTOR SHALL SAFEGUARD THE OWNER'S PROPERTYDURING CONSTRUCTION AND SHALL REPLACE ANY DAMAGED PROPERTY OF THE OWNER TO ORIGINAL CONDITION OR BETTER.
- 2. THE CONTRACTOR SHALL PROVIDE GUEST PROTECTION FROM ALL AREAS OF WORK.
- 3. THE CONTRACTOR SHALL PROTECT ADJOINING AREAS FROM NOISE, DUST, DIRT FIRE HAZARDS, ETC.

CONSTRUCTION NOTES:

- 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURACY OF MATCHING BUILDING LINES AND LEVELS BETWEEN NEW AND EXISTING CONSTRUCTION. THE CONTRACTOR SHALL COMPARE CAREFULLY THE LINES AND LEVELS SHOWN ON THE DRAWINGS WITH EXISTING LEVELS FOR THE LOCATION AND CONSTRUCTION OF THE WORK AND SHALL NOTIFY THE ARCHITECT OF ANY DISCREPANCIES PRIOR TO PROCEEDING WITH THE WORK.
- 2. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE ALL EXISTING UTILITIES WHETHER SHOWN HEREON OR NOT AND TO PROTECT THEM FROM DAMAGE. THE CONTRACTOR SHALL BEAR ALL EXPENSE OR REPAIR OR REPLACEMENT OF UTILITIES OR OTHER PROPERTY DAMAGED BY OPERATIONS IN CONJUNCTION WITH THE EXECUTION OF THE WORK.
- 3. CONTRACTOR SHALL RELOCATE OR CAP OFF EXISTING UTILITY LINES AS REQUIRED. COORDINATE WTH ELECTRICAL AND PLUMBING DRAWINGS FOR FURTHER INFORMATION.
- 4. EXISTING CONSTRUCTION WHICH IS TO REMAIN BUT IS DAMAGED DURING, CONSTRUCTION SHALL BE REPLACED OR REPAIRED TO ORIGINAL CONDITION OR BETTER.

- 5. MATERIALS USED FOR NEW CONSTRUCTION, UNLESS SPECIFIED OR INDICATED OTHERWISE, SHALL MATCH EXISTING ADJACENT MATERIALS, CONSTRUCTION AND FINISHES.
- 6. NO MATERIALS SHALL BE STORED ON PUBLIC PROPERTY UNLESS ENCROACHMENT PERMIT IS FIRST OBTAINED FROM
- 7. THE GENERAL CONTRACTOR SHALL PROVIDE A DUMPSTER IN AN AREA DESIGNATED BY THE OWNER FOR THE PURPOSE OF COLLECTING TRASH AND SHALL PROVIDE FOR ITS REMOVAL FROM THE SITE TO A LEGAL DISPOSAL
- 8. ALL HOLES IN CONCRETE SLABS LEFT AFTER REMOVAL OF PIPES, CONDUITS, ETC., ARE TO BE FILLED WITH POR-ROCK OR SOLID CONCRETE, REFER TO ANY DETAILS WITHIN DRAWING SET FOR FURTHER INFORMATION.
- 9. THE GENERAL CONTRACTOR SHALL VERIFY SALVAGE REQUIREMENTS OF ALL FURNITURE, FIXTURES AND
- EQUIPMENT WITH THE OWNER TO DEMOLITION. 10. SURFACE CRACKS AND VOIDS SHALL BE TUCK POINTED
- 11. ALL SURFACES TO BE FINISHED SHALL BE PREPARED IN ACCORDANCE WITH FINISH MANUFACTURERS RECOMMENDATIONS.
- 12. PROVIDE ALL NECESSARY BLOCKING, BACKING, SLEEVES, AND FRAMES FOR LIGHT FIXTURES, ELECTRICAL UNITS, A/C EQUIPMENT AND OTHER ITEMS REQUIRING SAME.
- 13. PLEASE RECYCLE DEMOLITION & CONSTRUCTION WASTE. ASK ABOUT POSSIBLE DUMP SITES.
- **14.** THE CONTRACTOR SHALL COMPLY W/ ALL 0.S.H.A. REQUIREMENTS
- 15. TEMPERED GLASS SHALL BE PERMANENTLY IDENTIFIED & VISIBLE WHEN THE UNIT IS GLAZED.
- 16. PENETRATIONS OF FIRE-RATED FLOORS OR FLOOR-CEILING ASSEMBLIES SHALL BE PROTECTED BY THROUGH-PENETRATION FIRE STOPS HAVING AN "F" OR "T" RATING. A "T" RATING IS REQUIRED WHERE PENETRATIONS ARE NOT CONTAINED IN THE WALL AT THE POINT THEY PENETRATE THE FLOOR OR WHERE THEY ARE LARGER THAN A 4" (IOOmm) PIPE OR 16 SQ IN (IO320mm SQ) IN AREA. UBC SEC

CODE NOTES:

- 1. ALL WORK AND MATERIALS SHALL COMPLY TO THE CURRENT ADOPTED EDITION OF THE CALIFORNIA BUILDING CODE, CALIFORNIA PLUMBING CODE, NATIONAL ELECTRIC CODE, CALIFORNIA MECHANICAL CODE, CALIFORNIA FIRE CODE AND ALL LOCAL CODES, REGULATIONS, LAWS & ORDINANCES GOVERNING CONSTRUCTION . SECURITY IN THIS JURISDICTION.
- 2. METAL FABRICATION SHALL CONFORM TO C.B.C. AND STANDARDS OF A.S.T.M., A.I.S.C., A.W.S. AND S.S.P.C. THE CONTRACTOR SHALL COMPLY WITH ALL LOCAL AND STATE CODE REGULATIONS.
- 3. DEPARTMENT OF INDUSTRIAL RELATIONS DIVISION OF INDUSTRIAL SAFETY (O.S.H.A.) REQUIREMENTS. CONTRACTOR SHALL PROVIDE OCCUPANCY SIGNAGE PER LOCAL BUILDING REQUIREMENTS AND/OR FIRE DEPARTMENT REQUIREMENTS.
- 4. OCCUPANCY SIGNAGE SHALL BE PLACED PER LOCAL CODE & FIRE DEPARTMENT REQUIREMENTS AS APPLICABLE.
- 5. ALL REQUIRED PERMITS MUST BE OBTAINED AND KEPT ON THE PREMISES AT ALL TIMES IN A LOCATION SPECIFIED BY THE CITY.

GENERAL NOTES:

- 1. THE CONTRACTOR SHALL REPORT TO THE ARCHITECT ANY INCONSISTENCY FRROR OR OMISSION HE MAY DISCOVER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY ERROR AFTER THE START OF CONSTRUCTION WHICH HAS NOT BEEN BROUGHT TO THE ATTENTION OF THE ARCHITECT. THE MEANS OF CORRECTING ANY ERROR, BEFORE OR AFTER THE START OF CONSTRUCTION, SHALL FIRST BE APPROVED BY THE ARCHITECT.
- 2. STAMPED SETS OF APPROVED PLANS SHALL BE PROVIDED FOR ALL WORK. THE CONTRACTOR SHALL MAINTAIN IN. GOOD CONDITION, COMPLETE SETS OF STAMPED AND APPROVED PLANS WITH ALL REVISIONS, ADDENDA, AND CHANGE ORDERS ON THE PREMISES AT ALL TIMES. THEY ARE TO BE UNDER THE CARE OF THE GENERAL CONTRACTOR OR HIS SUPERINTENDENT IN A LOCATION SPECIFIED BY THE CITY.
- 3. THE ARCHITECT WILL REVIEW ALL SHOP DRAWINGS AND SAMPLES FOR CONFORMANCE WITH DESIGN CONCEPT OF THE PROJECT. THE ARCHITECT'S REVIEW OF A SEPARATE ITEM SHALL NOT INDICATE APPROVAL OF AN ASSEMBLY IN WHICH THE ITEM FUNCTIONS.
- 4. THE ARCHITECT MAKES NO GUARANTEE FOR PRODUCTS NAMED BY TRADE NAME OR MANUFACTURER.
- 5. REFERENCES OF DRAWINGS IS FOR CONVENIENCE ONLY AND DOES NOT LIMIT APPLICATION OF ANY DRAWING OR
- 6. DETAILS ARE INTENDED TO SHOW DESIGN INTENT. MINOR MODIFICATIONS MAY BE REQUIRED TO SUIT JOB DIMENSIONS OR CONDITIONS, AND SUCH MODIFICATIONS SHALL BE INCLUDED AS PART OF THE WORK.
- 7. THE CONTRACTOR SHALL NOT BREAK SETS FOR TRADE BIDDING, ERRORS IN BIDDING AS A RESULT OF THIS PRACTICE ARE NOT THE RESPONSIBILITY OF THE OWNER OR THE ARCHITECT.
- 8. THE CONTRACTOR SHALL REFER TO AND CROSS-CHECK DETAILS, DIMENSIONS, NOTES, AND ALL REQUIREMENTS SHOWN ON THE ARCHITECTURAL DRAWINGS WITH THE EXISTING SITE CONDITIONS AND SPECIFICATIONS.
- 9. PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. THE FOLLOWING IS REQUIRED FROM THE AGENT OF THE OWNER, a) AN AUTHORIZATION LETTER FROM THE OWNER TO PULL PERMITS. THE FOLLOWING IS REQUIRED FROM THE CONTRACTOR AGENT:- b) CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND FOLLOWING LANDLORD'S RULES AND REGULATIONS, INCLUDING BUT NOT LIMITED TO PROVIDING INSURANCE CERTIFICATES PER LANDLORD'S CRITERIA. c) CERTIFICATE OF WORKERS COMPENSATION INSURANCE MADE OUT TO THE CONTRACTORS STATE LICENSE BOARD. d) COPY OF THE CITY BUSINESS TAX REGISTRATION CERTIFICATE OR NEWLY PAID RECEIPT FOR ONE. e) NOTARIZED LETTER OF AUTHORIZATION FOR AGENTS OF CONTRACTOR.
- 10. THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS TO THE OWNER FOR REVIEW PRIOR TO SIGNING THE OWNER / CONTRACTOR AGREEMENT.

- 11. ALL TRADES SHALL DO THEIR OWN CUTTING, FITTING, PATCHING, ETC., TO MAKE THE SEVERAL PIECES COME TOGETHER PROPERLY AND FIT OR BE RECEIVED BY WORK OF OTHER TRADES.
- 12. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE TEMPORARY BRACING OR SHORING AS REQUIRED OR PORTION THEREOF DURING CONSTRUCTION.
- 13. THE CONTRACTOR SHALL PROVIDE TEMPORARY WATER, POWER, AND TOILET FACILITIES AS REQUIRED AND SHALL INSTALL THEM IN ACCORDANCE TO LOCAL CODES. CONTRACTOR MAY USE OWNERS FACILITIES UPON WRITTEN AUTHORIZATION FROM OWNER'S REPRESENTATIVE.
- 14. THE GENERAL CONTRACTOR AND HIS ASSOCIATES. SUBCONTRACTORS, ETC., MUST MAINTAIN THE SPACE, ACCESS AREAS, ETC., CLEAN AT ALL TIMES AND SWEEP. DUST, CLEAN, ETC., EVERY DAY AT THE END OF WORKING
- 15. IT S THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO DELIVER THE JOB COMPLETELY CLEAN.
- 16. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR, ND SHALL REPLACE OR REMEDY ANY FAULTY, IMPROPER OR INFERIOR MATERIALS OR WORKMANSHIP OR ANY DAMAGE WHICH SHALL APPEAR WITHIN ONE (1) YEAR AFTER THE COMPLETION AND ACCEPTANCE OF THE WORK UNDER THIS CONTRACT.

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 REVISION OF THE FIXED FIRE PROTECTION EQUIPMENT 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 DRAWNGS AND SPECIFICATIONS FOR REVISION TO FIXED FIRE PROTECTION EQUIPMENT AND SUBMITTAL OF PLANS TO THE FIRE MARSHALL AS REQUIRED FOR APPROVAL PRIOR TO INSTALLATION.

LADBS 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 HOOK-UP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES-WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.
- 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 EXTERIOR OF THE BUILDING OR STRUCTURE 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 (R306.3).
- 4. KITCHEN SINKS, LAVATORIES, BATHTUBS, SHOWERS, BIDETS, LAUNDRY TUBS AND WASHING MACHINE OUTLETS SHALL BE PROVIDED WITH HOT AND COLD WATER AND CONNECTED TO AN APPROVED WATER SUPPLY (R306.4).
- 5. BATHTUB AND SHOWER FLOORS, WALLS ABOVE BATHTUBS WITH A SHOWERHEAD, AND SHOWER COMPARTMENTS SHALL BE FINISHED WITH A NONABSORBENT SURFACE. SUCH WALL SURFACES SHALL EXTEND TO A HEIGHT OF NOT LESS THAN 6 FEET ABOVE THE FLOOR (R307.2).
- 6. PROVIDE ULTRA LOW FLUSH WATER CLOSETS FOR ALL NEW CONSTRUCTION. EXISTING SHOWER HEADS 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 NAME, PRODUCT DESIGNATION AND PERFORMANCE GRADE RATING (RESEARCH REPORT NOT REQUIRED). (R308.6.9)
- 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 EQUIPPED WITH A MANUAL MEANS TO DEACTIVATE (FOR 15 SECS. MAX.) FOR A SINGLE OPENING. THE DEACTIVATION SWITCH SHALL BE AT LEAST 54" ABOVE THE FLOOR. (6109 OF LABC)
- 10. AUTOMATIC GARAGE DOOR OPENERS, IF PROVIDED, SHALL BE LISTED IN ACCORDANCE WITH UL 325.
- 11. SMOKE DETECTORS SHALL BE PROVIDED FOR ALL DWELLING UNITS INTENDED FOR HUMAN OCCUPANCY. UPON THE OWNER'S APPLICATION FOR A PERMIT FOR ALTERATIONS, REPAIRS, OR ADDITIONS, EXCEEDING ONE THOUSAND DOLLARS (\$1,000). (R314.6.2)
- 12. WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS OR ADDITIONS EXCEEDING ONE THOUSAND DOLLARS (\$1,000), EXISTING DWELLINGS OR SLEEPING UNITS THAT HAVE ATTACHED GARAGES OR FUEL-BURNING APPLIANCES SHALL BE PROVIDED WITH A CARBON MONOXIDE ALARM IN ACCORDANCE WITH SECTION R315.1. CARBON MONOXIDE ALARMS SHALL ONLY BE REQUIRED IN THE SPECIFIC DWELLING UNIT OR SLEEPING UNIT FOR WHICH THE PERMIT WAS OBTAINED. (R315.2)
- 13. 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-CANDLES OVER THE AREA OF THE ROOM AT A HEIGHT OF 30 INCHES ABOVE THE FLOOR LEVEL (R303.1)
- 14. A COPY OF THE EVALUATION REPORT AND/OR CONDITIONS OF LISTING SHALL BE MADE AVAILABLE AT THE
- **15.** FOR EXISTING POOL ON SITE, PROVIDE ANTIENTRAPMENT COVER MEETING THE CURRENT ASTM OR ASME FOR THE SUCTION OUTLETS OF THE SWIMMING POOL, TODDLER POOL AND SPA FOR SINGLE FAMILY DWELLINGS PER ASSEMBLY BILL. 9AB0 NO. 2977. (3162B)

LADBS ADDITIONAL NOTES:

GARAGE/CARPORTS

- 1. DOORS BETWEEN GARAGE AND THE DWELLING UNIT SHALL HAVE A MINIMUM FIRE PROTECTION RATING OF 20 MINUTES AND SELF-CLOSING AND SELF-LATCHING DEVICES, OR SOLID WOOD OR SOLID OR HONEYCOMB CORE STEEL NOT LESS THAN 1 3/8 INCHES THICK. (R302.5.1).
- 2. DUCT PENETRATING THE WALLS OR CEILINGS 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 (R302.5.2)
- 3. OTHER PENETRATIONS OF GARAGE/DWELLING CEILINGS AND WALL SHALL BE PROTECTED AS REQUIRED BY SECTION R302.11, ITEM 4 (R302.5.3)
- 4. GARAGE FLOOR SURFACES SHALL BE OF AN APPROVED NONCOMBUSTIBLE MATERIAL, AND THE AREA USED TO PARKVEHICLES SHALL BE SLOPED TO A DRAIN OR TOWARD THE MAIN VEHICLE ENTRY DOORWAY. (R201)

FIRE PROTECTION

- 1. AND APPROVED SMOKE ALARM SHALL BE INSTALLED IN EACH SLEEPING ROOM AND HALLWAY OR AREA GIVING ACCESS TO A SLEEPING ROOM, AND ON EACH STOREY AND BASEMENT FOR DWELLINGS WITH MORE THAN ONE STOREY. SMOKE ALARMS SHALL BE INTERCONNECTED SO THAT ACTUATION OF ONE ALARM WILL ACTIVATE ALL THE ALARMS WITHIN THE INDIVIDUAL DWELLING UNIT. IN NEW CONSTRUCTION SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER SOURCE FROM THE BUILDING WIRING AND SHALL BE EQUIPPED WITH BATTERY BACK-UP AND LOW BATTERY SIGNAL. (R314)
- 2. 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 BEDROOM(S) AND ON EVERY LEVEL OF A DWELLING UNIT INCLUDING BASEMENTS. (R315)

MEANS OF EGRESS

- 1. THE MEANS OF EGRESS SHALL PROVIDE A CONTINUOUS AND UNOBSTRUCTED PATH OF VERTICAL AND HORIZONTAL EGRESS TRAVEL FROM ALL PORTIONS OF THE DWELLING TO THE EXTERIOR OF THE DWELLING AT THE REQUIRED EGRESS DOOR WITHOUT REQUIRING TRAVEL THROUGH A GARAGE. (R311.1)
- 2. ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS. UNDER-STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2 INCH GYPSUM BOARD. (R302.7)
- ILLUMINATED. (R303.7) 4. PROVIDE 42" HIGH GUARDS WITH MAXIMUM 4" CLEAR

SPACING OPENING BETWEEN RAILS. (R312)

3. ALL INTERIOR AND EXTERIOR STAIRWAYS SHALL BE

5. FOR GLASS HANDRAILS AND GUARDS. THE PANELS AND THEIR SUPPORT SYSTEM SHALL BE DESIGNED TO WITHSTAND THE LOADS SPECIFIED IN CHAPTER 16 OF 2014 LABC. A SAFETY FACTOR OF FOUR SHALL BE USED. THE MINIMUM NOMINAL THICKNESS OF THE GLASS SHALL BE 1/4

INTERIOR ENVIRONMENT

INCH. (2407)

- 1. BATHROOMS, WATER CLOSET COMPARTMENTS AND OTHER SIMILAR ROOMS SHALL BE PROVIDED NATURAL VENTILATION OR WITH MECHANICAL VENTILATION CAPABLE OF 50 CFM EXHAUSTED DIRECTLY TO THE OUTSIDE
- 2. HEATER SHALL BE CAPABLE OF MAINTAINING A MINIMUM ROOM TEMPERATURE OF 68 DEGREE FAHRENHEIT AT A POINT 3 FEET ABOVE THE FLOOR AND 2 FEET FROM EXTERIOR WALLS IN ALL HABITABLE ROOMS AT THE DESIGN TEMPERATURE. (R303.9)

BUILDING ENVELOPE

- 1. PROVIDE A CLASS A, B OR C FIRE-RETARDANT ROOF **COVERING PER SECTION R902..1**
- 2. GLAZING IN THE FOLLOWING SECTIONS SHALL BE SAFETY GLAZING CONFORMING TO THE HUMAN IMPACT LOADS OF SECTION R308.3 (SEE EXCEPTIONS) (R308.4):
 - A. FIXED AND OPERABLE PANELS OF SWINGING,

SLIDING AND BI-FOLD DOOR ASSEMBLIES.

- B. GLAZING IN AN INDIVIDUAL FIXED OR OPERABLE PANEL ADJACENT TO A DOOR WHERE THE NEAREST VERTICAL EDGE IS WITHIN A 24-INCH ARC OF EITHER VERTICAL EDGE OF THE DOOR IN A CLOSED POSITION AND WHOSE BOTTOM EDGE IS LESS THAN 60 INCHES ABOVE THE FLOOR OR WALKING SURFACE.
- C. GLAZING IN AN INDIVIDUAL FIXED OR OPERABLE PANEL THAT MEETS ALL OF THE FOLLOWING CONDITIONS:
- 1) EXPOSED AREA OF AN INDIVIDUAL PANE GREATER THAN 9 SQUARE FEET.
- 2) BOTTOM EDGE LESS THAN 18 INCHES ABOVE THE 3) TOP EDGE GREATER THAN 36 INCHES ABOVE THE
- FLOOR. 4) ONE OR MORE WALKING SURFACES WITHIN 36 INCHES HORIZONTALLY OF THE GLAZING
- D. GLAZING IN RAILINGS.
- E. GLAZING IN ENCLOSURES FOR OR WALLS FACING HOT TUBS, WHIRLPOOLS, SAUNAS, STEAM ROOMS, BATHTUBS AND SHOWERS WHERE THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 60 INCHES MEASURED VERTICALLY ABOVE ANY STANDING OR WALING SURFACE.
- F. GLAZING IN WALLS AND FENCES ADJACENT TO INDOOR AND OUTDOOR SWIMMING POOLS HOT TUBS AND SPAS WHERE THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 60 INCHES ABOVE A WALKING SURFACE AND WITHIN 60 INCHES, MEASURED HORIZONTALLY AN IN A STRAIGHT LINE, OF THE WATER'S EDGE.
- G. GLAZING WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 36 INCHES ABOVE THE PLANE OF THE ADJACENT WALKING SURFACE OF STAIRWAYS, LANDINGS BETWEEN FLIGHTS OF STAIRS AN RAMPS.
- H. GLAZING ADJACENT TO THE LANDING AT THE BOTTOM OF A STAIRWAY WHERE THE GLAZING IS LESS THAN 36 INCHES ABOVE THE LANDING AND WITHIN 60 INCHES HORIZONTALLY OF THE BOTTOM TREAD.

- 3. SKYLIGHTS AND SLOPED GLAZING SHALL COMPLY WITH SECTION R308.6
- 4. 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).
 - 5. PROTECTION OF WOOD AND WOOD BASED PRODUCTS FROM DECAY SHALL BE PROVIDED IN THE LOCATIONS SPECIFIED PER SECTION R317.1 BY THE USED OF NATURALLY DURABLE WOOD OR WOOD THAT IS PRESERVATIVE-TREATED IN ACCORDANCE WITH AWPA U1 FOR THE SPECIES PRODUCT, PRESERVATIVE AND END USE. PRESERVATIVES SHALL BE LISTED IN SECTION 4 OF AWPA
 - 6. 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.
 - 7. BUILDINGS SHALL HAVE APPROVED ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION PLACED IN A POSITION THAT IS PLAINLY LEGIBLE AND VISIBLE FROM THE STREET OR RAOD FRONTING THE PROPERTY. (R319.1)
 - 8. DAMPPROFFING, WHERE REQUIRED, SHALL BE INSTALLED WITH MATERIALS AND AS REQUIRED (R406.1) 9. VEHICULAR ACCESS DOORS SHALL COMPLY WITH

SECURITY REQUIREMENTS

SECTION R609.4

- 1. SCREENS, BARRICADES, OR FENCES MADE OF A MATERIAL WHICH WOULD PRECLUDE HUMAN CLIMBING SHALL BE PROVIDED AT EVERY PORTION OF EVERY ROOF, BALCONY, OR SIMILAR SURFACE WHICH IS WITHIN 8FT, OF THE UTILITY POLE OR SIMILAR STRUCTURES. (6707)
- 2. EVERY DOOR IN A SECURITY OPENING FOR AN APARTMENT HOUSE SHALL BE PROVIDED WITH A LIGHT BULB (60 WATT MIN.) AT A MAXIMUM HEIGHT OF 8 FEET ON THE EXTERIOR. (6708)
- 3. SLIDING GLASS DOORS PANELS SHALL BE CLOSED AND LOCKED WHEN SUBJECTED TO THE TESTS SPECIFIED IN SEC. 6717.1
- 4. METAL OR WOODEN OVERHEAD OR SLIDING DOORS SHALL BE SECURED WITH A CYLINDER LOCK, PADLOCK WITH A MIN. 9/32" DIAMETER HARDENED STEEL SHACKLE AND BOLTED, HARDENED STEEL HASPS, METAL SLIDE BOARD, BOLT OR EQUIVALENT DEVICE UNLESS SECURED ELECTRICALLY OPERATED. (6711)
- 5. PROVIDE METAL GUIDES AT TOP AND BOTTOM OF METAL ACCORDION GRATE OR GRILLE-TYPE DOORS AND CYLINDER LOCKS OR PADLOCKS. CYLINDER GUARDS SHALL BE INSTALLED ON ALL CYLINDER LOCKS WHENEVER THE CYLINDER PROJECTS BEYOND THE FACE OF THE DOOR OR IS OTHERWISE ACCESSIBLE TO GRIPPING TOOLS. (6712)
- 6. IN GROUP B. F. M. AND S OCCUPANCIES. PANES OF GLAZING WITH AT LEAST ONE DIMENSION GREATER THAN 5 IN. BUT LESS THAN 48 IN, SHALL BE CONSTRUCTED OF TEMPERED OR APPROVED BURGLARY-RESISTANT MATERIAL OR PROTECTED WITH METAL BARS OR GRILLES (6714)
- 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 OPENABLE FROM THE INSIDE WITHOUT USE OF KEY, SHALL BE FULLY TEMPERED GLASS PER SECTION 2406, OR APPROVED BURGLARY RESISTANT MATERIAL, OR SHALL BE PROTECTED BY METAL BARS, SCREENS OR GRILLS 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 OR TO VIEW PORTS OR WINDOWS WHICH DO NOT EXCEED 2" IN THER GREATEST DIMENSIONS. (6715.3)
- 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 OPENABLE WINBDOWS SHALL BE PROVIDED WITH SUBSTANTIAL LOCKING DEVICES. IN GROUP B. F. M AND S OCCUPANCIES, SUCH DEVICES SHALL BE GLIDE BARS, BOLTS, CROSS-BARS, AND/OR PADLOCKS 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, GRILLS, GRATES OR SIMILAR DEVICES CONSTRUCTED TO PRCLUDE 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, GRILLS, GRATES OR SIMILAR DEVICES THAT EXCEEDS
- 13. ALL OTHER OPENINGSMUST BE PROTECTED BY METAL BARS OR GRILLES WITH OPENINGS OF NOT LESS THAN 6 INCHES IN ONE DIMENSION.

TWO INCHES IN ANY DIMENSION.

- 14. ALL ENTRY DOORS TO DWELLING UNITS OR GUEST ROOMS SHALL BE ARRANGED SO THAT THE OCCUPANT HAS A VIEW OF THE AREA IMMEDIATELY OUTSIDE THE DOOR WITHOUT OPENING THE DOOR. SUCH VIEW MAY BE PROVIDED BY A DOOR VIEWER. THROUGH WINDOWS LOCATED IN THE VICINITY OF THE DOOR OR THROUGH VIEW
- 15. WOOD FLUSH-TYPE DOORS SHALL BE 1 3/8" THICK MINIMUM WITH SOLID CORE CONSTRUCTION. (6709.1) DOOR STOPS OF IN-SWINGING DOORS SHALL BE OF ONE-PIECE CONSTRUCTION WITH THE JAMB, OR JOINED BY RABBET TO THE JAMB. (6709.4)

PORTS IN THE DOOR OR ADJOINING WALL. (6706)

16. ALL PIN-TYPE DOOR HINGES ACCESSIBLE FROM OUTSIDE SHALL HAVE NON-REMOVABLE HINGE PINS. HINGES SHALL HAVE MIN. 1/4" DIA. STEEL JAMB STUD WITH 1/4" MIN. PROTECTION. THE STRIKE PLATE FOR LATCHES AND HOLDING DEVICE FOR PROJECTING DEAD BOLTS IN WOOD CONSTRUCTION SHALL BE SECURED TO THE JAMB AND THE WALL FRAMING WITH SCREWS NO LESS THAN 2-1/2" LONG. (6709.5, 6709.7)

17. PROVIDE DEAD BOLTS WITH HARDENED INSERTS;

DEADLOCKING LATCH WITH KEY-OPERATED LOCKS ON EXTERIOR. DOORS MUST BE OPERABLE FROM THE INSIDE WITHOUT A KEY, SPECIAL KNOWLEDGE, OR SPECIAL EFFORT (LATCH NOT REQUIRED IN B, F, M AND S OCCUPANCIES). (6709.2)

18. STRAIGHT DEAD BOLTS SHALL HAVE A MIN. THROW OF 1" AND AN EMBEDMENT OF NOT LESS THAN 5/8". AND A HOOK-SHAPED OR AN EXPANDING-LUG DEADBOLT SHALL HAVE A MINIMUM THROW OF 3/4". (6709.2)

19. WOOD PANEL TYPE DOORS MUST HAVE PANELS AT LEAST 9/16 INCH THICK WITH SHAPED PORTIONS OF THE PANELS NOT LESS THAN 1/4 INCH THICK, AND INDIVIDUAL PANELS MUST BE NO MORE THAN 300 SQ. IN. IN AREA. MULLIONS SHALL BE CONSIDERED A PART OF ADJACENT HAVE AN OVERALL WIDTH OF NOT LESS THAN 2 INCHES. STILES AND RAILS SHALL BE OF SOLID LUMBER IN 1 3/8 INCHES AND 3 INCHES IN WIDTH. (6709.1 ITEM 2)

20. SLIDING GLASS DOORS SHALL BE PROVIDED WITH A DEVICE IN THE UPPER CHANNEL OF THE MOVING PANEL TO PROHIBIT RAISING AND REMOVAL OF THE MOVING PANEL FROM THE TRACK WHILE IN THE CLOSED POSITION. (6710)

GENERAL NOTES:

- 1. EXHAUST FANS TO HAVE 50 CFM INTERMITTENT OR 35 CFM CONTINUOUS.
- 2. BATHROOM EXHAUST FANS SHALL BE ENERGY STAR COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.
- 3. NEWLY INSTALLED BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDISTAT WHICH SHALL BE READILY ACCESSIBLE
- 4. INSTALLED AUTOMATIC IRRIGATION SYSTEM CONTROLLERS ARE SOIL BASED.
- 5. ALL BATHROOMS TO HAVE WATER RESISTANT GYP.
- 6. CONTRACTOR TO VERIFY PROPERTY LINE & WALL LOCATIONS WITH FIELD SURVEY PRIOR TO WALL PLACEMENT.
- 7. ALL DIMENSIONS TO FRAMING LINE. COORDINATE WITH WALL TYPES ON A0.12.

8. THE PANEL OR SUBPANEL SHALL PROVIDE CAPACITY TO

INSTALL A 40-AMPERE MINIMUM DEDICATED BRANCH

CIRCUIT AND SPACE(S) RESERVED TO PERMIT ISTALLATION OF A BRANCH CIRCUIT OVERCURRENT PROTECTIVE DEVICE. 9. THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE

CAPABLE. THE RACEWAYTERMINATION LOCATION SHALL BE

SPACE(S) RESERVED FOR FUTURE EV CHARCHING AS EV

PERMANENT AND VISIBLY MARKED EV CAPABLE.

- **10.** 1-HR CONSTRUCTION AT UNDERSIDE OF ALL SIDE YARD PROJECTIONS.
- 11. ALL DOORS 4" FROM WALL U.O.N.

HEALTH'S SPECIFICATION.

- 12. 80% OF THE TOAL AREA RECEIVING RESILIENT FLOORING SHALL COMPLY WITH ONE OR MORE OF THE **FOLLOWING:**
- A. VOC EMISSION LIMITS DEFINED IN THE CHPS HIGH PERFORMANCE PRODUCTS DATABASE B. PRODUCTS COMPLIANT WITH THE CHPS CRITERIA CERTIFIED UNDER THE GREEGAURD CHILDREN & SCHOOLS PROGRAM.
- C. CERTIFICATION UNDER THE RESILIENT FLOOR COVERING INSTITUTE (RFCI) FLOORSCORE PROGRAM. D. MEET THE CALIFORNIA DEPARTMENT OF PUBLIC
- 13. THE HEATING AND AIR-CONDITIONING SYSTEMS SHALL BE SIZED AND DESIGNED LISING ANSI/ACCA MANUAL J-2004 ANSI/ACCA 29-D-2009 OR ASHRAE HANDBOOKS AND HAVE THE EQUIPMENT SELECTED IN ACCORDANCE WITH ANSI/ACCA 36-S MANUAL S-2004.

14. FOR EXISTING POOL ON SITE, PROVIDE AN ALARM FOR

ENCLOSURE. THE ALARM SHALL SOUND CONTINUOUSLY

DOORS TO THE DWELLING THAT FORM A PART OF THE POOL

FOR A MIN. OF 30 SECONDS WHEN THE DOOR IS OPENED. IT

- SHALL AUTOMATICALLY RESET AND BE EQUIPPED WITH A MANUAL MEANS TO DEACTIVATE (FOR 15 SECS. MAX) FOR A SINGLE OPENING. THE DEACTIVATION SWITCH SHALL BE AT LEAST 54" ABOVE THE FLOOR. (6109 OF LADBC) 15. FOR ONE- AND TWO-FAMILY DWELLINGS, ANY PERMANENTLY INSTALLED OUTDOOR IN-GROUND SWIMMING POOL OR SPA SHALL BE EQUIPPED WITH A COMVER HAVING A MANUAL OR POWER-OPERATED REEL
- ITS IRREGULAR SHAPE, A MINIMUM OF 80 PERCENT OF THE POOL SHALL BE COVERED. 16. A COPY OF THE CONSTRUCTION DOCUMENTS OR A COMPARABLE DOCUMENT INDICATING THE INFORMATION

FROM ENERGY CODE SECTIONS 110.10(B) THROUGH

SYSTEM. FOR IRREGULAR-SHAPED POOLS WHERE IT IS

INFEASIBLE TO COVER 100 PERCENT OF THE POOL, DUE TO

- 110.10(C) SHALL BE PROVIDED TO THE OCCUPANT. 17. THE MAIN ELECTRICAL SERVICE PANEL SHALL HAVE A RESERVED SPACE TO ALLOW FOR INSTALLATION OF DOUBLE POLE CIRCUIT BREAKER FOR A FUTURE SOLAR ELECTRIC INSTALLATION. THE RESERVED SPACE SHALL BE POSITIONED AT THE OPPOSITE (LOAD) END FROM THE INPUT FEEDER LOCATION OR MAIN CIRCUIT LOCATION AND SHALL BE PERMANENTLY MARKED AS 'FOR FUTURE SOLAR
- 18. LOCKS SHALL BE INSTALLED ON ALL PUBLICLY ACCESSIBLE EXTERIOR FAUCETS AND HOSE BIBS. (4.304.4)

ELECTRIC'.

SEWER. (4.305.4)

REQUIRED.

19. FOR SITES WITH OVER 500 SQUARE FEET OF LANDSCAPE AREA, WASTE PIPING SHALL BE ARRANGED TO PERMIT DISCHARGE FROM THE CLOTHESWASHER, BATHTUB, SHOWERS, AND BATHROOM/RESTROOMS WASH BASINS TO BE USED FOR A FUTURE GRAY WATER IRRIGATION SYSTEM. (4.305.1)

20. WATER USED IN THE BUILDING FOR WATER CLOSETS,

URINALS, FLOOR DRAINS, AND PROCESS COOLING AND

HEATING SHALL COME FROM CITY-RECYCLE WATER IF

- AVAILABLE FOR USE WITHIN 200 FEET OF THE PROPERTY LINE. (4.305.2) 21. WHERE GROUNDWATER IS BEING EXTRACTED AND DISCHARGED, A SYSTEM FOR ONSITE REUSE OF THE GROUNDWATER SHALL BE DEVELOPED AND CONSTRUCTED IF THE GROUNDWATER WILL NOT BE DISCHARGED TO THE
- 22. THE HOT WATER SYSTEM SHALL NOT ALLOW MORE THAN 0.6 GALLONS OF WATER TO BE DELIVERED TO ANY FIXTURE BEFORE HOT WATER ARRIVES OR SHALL COMPLY WITH EITHER LOS ANGELES PLUMBING CODE SECTION 610.4.1.2 OR 610.4.1.3.

23. THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT

CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED

EV SPACES AT THE FULL RATED AMPERAGE OF THE EVSE.

BRANCH CIRCUIT. A SEPARATE ELECTRICAL PERMIT IR

PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM

FIRE-RESISTANCE RATED CONSTRUCTION:

1. IN COMBUSTIBLE CONSTRUCTION, FIRE BLOCKING SHALL BE PROVIDED TO CUT OFF ALL CONCEALED DRAFT OPENINGS (BOTH VERTICAL AND HORIZONTAL) AND TO FORM AN EFFECTIVE FIRE BARRIER BETWEEN STORIES, AND BETWEEN A TOP STORY AND THE ROOF SPACE. (R302.11)

2. IN COMBUSTIBLE CONSTRUCTION WHERE THERE IS USABLE SPACE BOTH ABOVE AND BELOW THE CONCEALED PANELS EXCEPT MULLIONS NOT OVER 18 INCHES LONG MAY SPACE OF A FLOOR/CEILING ASSEMBLY, DRAFTSTOPS SHALL BE INSTALLED SO THAT THE AREA OF THE CONCEALED SPACE DOES NOT EXCEED 1,000 SQUARE FEET. THICKNESS WITH OVERALL DIMENSIONS OF NOT LESS THAN DRAFTSTOPPING SHALL DIVIDE THE CONCEALED SPACE INTO APPROXIMATELY EQUAL AREAS. (R302.12)

GREEN BLDG NOTES:

1. WOOD BURNING FIREPLACES AND OTHER WOOD BURNING DEVICES ARE PROHIBITED.

2. NEW MECHANICALLY VENTILATED BUILDINGS SHALL PROVIDE REGULARLY OCCUPIED AREAS OF THE BUILDING WITH A **MERV** 13 FILTER FOR OUTSIDE AND RETURN AIR. FILTERS SHALL BE INSTALLED PRIOR TO OCCUPANCY AND RECOMMENDATIONS FOR MAINTENANCE WITH FILTERS OF THE SAME VALUE SHALL BE INCLUDED IN THE OPERATION AND MAINTENANCE MANUAL.

3. BUILDING MATERIALS WITH VISIBLE SIGNS OF WATER DAMAGE SHALL NOT BE INSTALLED. WALL AND FLOOR FRAMING SHALL NOT BE ENCLOSED UNTIL IT IS INSPECTED AND FOUND TO BE SATISFACTORY BY THE BUILDING INSPECTOR.

4. THE HEATING AND AIR-CONDITIONING SYSTEMS SHALL BE SIZED AND DESIGNED USING ANSI/ACCA MANUAL J2011, ANSI/ACCA 29-D-2014 OR ASHRAE HANDBOOKS AND HAVE THEIR EQUIPMENT SELECTED IN ACCORDANCE WITH ANSI/ACCA 3 MANUAL S-2014.



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REVISIONS

GENERAL

NOTES

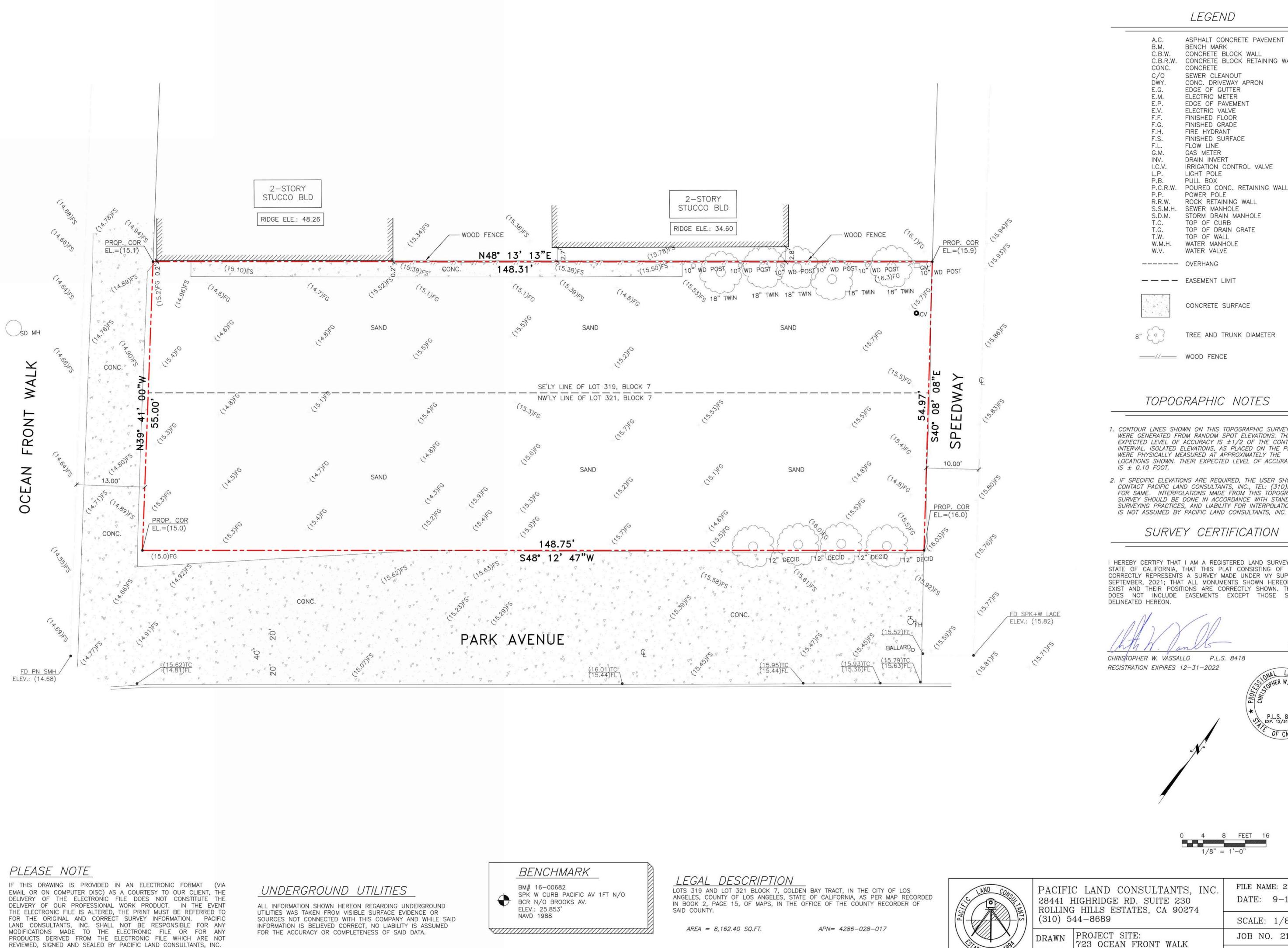
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DATE 10/13/2023 1:30:02 PM

21-A009



LEGEND

ASPHALT CONCRETE PAVEMENT BENCH MARK CONCRETE BLOCK WALL C.B.W. CONCRETE BLOCK RETAINING WALL C.B.R.W. CONC. CONCRETE SEWER CLEANOUT CONC. DRIVEWAY APRON EDGE OF GUTTER ELECTRIC METER EDGE OF PAVEMENT ELECTRIC VALVE FINISHED FLOOR FINISHED GRADE FIRE HYDRANT FINISHED SURFACE FLOW LINE GAS METER DRAIN INVERT IRRIGATION CONTROL VALVE LIGHT POLE PULL BOX P.C.R.W. POURED CONC. RETAINING WALL POWER POLE R.R.W. ROCK RETAINING WALL S.S.M.H. SEWER MANHOLE S.D.M. STORM DRAIN MANHOLE TOP OF CURB TOP OF DRAIN GRATE TOP OF WALL W.M.H. WATER MANHOLE WATER VALVE

--- EASEMENT LIMIT

CONCRETE SURFACE

TREE AND TRUNK DIAMETER

TOPOGRAPHIC NOTES

- 1. CONTOUR LINES SHOWN ON THIS TOPOGRAPHIC SURVEY WERE GENERATED FROM RANDOM SPOT ELEVATIONS. THE EXPECTED LEVEL OF ACCURACY IS ±1/2 OF THE CONTOUR INTERVAL. ISOLATED ELEVATIONS, AS PLACED ON THE PLAT WERE PHYSICALLY MEASURED AT APPROXIMATELY THE LOCATIONS SHOWN. THEIR EXPECTED LEVEL OF ACCURACY
- 2. IF SPECIFIC ELEVATIONS ARE REQUIRED, THE USER SHOULD CONTACT PACIFIC LAND CONSULTANTS, INC., TEL: (310)544-8689 FOR SAME. INTERPOLATIONS MADE FROM THIS TOPOGRAPHIC SURVEY SHOULD BE DONE IN ACCORDANCE WITH STANDARD SURVEYING PRACTICES, AND LIABILITY FOR INTERPOLATIONS

SURVEY CERTIFICATION

I HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR OF THE STATE OF CALIFORNIA, THAT THIS PLAT CONSISTING OF ONE SHEET CORRECTLY REPRESENTS A SURVEY MADE UNDER MY SUPERVISION IN SEPTEMBER, 2021; THAT ALL MONUMENTS SHOWN HEREON ACTUALLY EXIST AND THEIR POSITIONS ARE CORRECTLY SHOWN. THIS SURVEY DOES NOT INCLUDE EASEMENTS EXCEPT THOSE SPECIFICALLY

10/01/21

DATE

CHRISTOPHER W. VASSALLO P.L.S. 8418 REGISTRATION EXPIRES 12-31-2022



4 8 FEET 16



PACIFIC LAND CONSULTANTS, INC. 28441 HIGHRIDGE RD. SUITE 230 ROLLING HILLS ESTATES, CA 90274

723 OCEAN FRONT WALK LOS ANGELES, CA

FILE NAME: 21099LS.DWG DATE: 9-19-2021SCALE: 1/8" = 1'-0'

JOB NO. 21099

SHEET 1 OF 1

SED ARCHIT RAMSEY DAHAM No. C-34257 RENEWAL DATE OF CALIFOR RONT WALK CA 90291

7

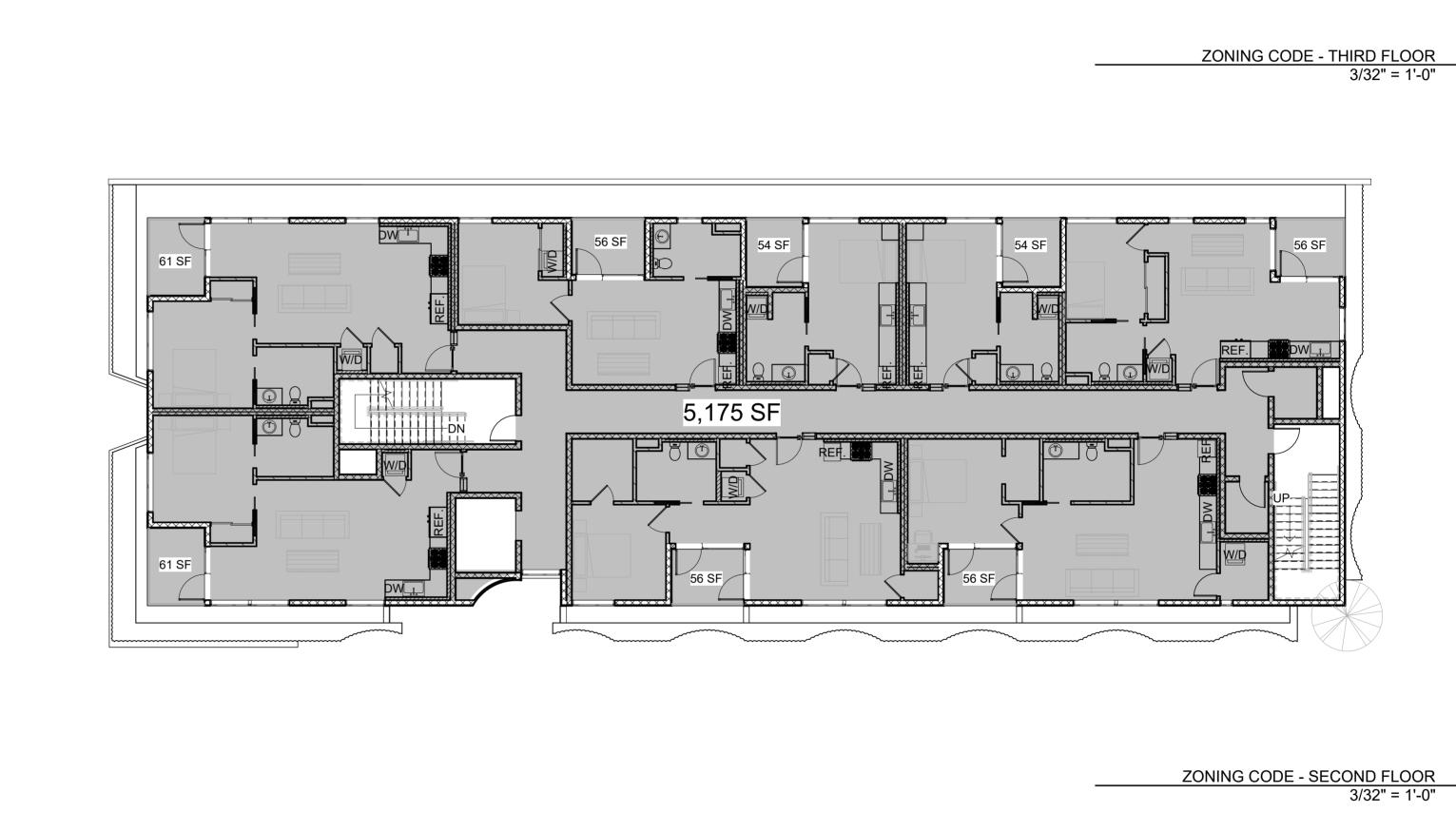
REVISIONS

EXISTING SITE

SURVEY DRAWN CHECKED

DATE 10/13/2023 1:30:05 PM

21-A009



5,175 SF

REVISIONS ZONING CODE - SECOND FLOOR 3/32" = 1'-0" SPEEDWAY AVE 1,472 SF DRAWN CHECKED JOB# 108 SF (COVERED AREA) PARK AVE. 154 SF (COVERED AREA) 98 SF (COVERED AREA) ZONING CODE - FIRST FLOOR 3/32" = 1'-0"

ZONING CODE FLOOR AREA 1,472 SF 363 SF 5,175 SF 455 SF 5,175 SF 455 SF TOTAL PROVIDED 13,095 SF

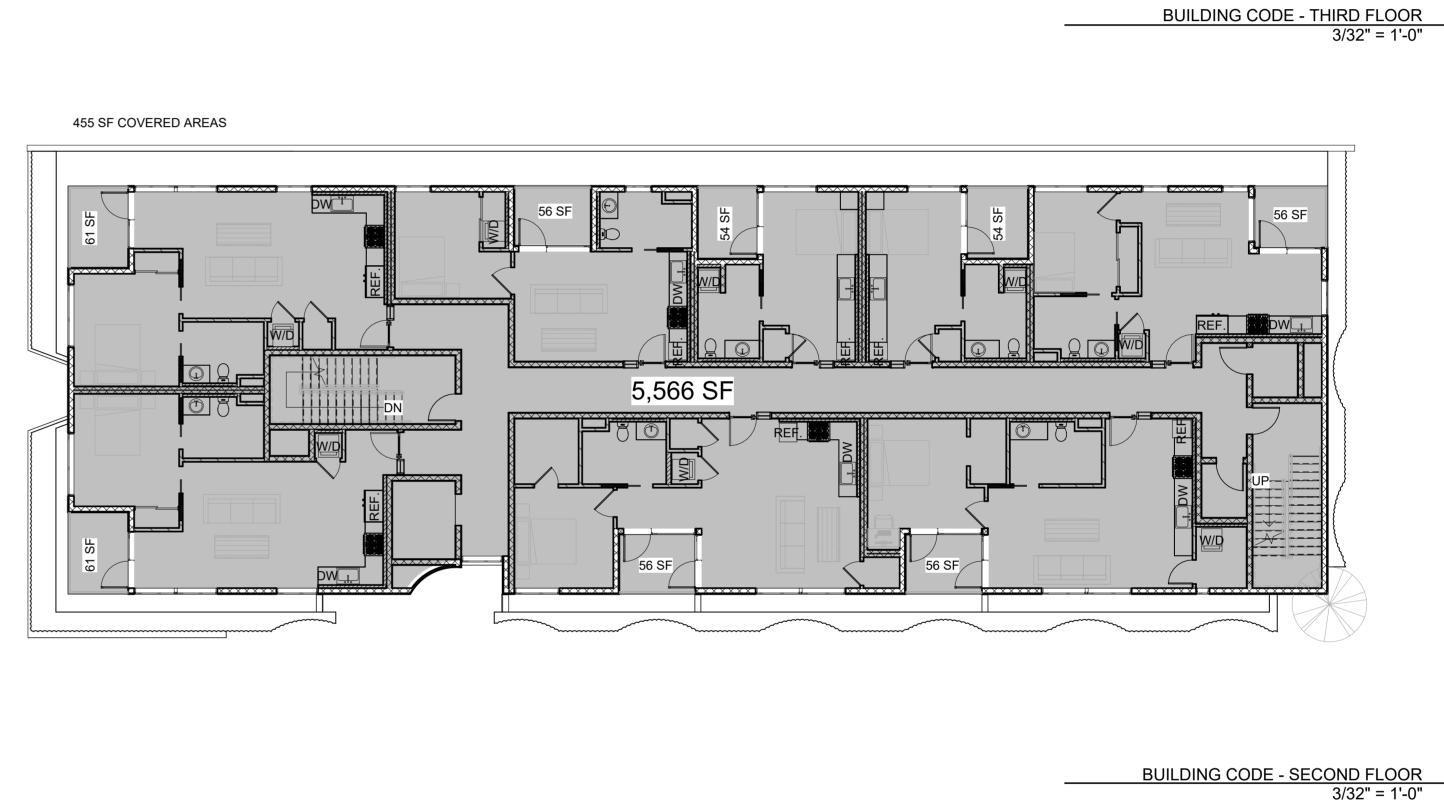
OCEAN FRONT

RAMSEY DAHAM No. C-34257 RENEWAL DATE RENEWAL DATE

723 OCEAN FRONT WALK VENICE, CA 90291

SQUARE FOOTAGE BREAKDOWNS

DATE 10/13/2023 1:30:15 PM 3/32" = 1'-0" 21-A009



5,596 SF

108 SF PARK AVE.

5,566 SF

OCEAN FRONT WALK

__1,509 SF

154 SF (COVERED AREA)

455 SF COVERED AREAS

7,465 SF

6,021 SF

6,021 SF

19,507 SF

BUILDING CODE FLOOR AREA

FIRST FLOOR

SECOND FLOOR

THIRD FLOOR

TOTAL PROVIDED

RAMSEY DAHAM No. C-34257 10/31/23 RENEWAL DATE OF CALIFORNI

723 OCEAN FRONT WALK VENICE, CA 90291

REVISIONS

SQUARE FOOTAGE BREAKDOWNS

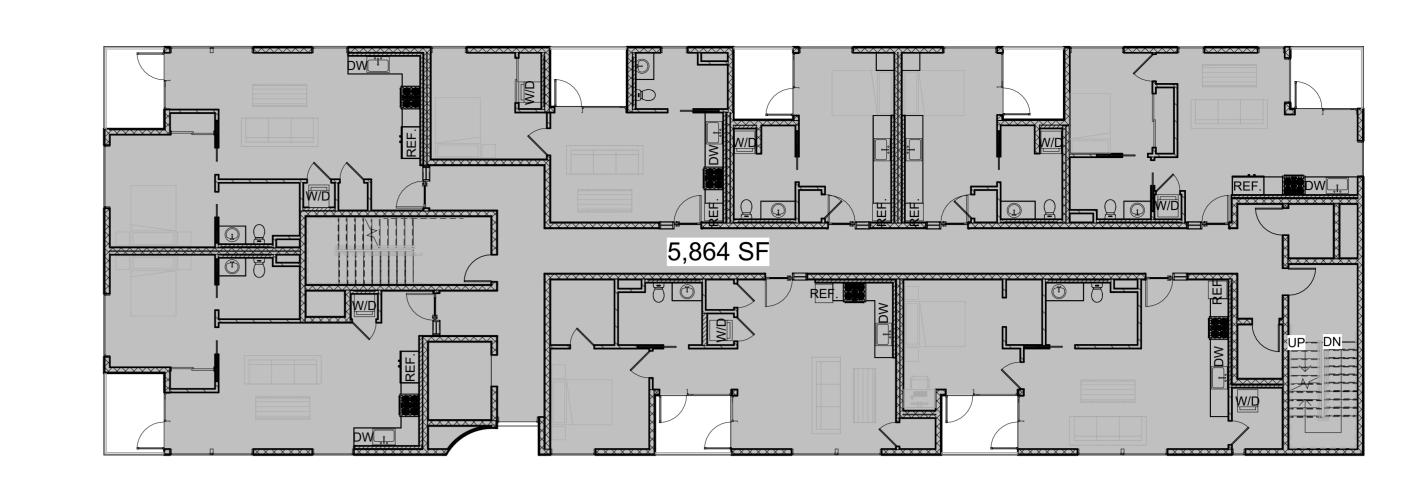
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3/32" = 1'-0" 21-A009 JOB#

A0.28

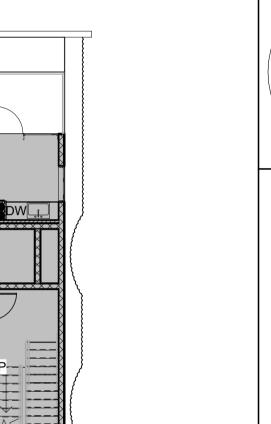
SPEEDWAY AVE.

BUILDING CODE - FIRST FLOOR 3/32" = 1'-0"



5,864 SF

SCHOOL FEES - THIRD FLOOR 3/32" = 1'-0"



723 OCEAN FRONT WALK VENICE, CA 90291 REVISIONS

RAMSEY DAHAM No. C-34257

10/31/23 RENEWAL DATE

OF CALIFORNIA

SCHOOL FEES - SECOND FLOOR 3/32" = 1'-0"

258 SF-	SPEEDWAY AVE.
PARK AVE.	

SCHOOL FEES FLOOR AREA		
FIRST FLOOR	2,186 SF	
SECOND FLOOR	5,864 SF	
THIRD FLOOR	5,864 SF	
TOTAL PROVIDED	13,914 SF	

SCHOOL FEES - FIRST FLOOR 3/32" = 1'-0"

SQUARE FOOTAGE BREAKDOWNS

DRAWN CHECKED

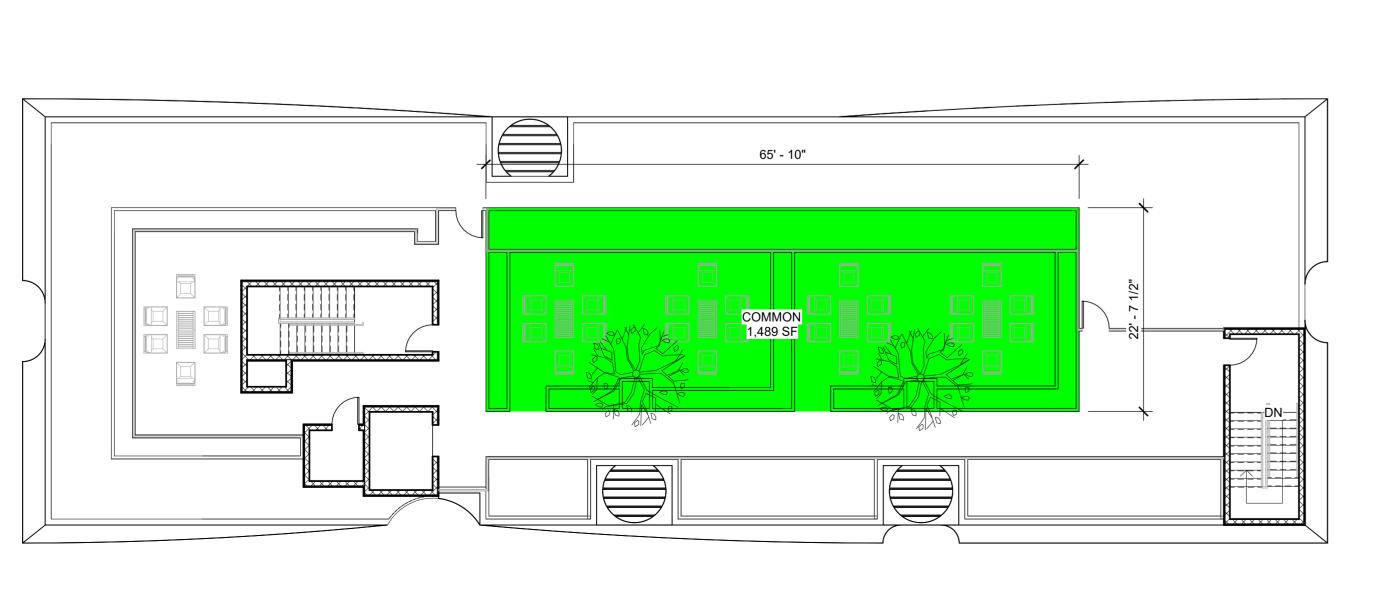
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21-A009

CENSED ARCHITE
RAMSEY DAHAM No. C-34257
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
10/31/23 RENEWAL DATE
RENEWAL DATE OF CALIFORNIE

723 OCEAN FRONT WALK VENICE, CA 90291

6' - 8"	8' - 5 1/2"	6'-9"
PRIVATE 50 SF F	PRIVATE 50 SF 1.18	PRIVATE 50 SF 50 S
PRIVATE DWI	PRIVATE 50 SF 8' - 4 1/2"	PRIVATE 50 SF
* *	* *	OPEN SPACE - SECOND FLOC



OPEN SPACE PROVIDED VS. REQUIRED

COMMON OPEN SPACE TREE COUNT

6 TREES TOTAL

4 TREES

REQUIRED

2 TREES 1 TREE PER EVERY 4 UNITS

16 UNITS / 4 =

2,289 SF

16 UNITS @ < 3 HABITABLE ROOMS (100 S.F.) (1 UNITS)(100 S.F.) =

0 UNITS @ 3 HABITABLE ROOMS (125 S.F.) (14 UNITS)(125 S.F.) =

0 UNITS @ > 3 HABITABLE ROOMS (175 S.F.) (0 UNITS)(175 S.F.) =

4 TREES

4 TREES

TOTAL REQUIRED OPEN SPACE:

1,600 SF

0 SF

0 SF

1,600 SF

PROVIDED

COMMON OPEN SPACE:

PRIVATE OPEN SPACE TOWARDS CALCULATION

BASED ON ZONING CODE 12.21 G:

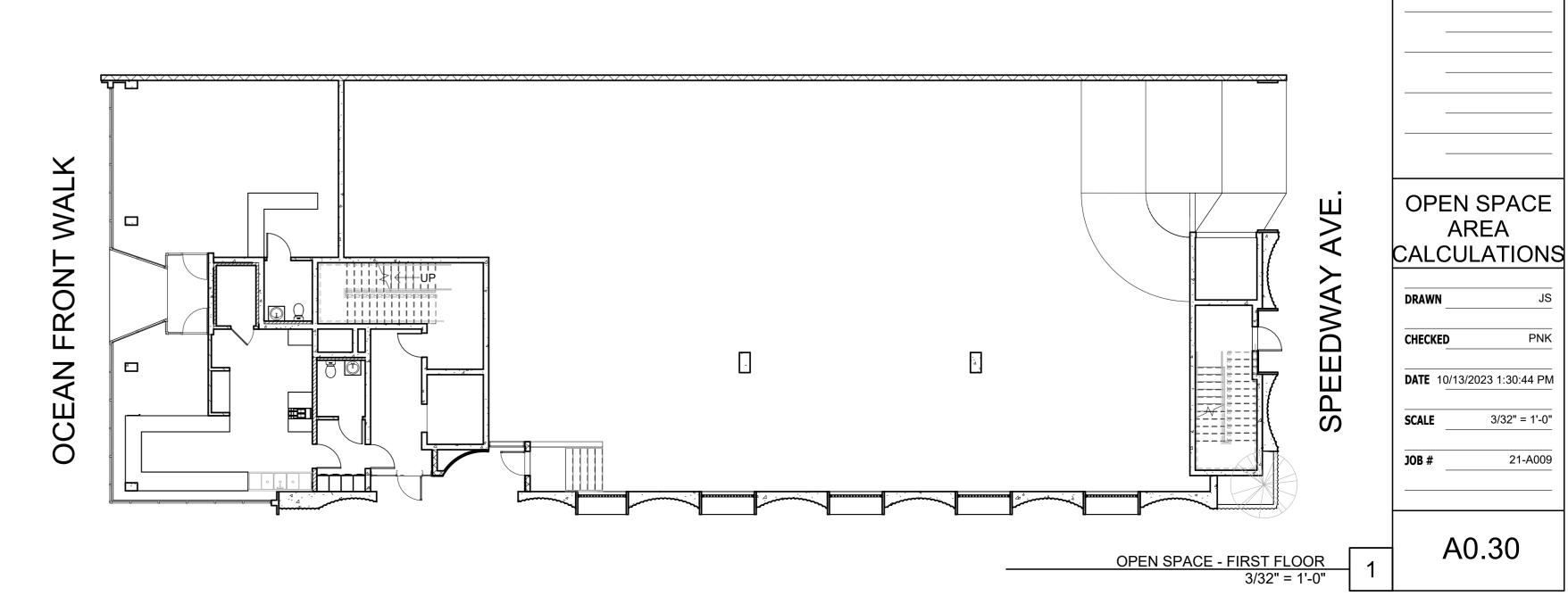
TOTAL PROVIDED OPEN SPACE:

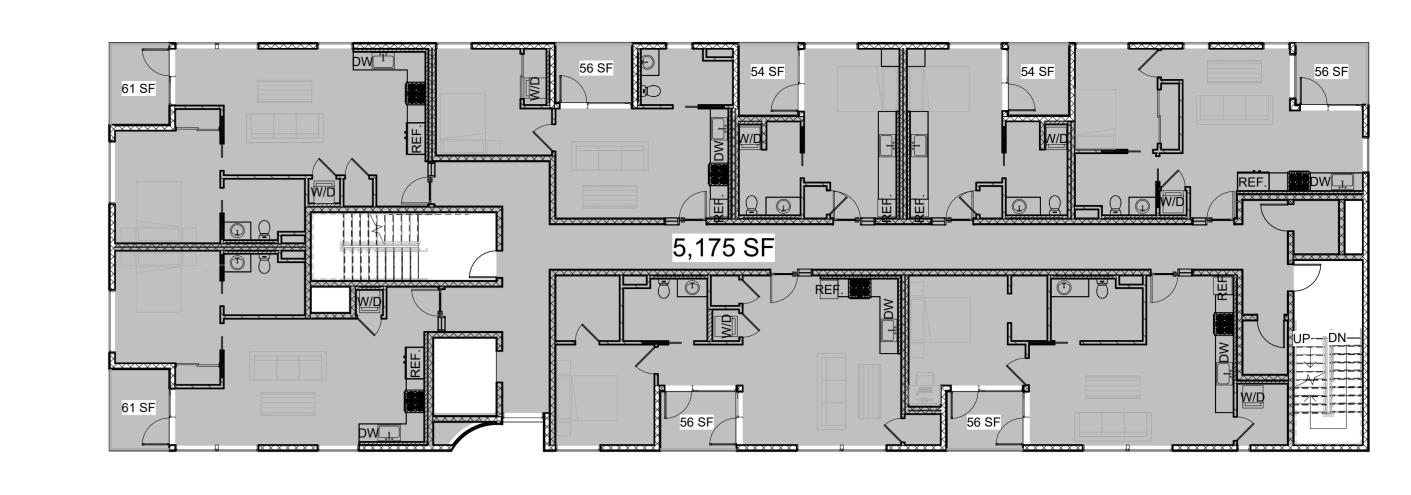
PROVIDED

ON SIDEWALK

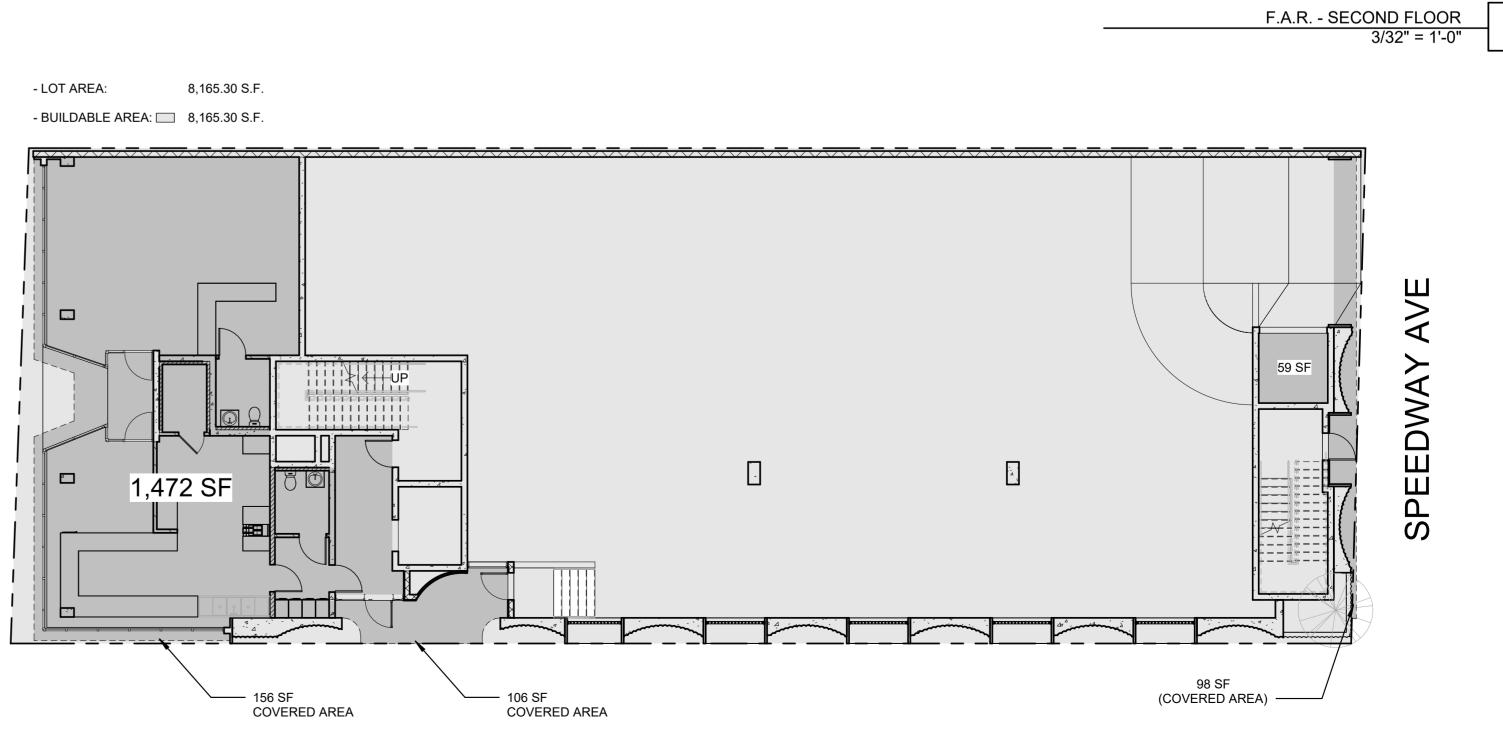
ON SITE

TOTAL





5,175 SF



F.A.	R. CALCULATIONS	
FIRST FLOOR -COVERED		1,472 SF 363 SF
SECOND FLOOR -COVERED		5,175 SF 455 SF
THIRD FLOOR -COVERED		5,175 SF 455 SF
TOTAL PROVIDE	D	13,095 SF

OCEAN FRONT WALK

F.A.R. - THIRD FLOOR 3/32" = 1'-0"

RAMSEY DAHAM No. C-34257 10/31/23 RENEWAL DATE OF CALIFORNIA

723 OCEAN FRONT WALK VENICE, CA 90291

REVISIONS

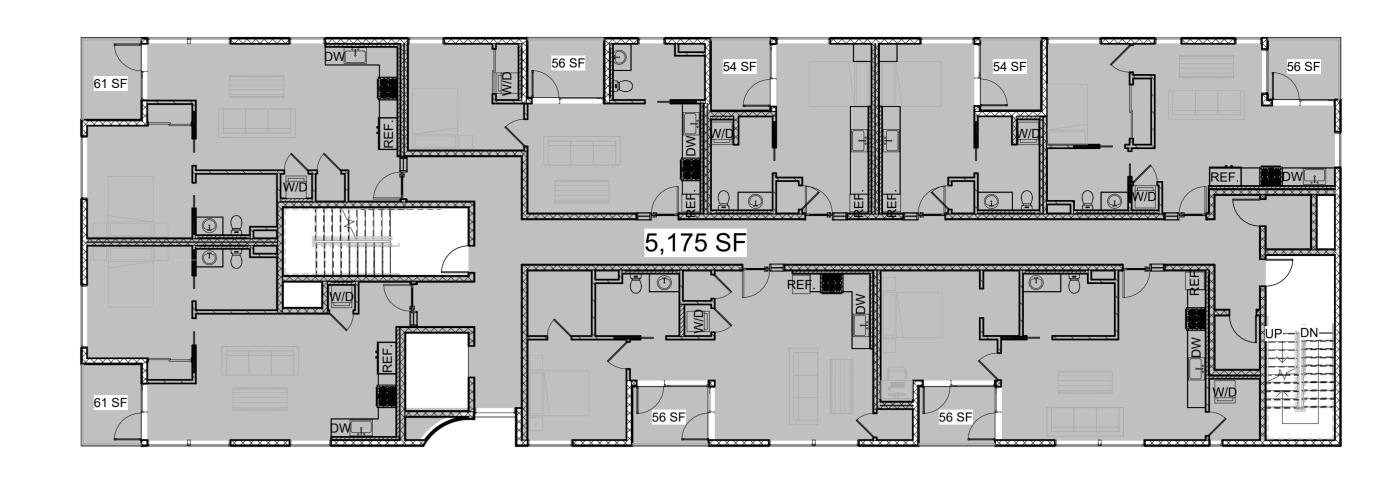
F.A.R.

CALCULATIONS DRAWN

CHECKED **DATE** 10/13/2023 1:30:55 PM SCALE 3/32" = 1'-0" JOB# 21-A009

A0.31

F.A.R. - FIRST FLOOR 3/32" = 1'-0"



5,175 SF

F.A.R. - THIRD FLOOR RESIDENTIAL 3/32" = 1'-0"

RAMSEY DAHAM No. C-34257 10/31/23 RENEWAL DATE OF CALIFORN

723 OCEAN FRONT WALK VENICE, CA 90291

REVISIONS

F.A.R. - SECOND FLOOR RESIDENTIAL 3/32" = 1'-0"

F.A.R. CALCULATIONS

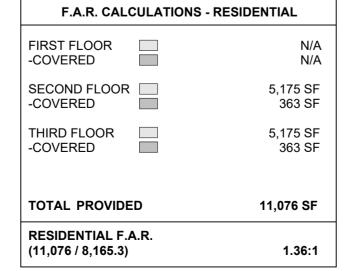
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A0.32

F.A.R. - FIRST FLOOR RESIDENTIAL 3/32" = 1'-0"

SPEEDWAY

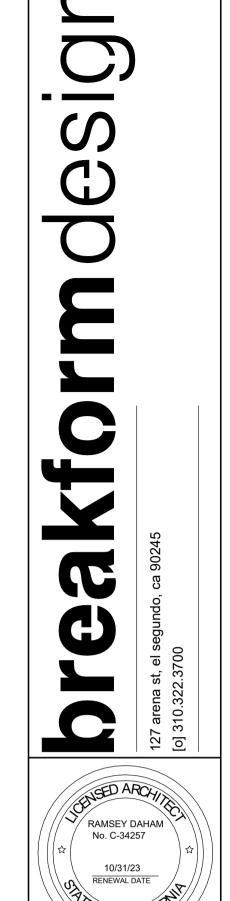


- LOT AREA:

OCEAN FRONT WALK

8,165.30 S.F.

- BUILDABLE AREA: 8,165.30 S.F.



723 OCEAN FRONT WALK VENICE, CA 90291

EVISIONS						

ROOF ACCESS STRUCTURES

DRAWNAuthorCHECKEDChecker

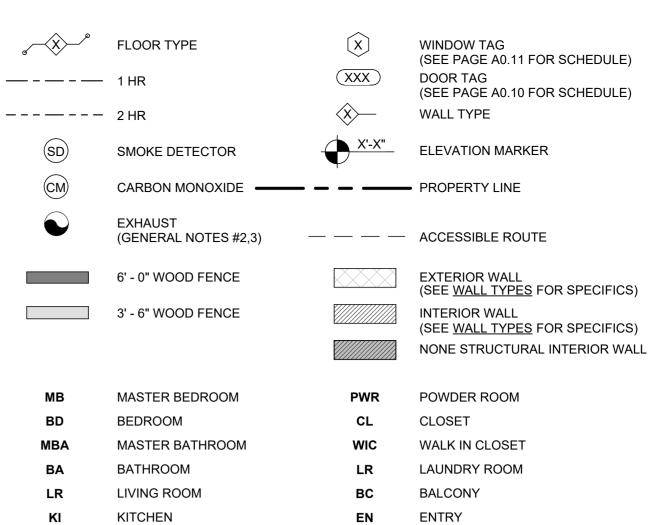
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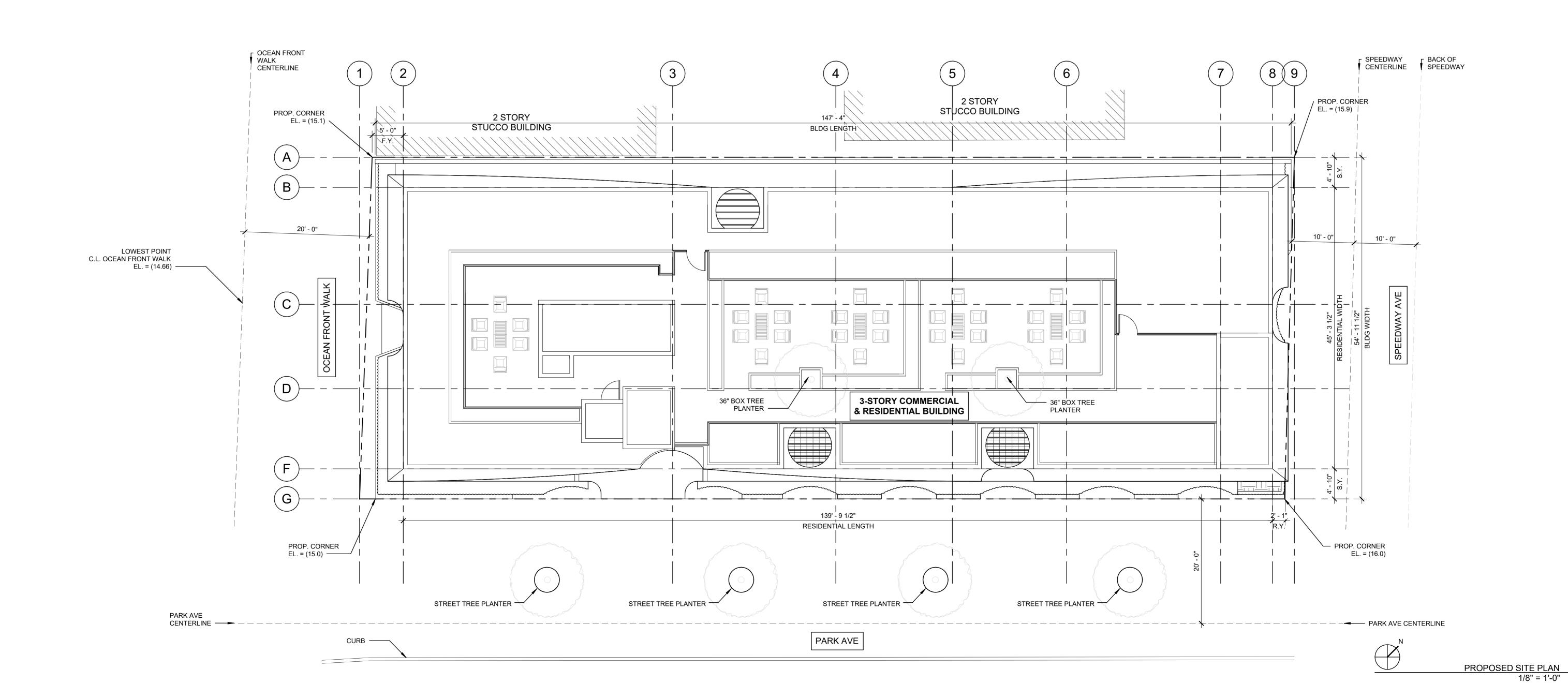
SCALE 3/32" = 1'-0"

JOB # 21-A009

A0.33

DINING ROOM





RAMSEY DAHAM
No. C-34257

10/31/23
RENEWAL DATE

723 OCEAN FRONT WALK VENICE, CA 90291

REVISIONS

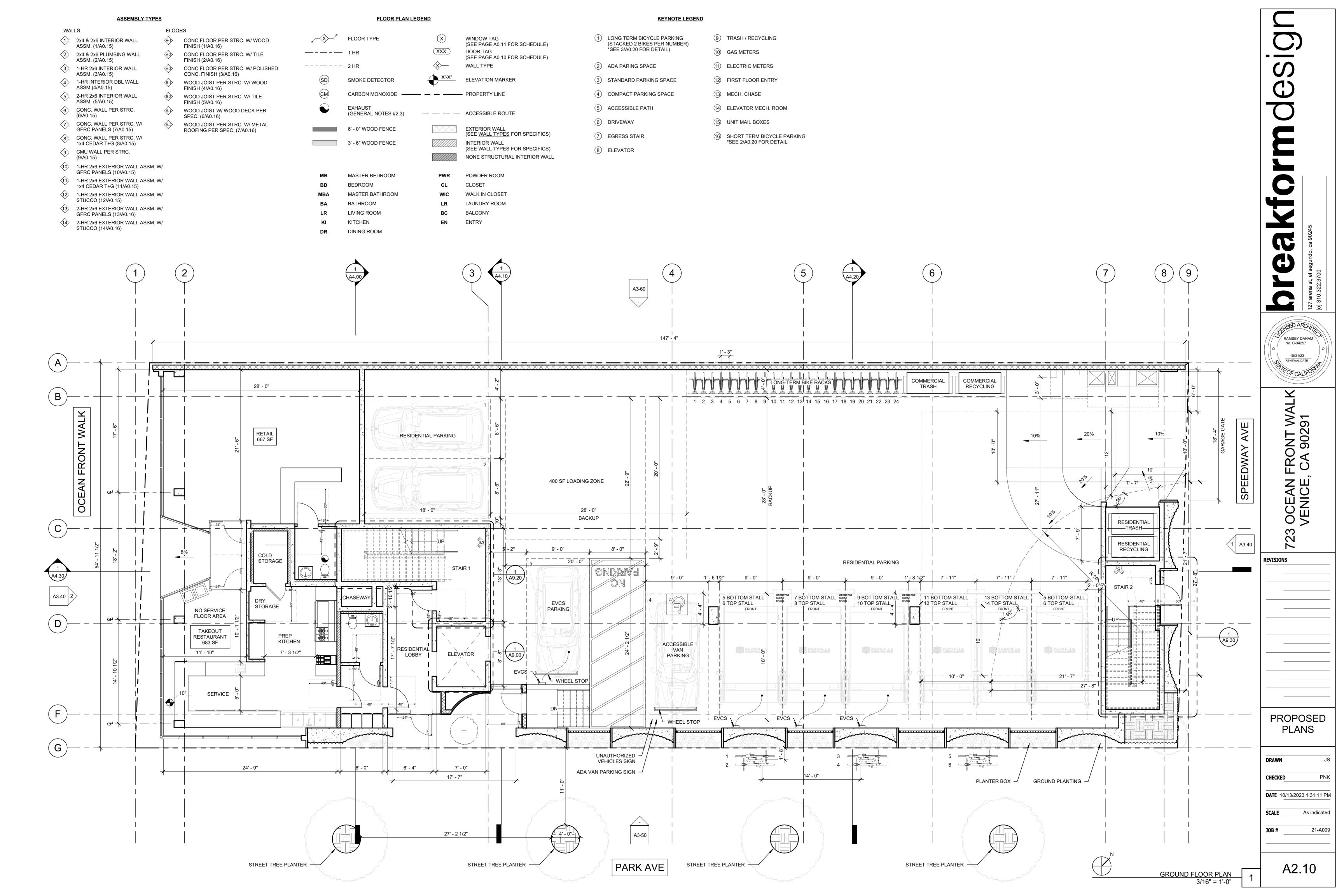
PROPOSED SITE PLAN

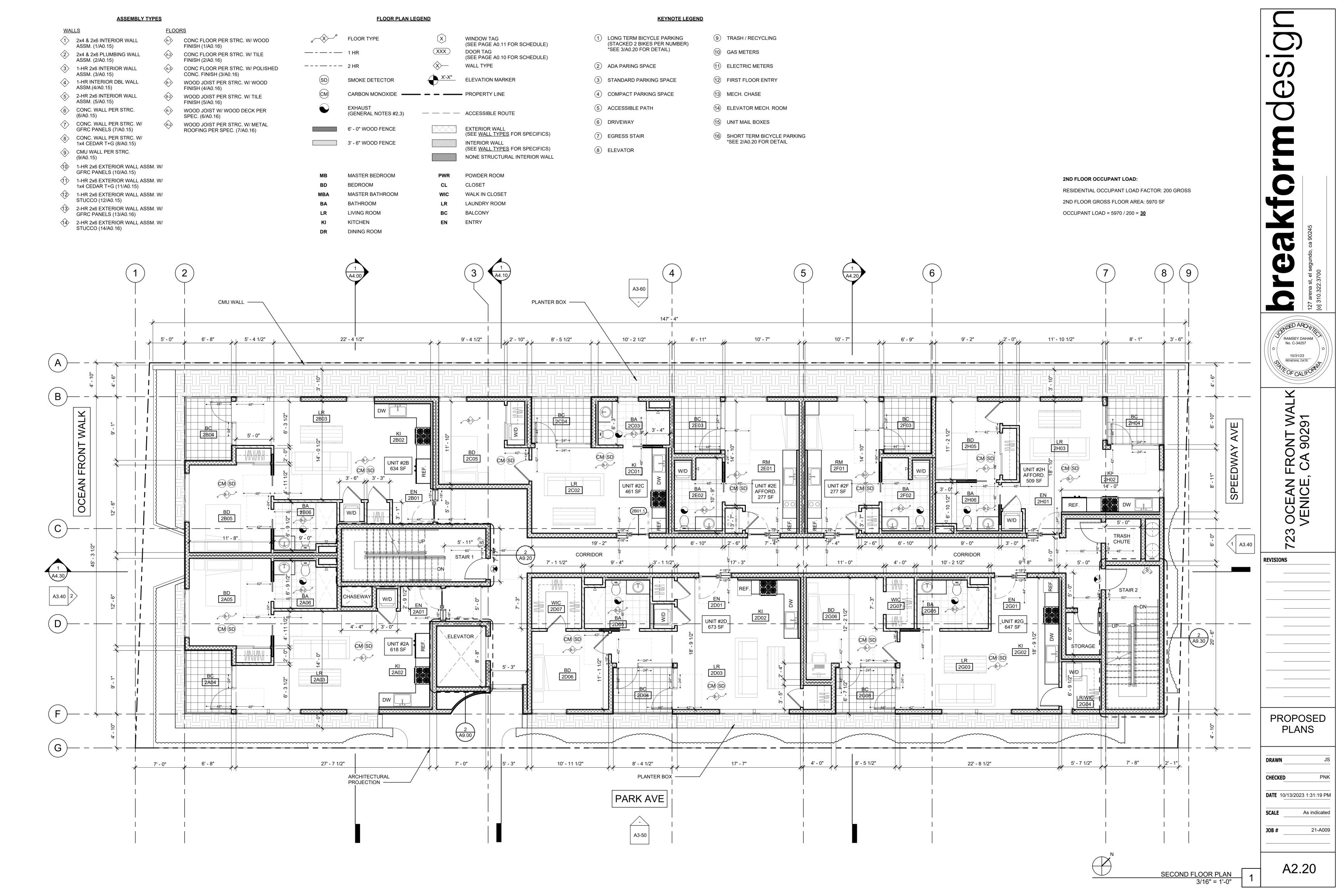
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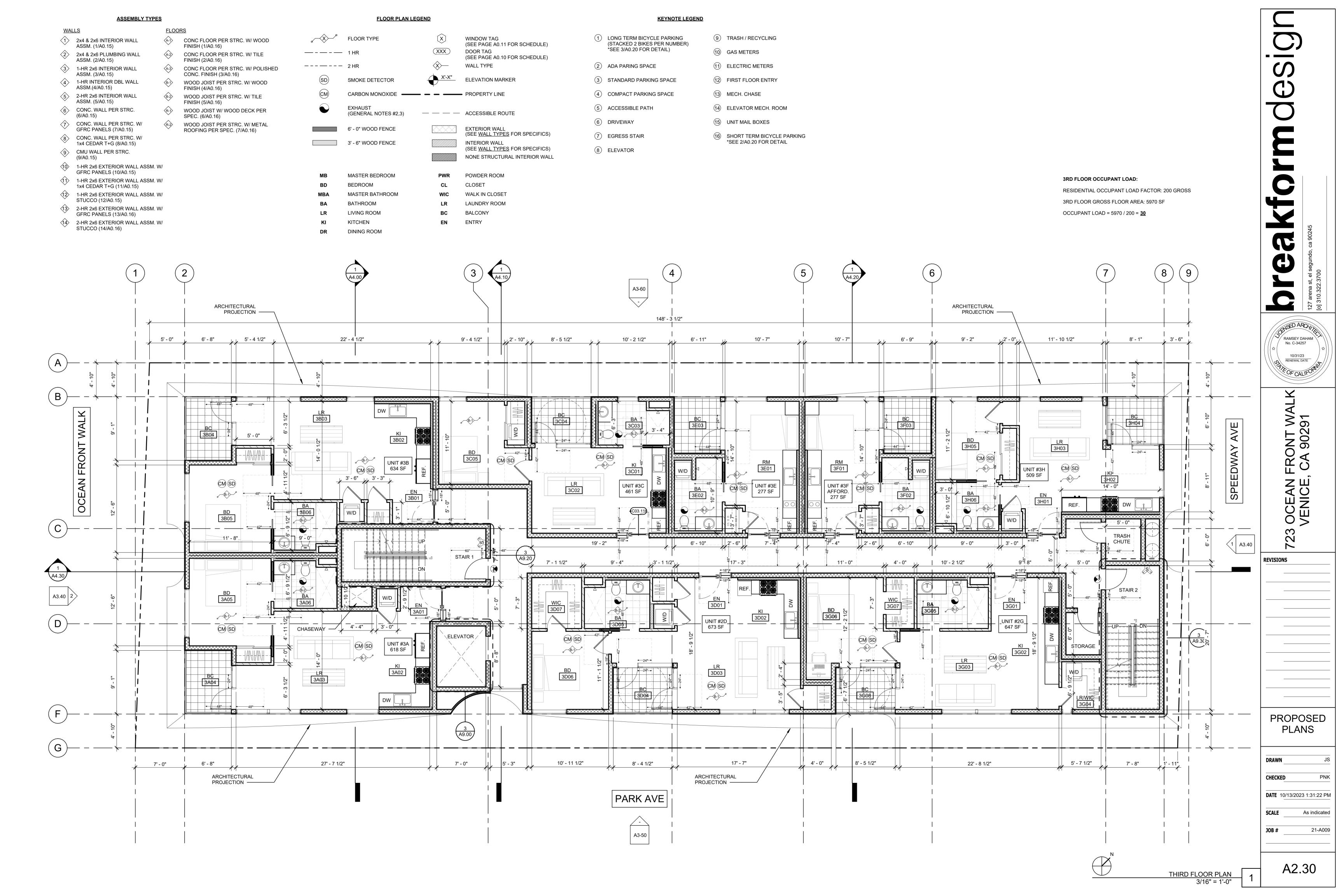
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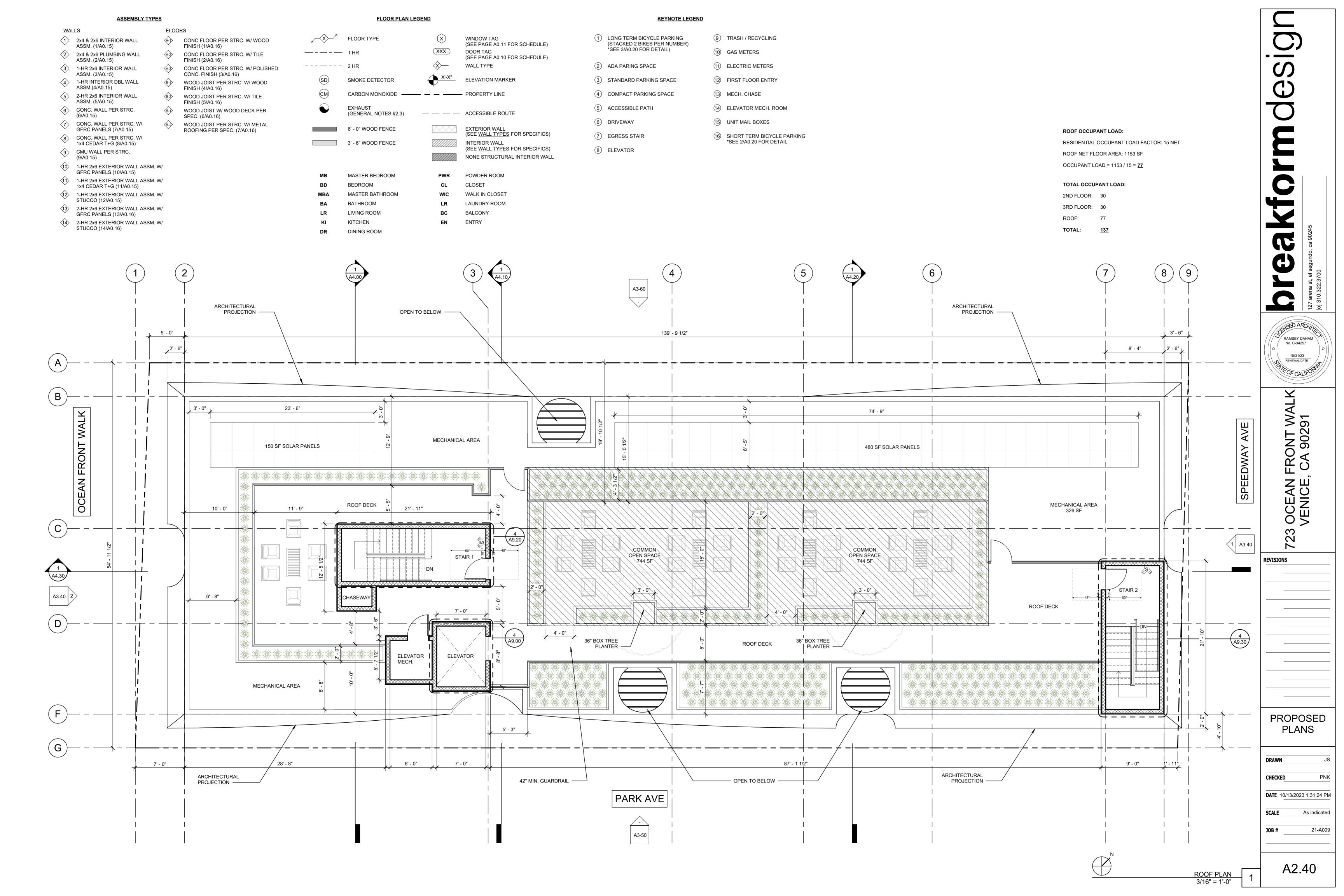
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21-A009





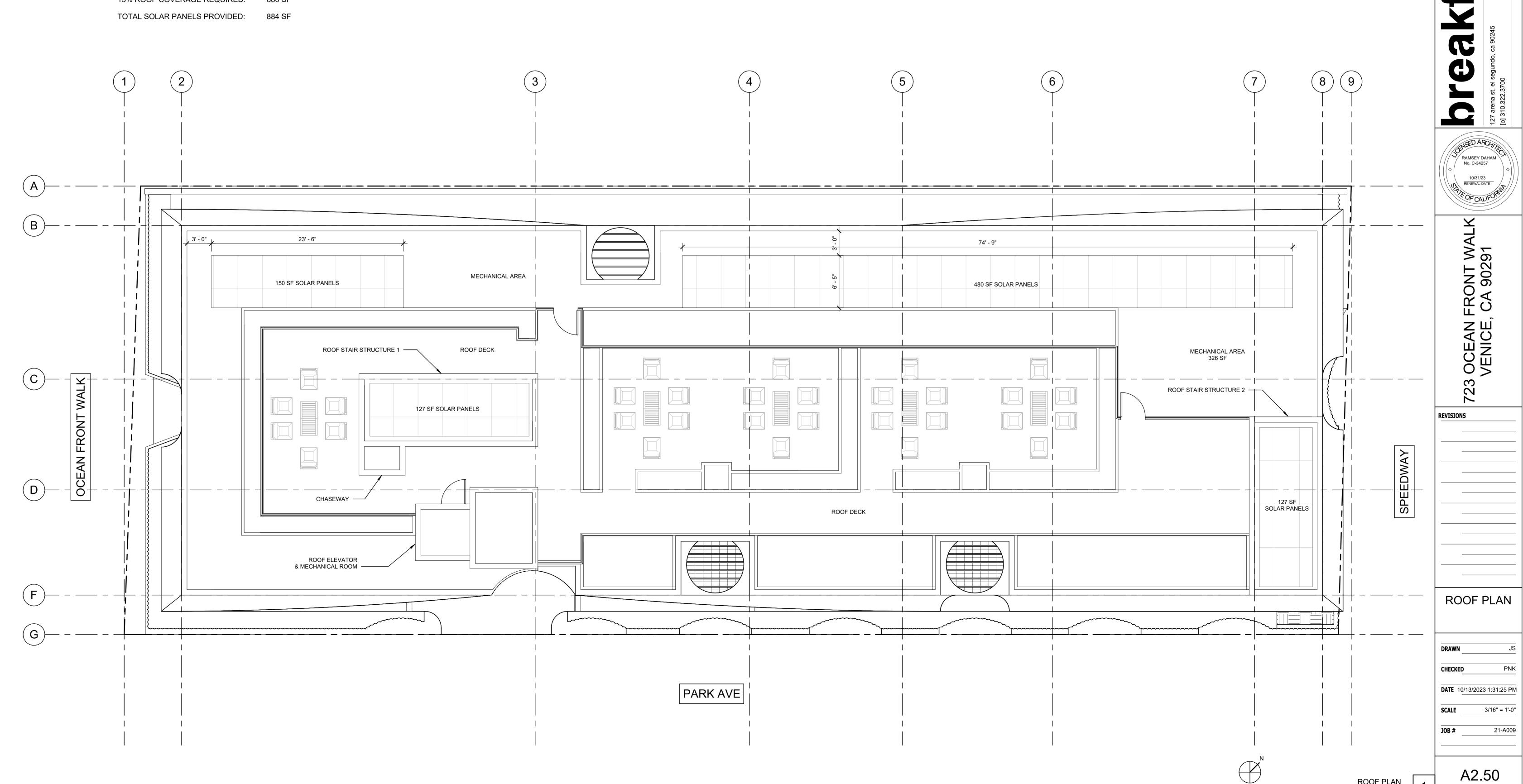


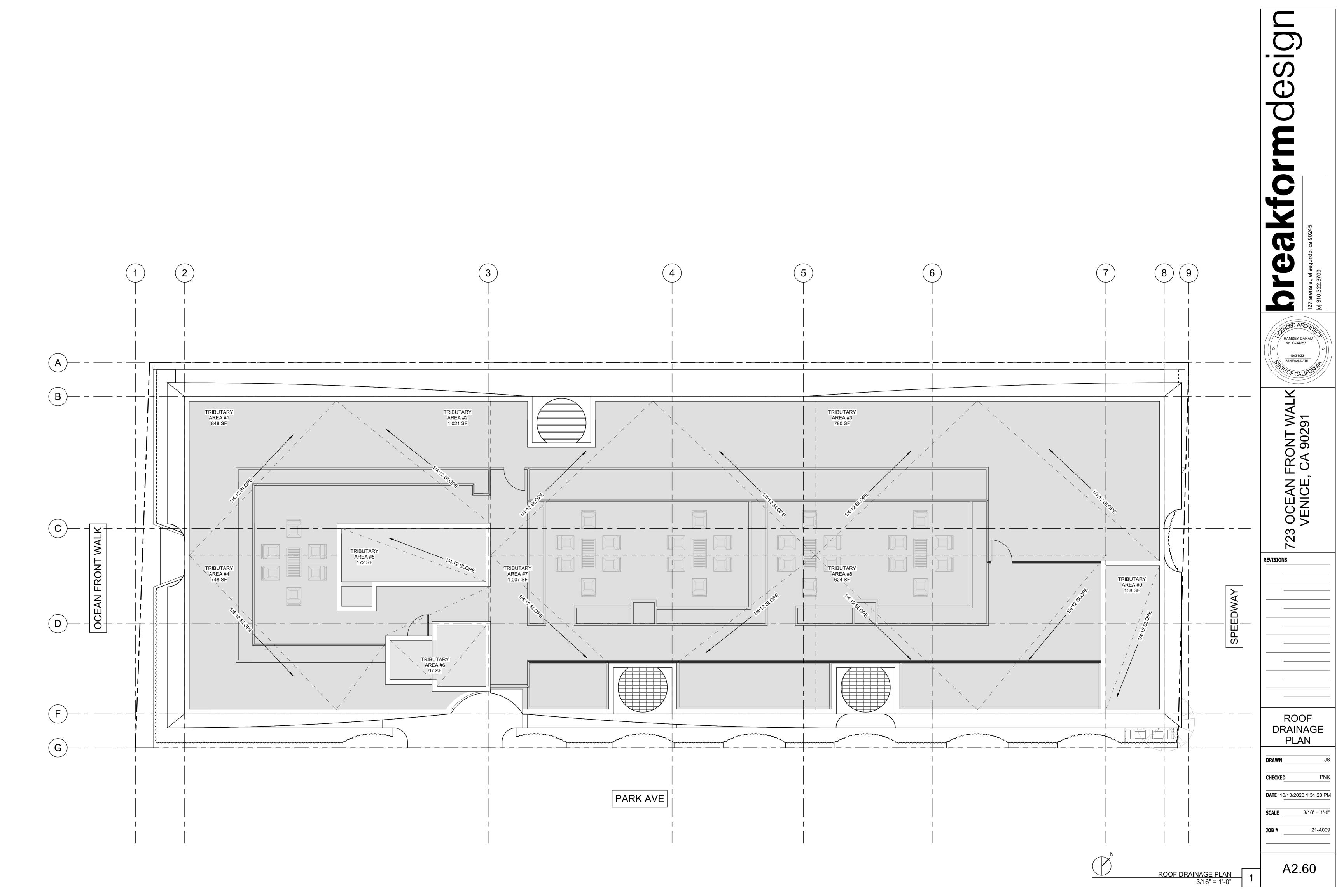




TOTAL ROOF SQUARE FOOTAGE: 5,863 SF

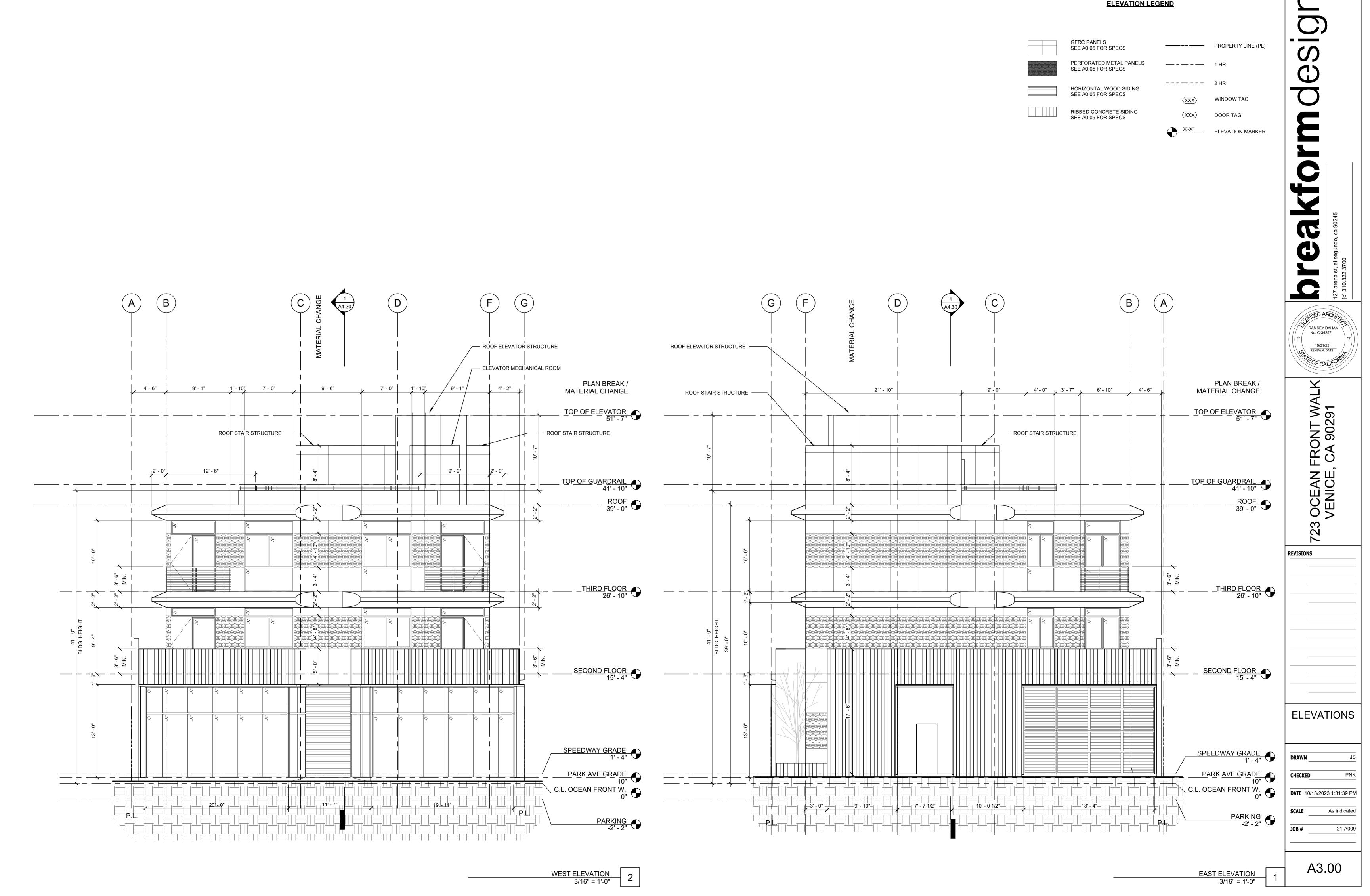
15% ROOF COVERAGE REQUIRED: 880

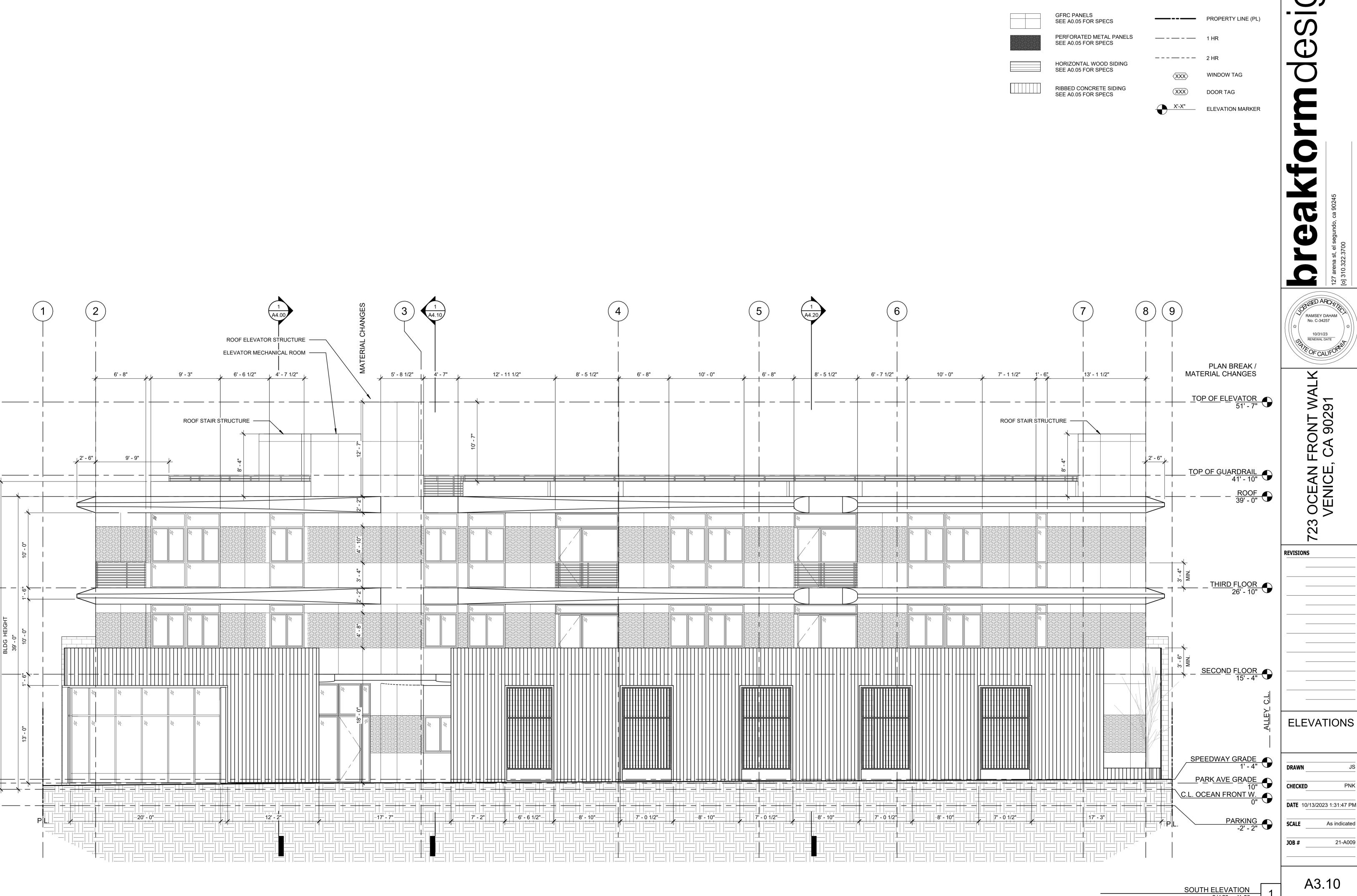




STREET DEVELOPMENT

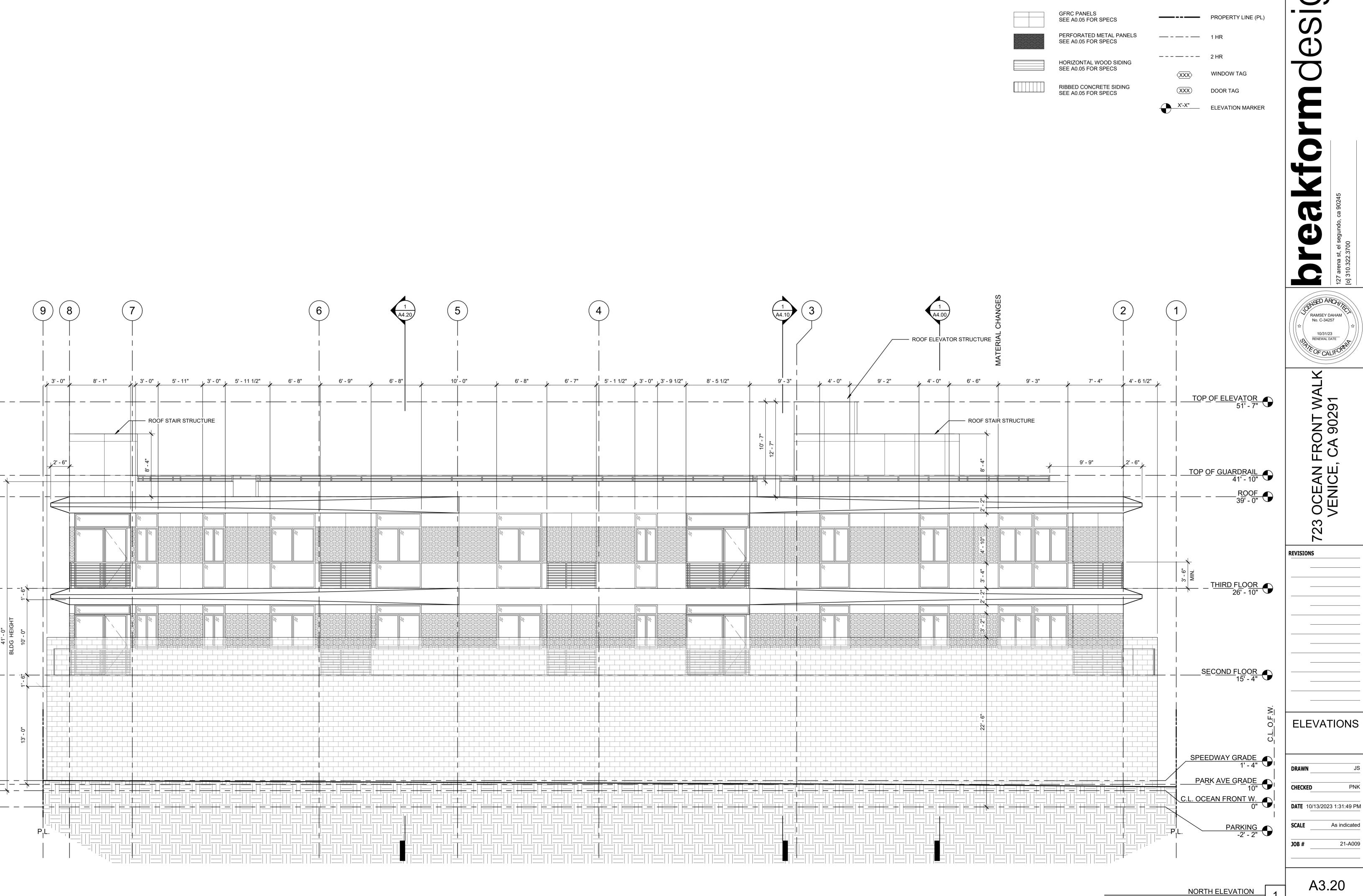
DATE 10/13/2023 1:31:32 PM 3/16" = 1'-0"





ELEVATION LEGEND

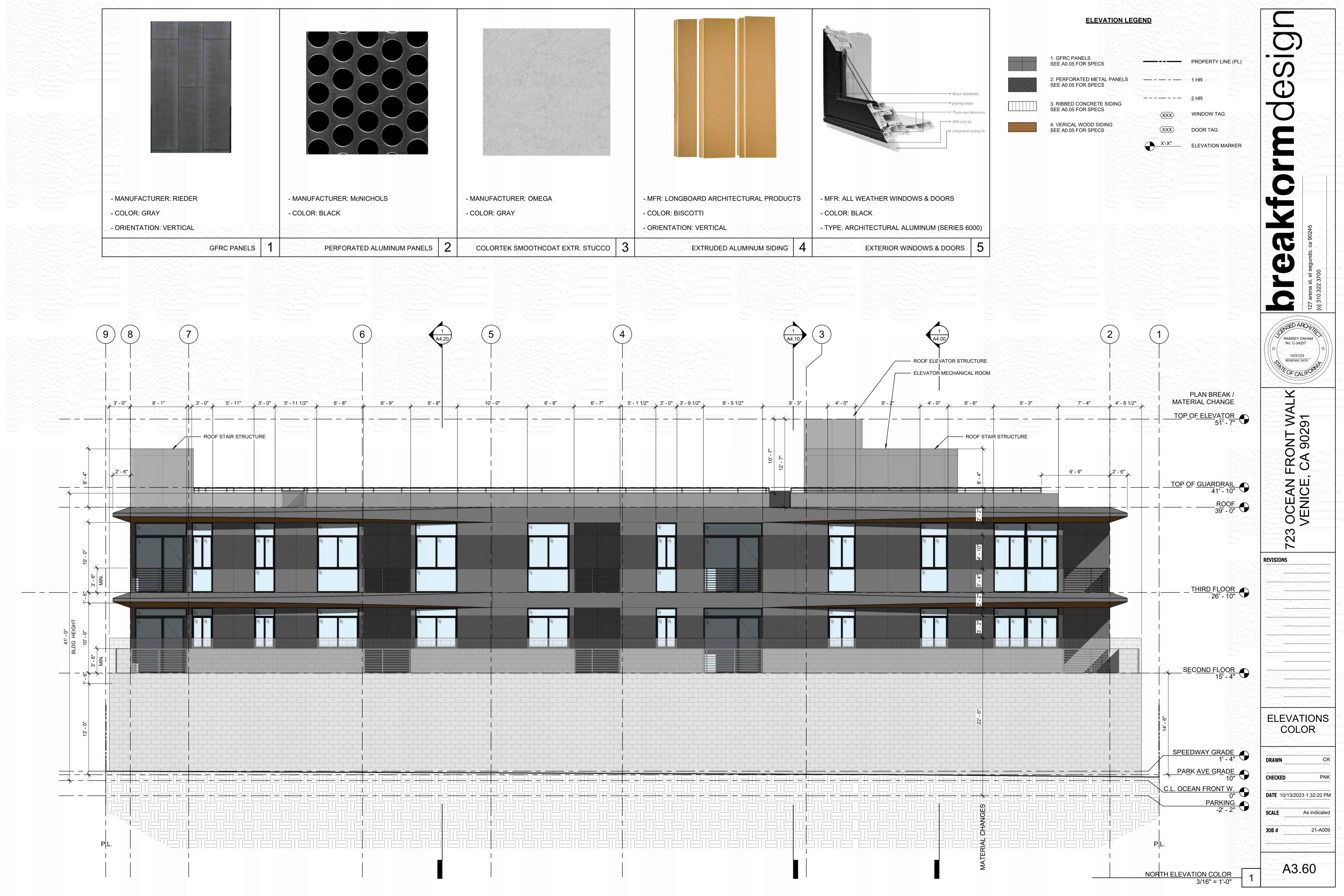
SOUTH ELEVATION 3/16" = 1'-0"

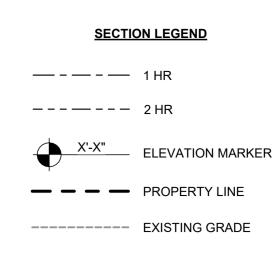


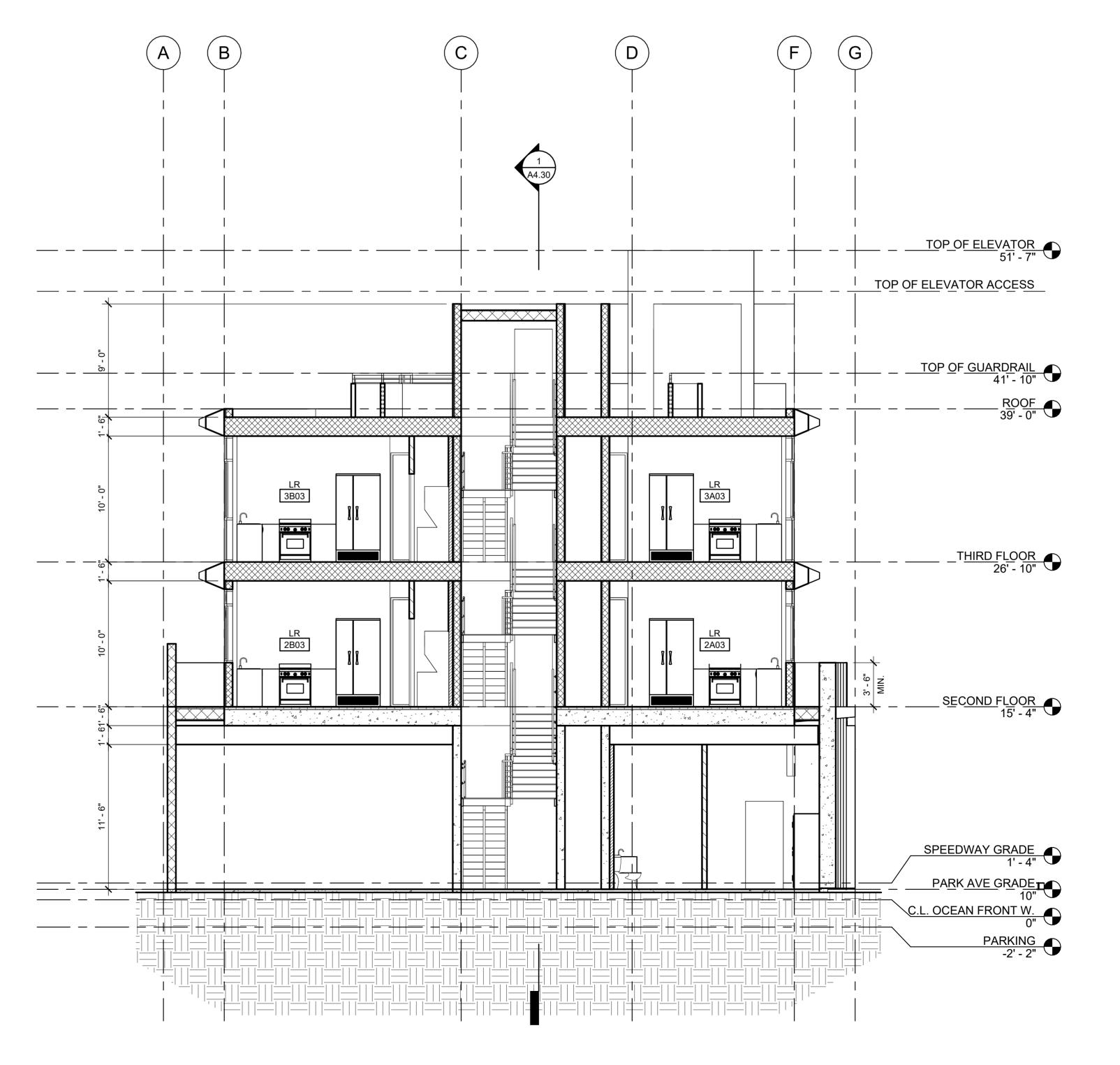
ELEVATION LEGEND

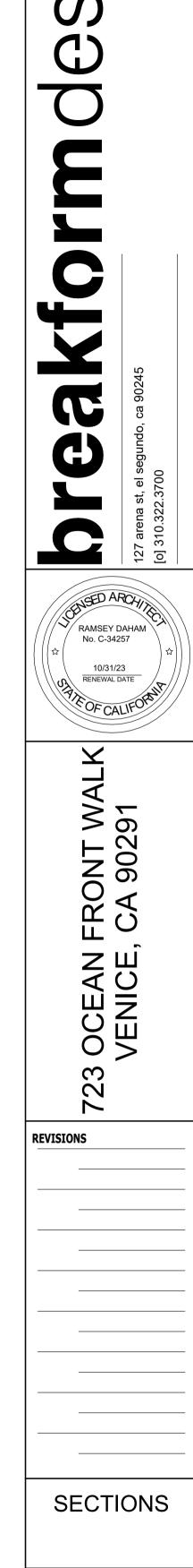












DRAWN

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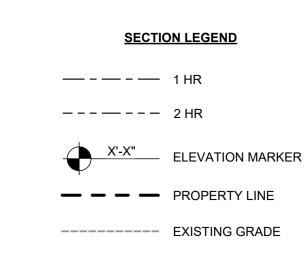
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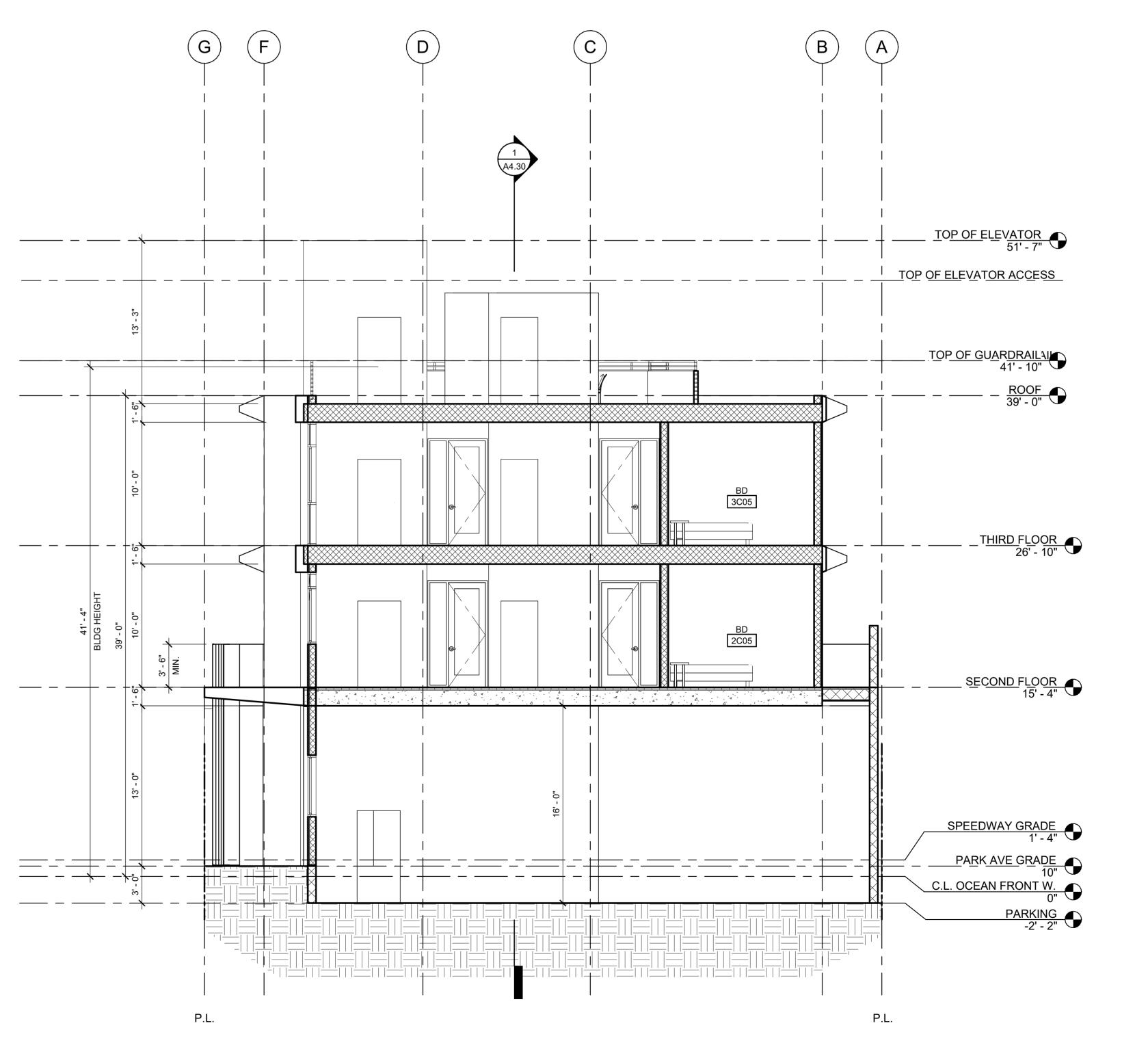
SECTION 1 3/16" = 1'-0" DATE 10/13/2023 1:32:22 PM

A4.00

As indicated

21-A009





RAMSEY DAHAM No. C-34257 10/31/23 RENEWAL DATE RENEWAL DATE

RENEWAL DATE

RENEWAL DATE

RENEWAL DATE

723 OCEAN FRONT WALK VENICE, CA 90291

REVISIONS

SECTIONS

DRAWN

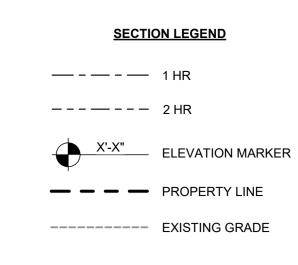
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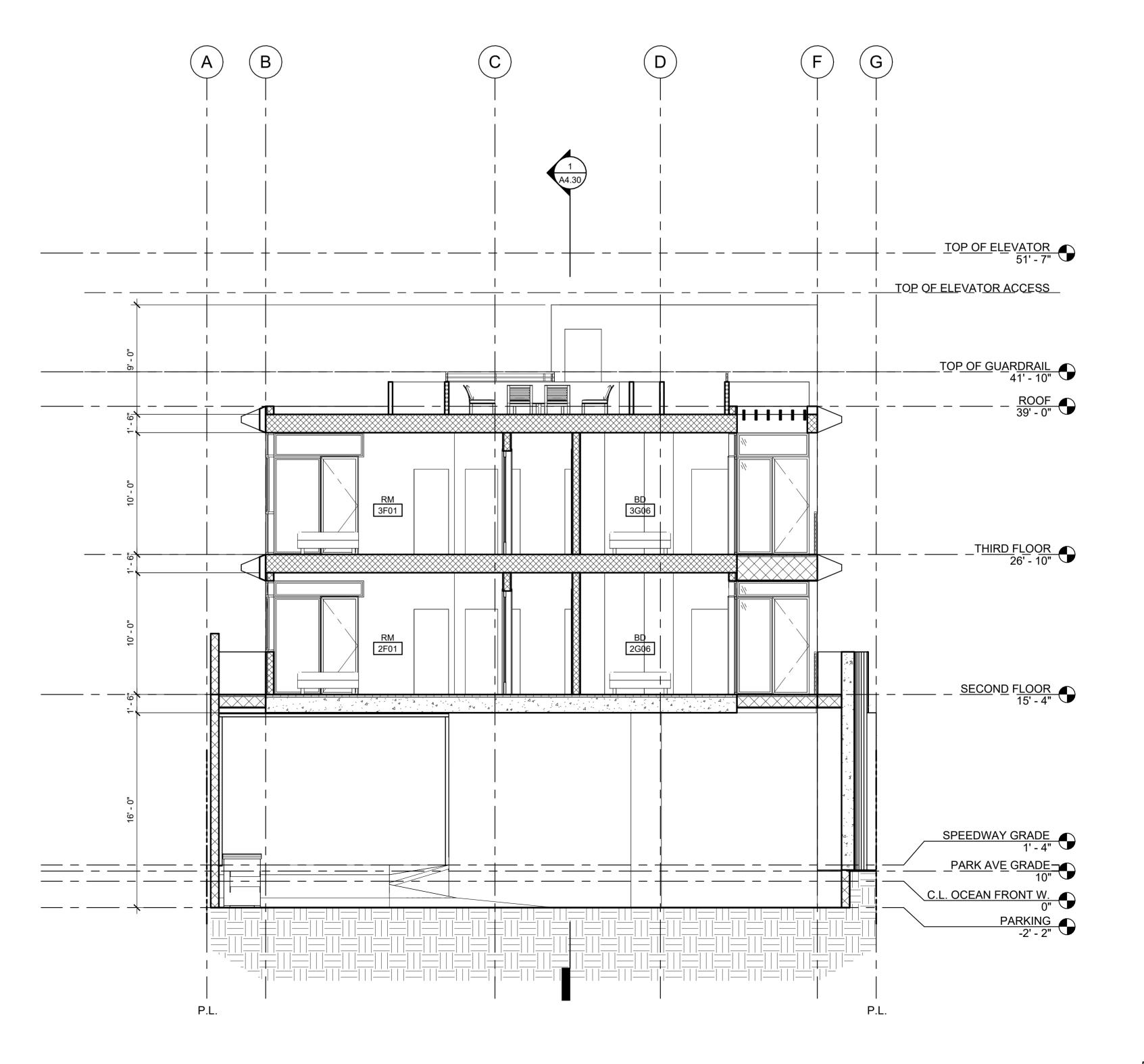
DATE 10/13/2023 1:32:23 PM As indicated

21-A009 JOB#

A4.10

SECTION 2 3/16" = 1'-0"





TST arena st, el segundo, ca 90245

[o] 310.322.3700

723 OCEAN FRONT WALK VENICE, CA 90291

SECTIONS

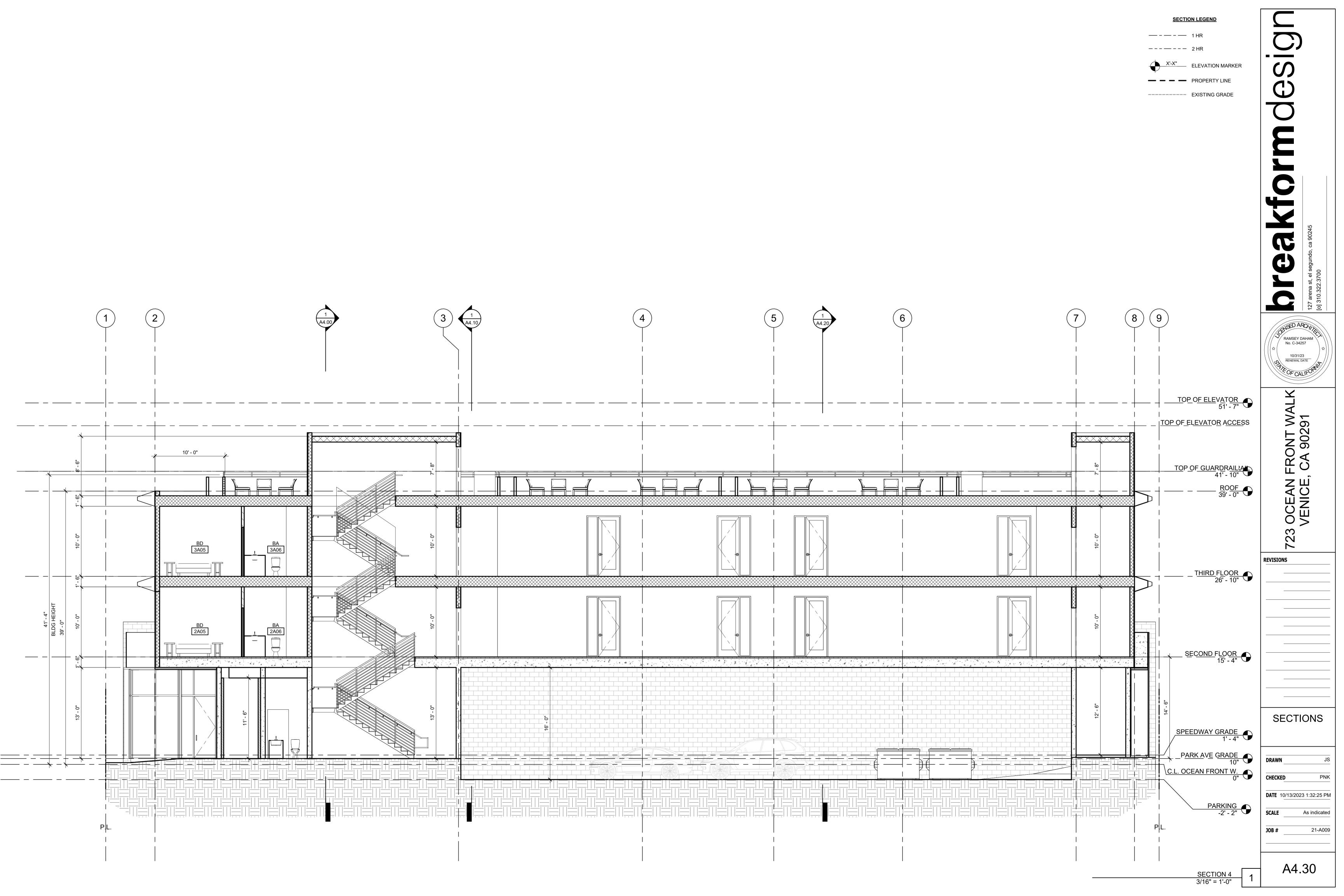
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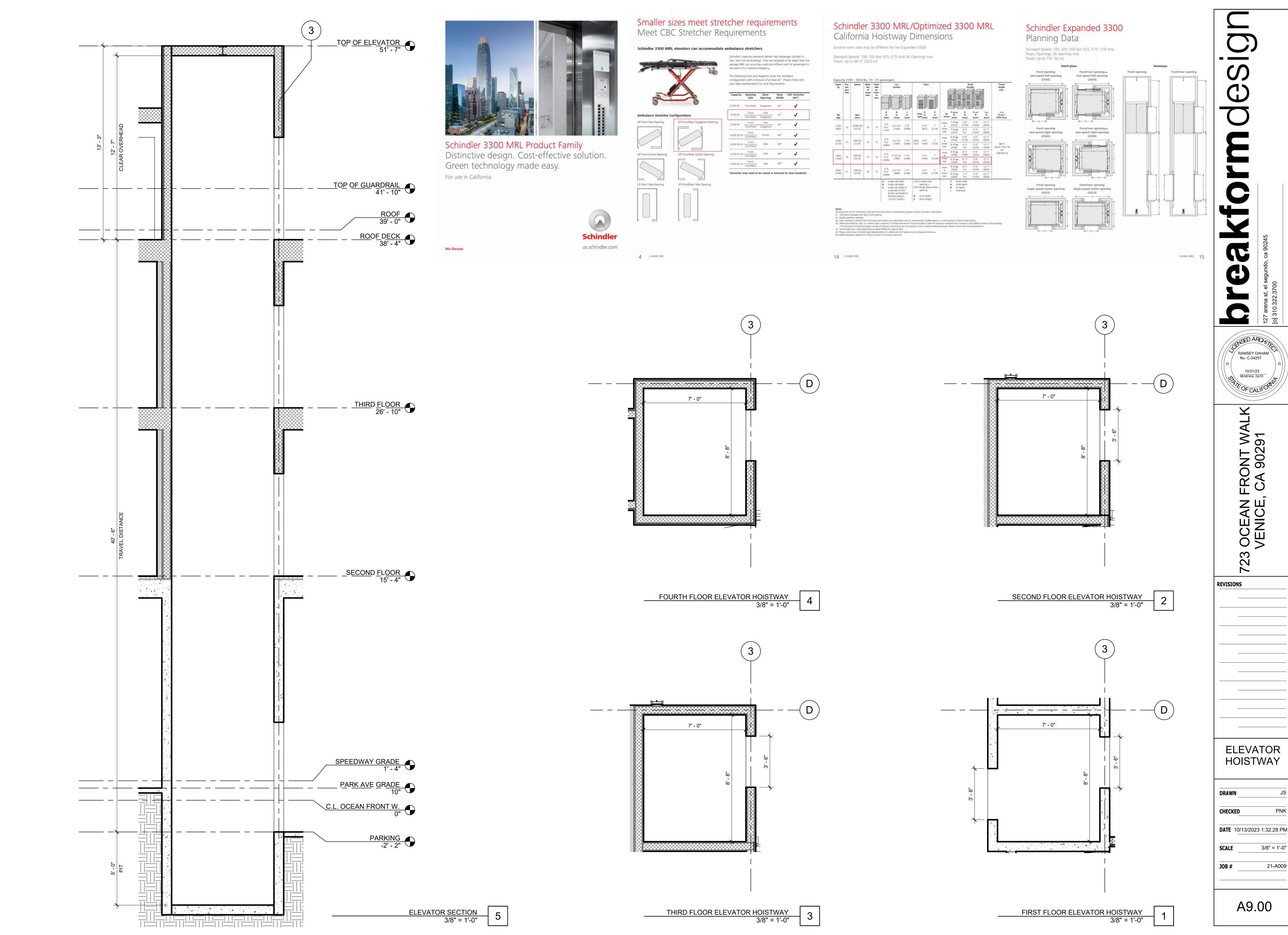
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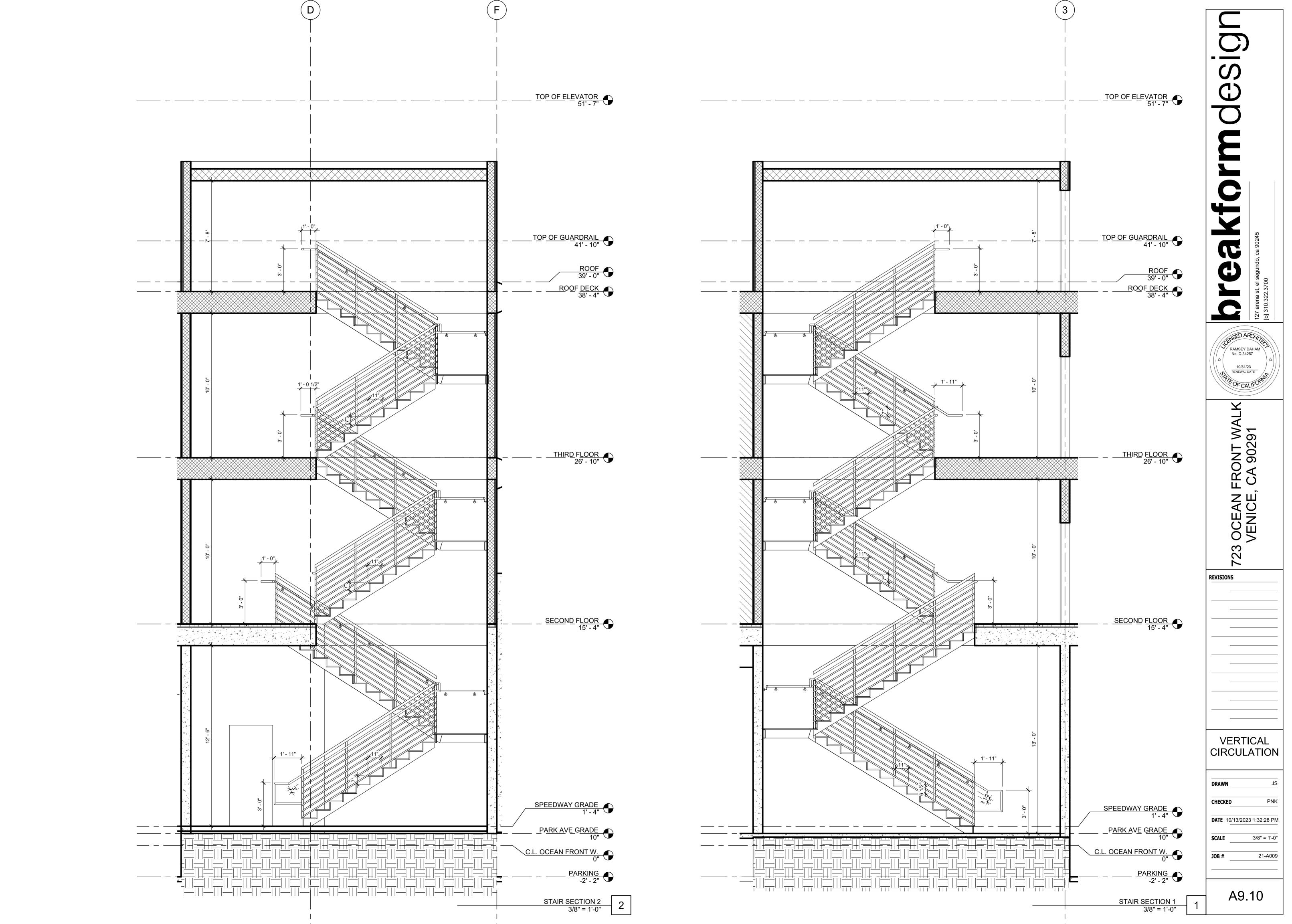
JOB # 21-A009

A4.20

SECTION 3 3/16" = 1'-0"

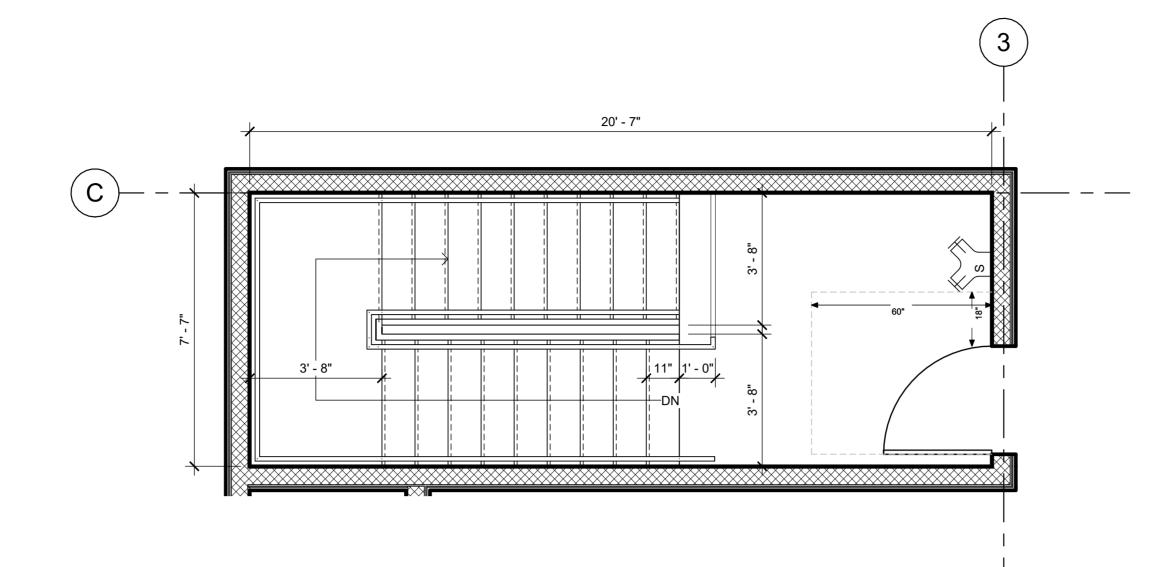


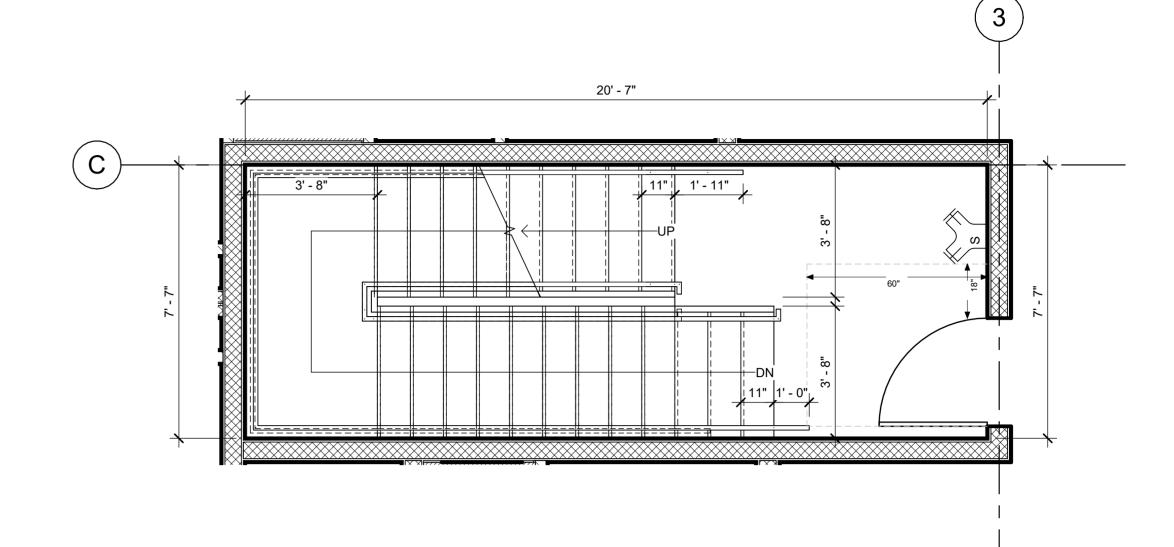




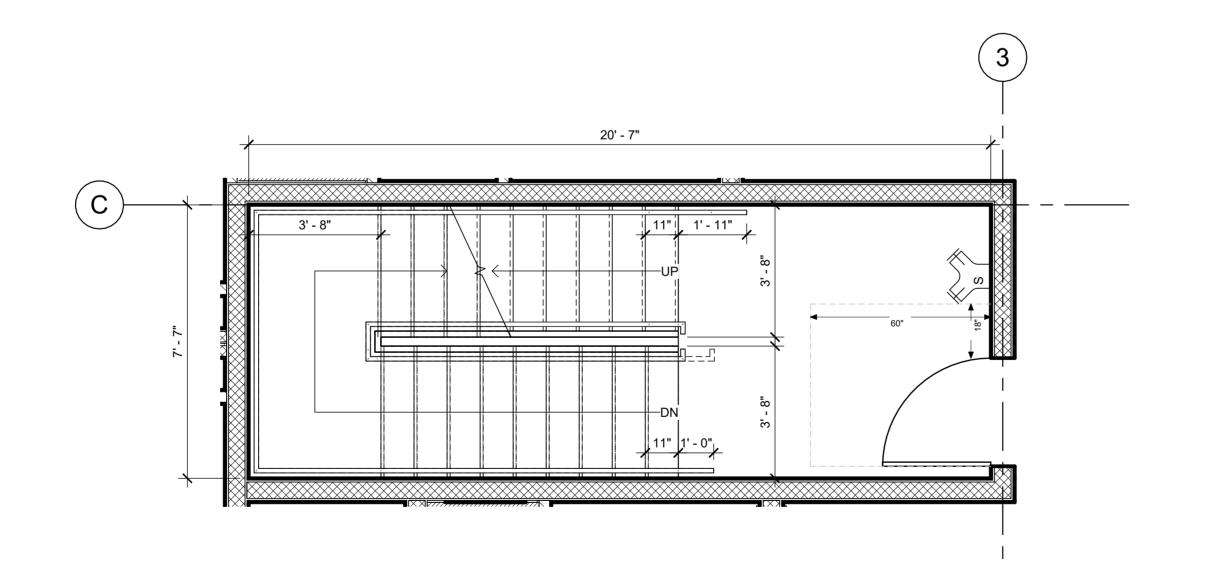
- A. 7.75" MAXIMUM RISE & MINIMUM 10" RUN.
- B. MINIMUM 6'-8" HEADROOM CLEARANCE. (R311.7.2)
- C. MINIMUM36" CLEAR WIDTH. (R311.7.1)
- D. HANDRAILS 34" TO 36" HIGH ABOVE TREAD NOSING. (R311.7.8.1)
- HANDGRIP PORTION OF HANDRAIL SHALL NOT BE LESS THAN 1.25" AND NO MORE THAN 2" CROSS-SECTIONAL DIMENSION HAVING A SMOOTH SURFACE WITH NO SHARP CORNERS. (R311.7.8.3)
- F. MAXIMUM 4" CLEAR SPACING OPENING BETWEEN RAILS. (R3.12.1.3)
- G. ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER-STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2 INCH GYPSUM BOARD.

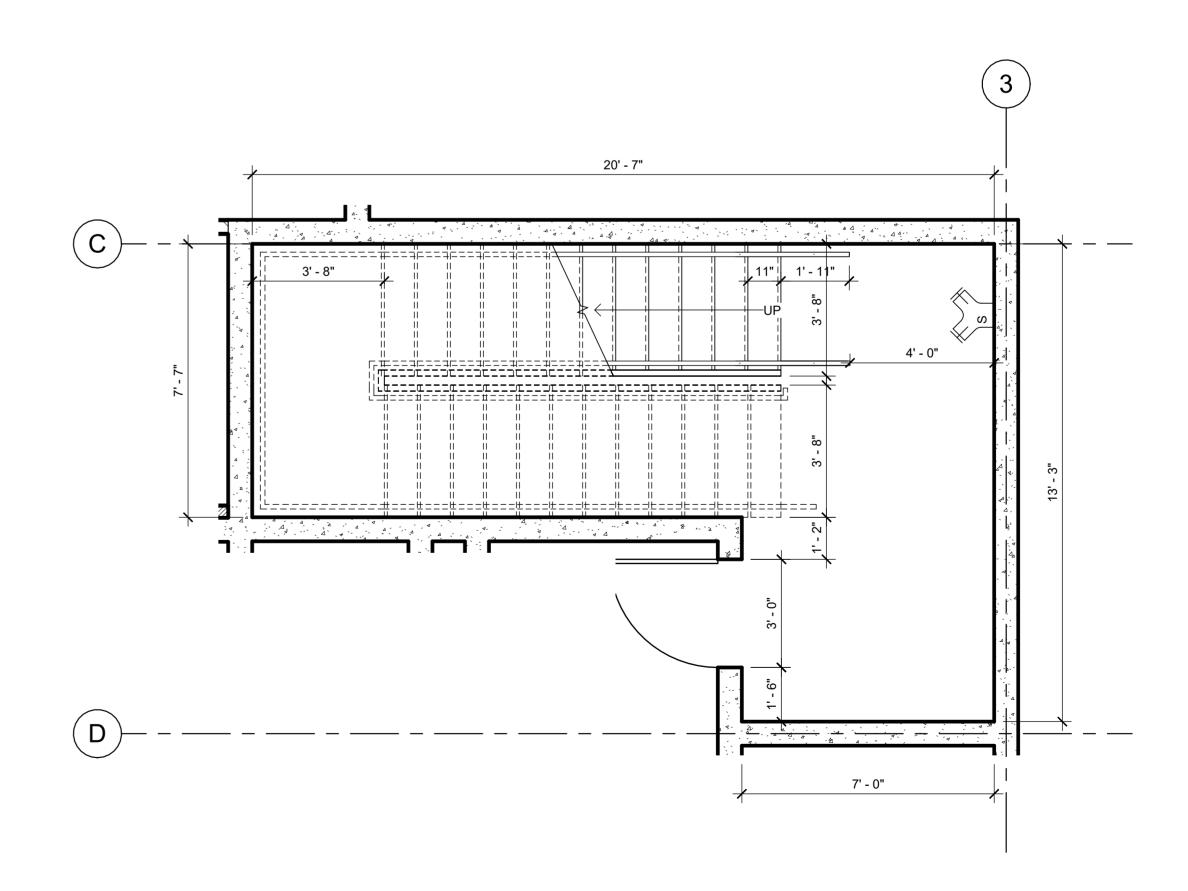
THE GREATEST RISER SHALL NOT EXCEED THE SMALLEST BY MORE THAN 3/8"





SECOND FLOOR STAIR 1 3/8" = 1'-0"







RENEWAL DATE

OF CALIFORN

REVISIONS

VERTICAL CIRCULATION DRAWN CHECKED **DATE** 10/13/2023 1:32:30 PM

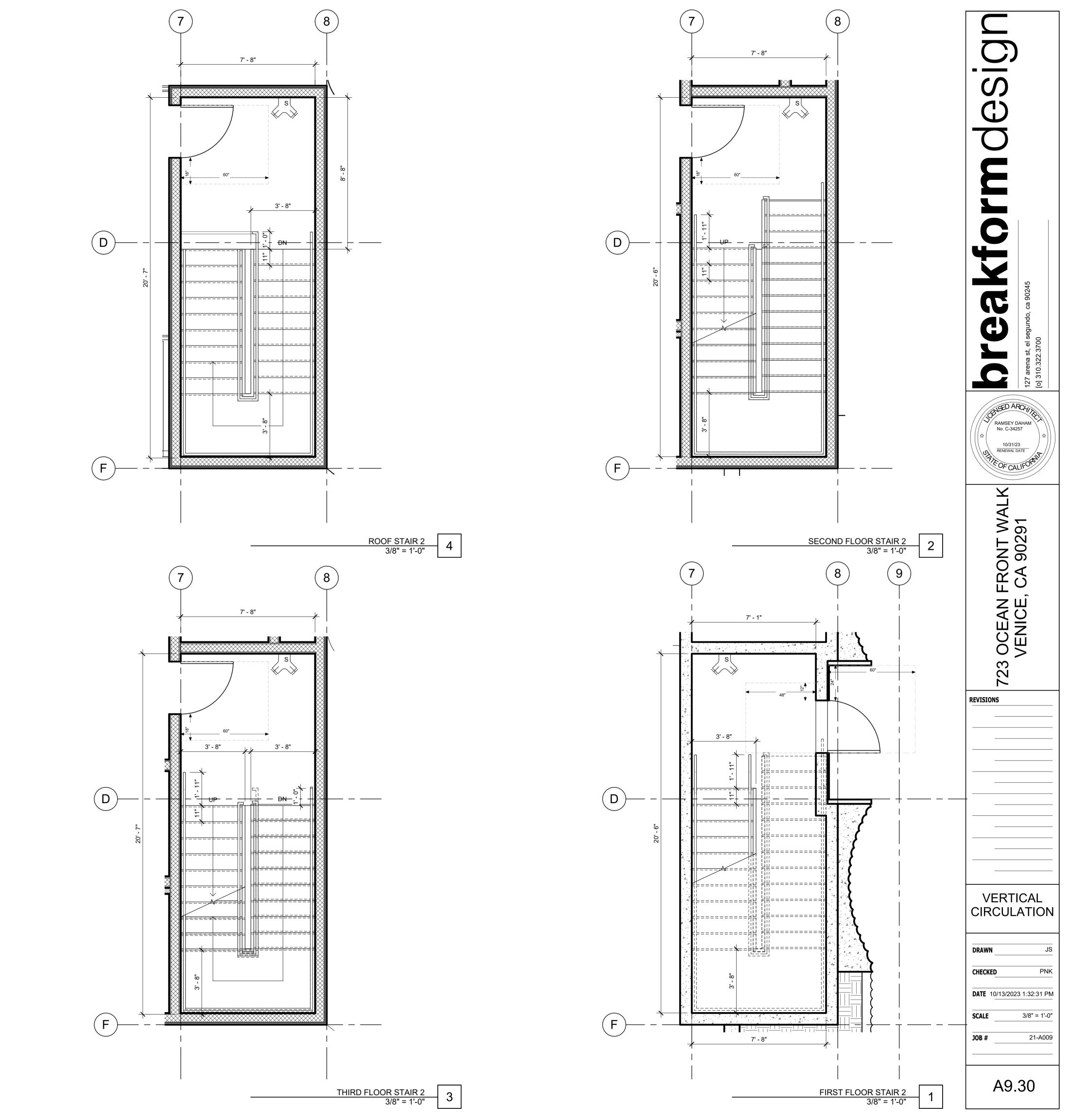
3/8" = 1'-0" 21-A009

A9.20

NOTES.

- A. 7.75" MAXIMUM RISE & MINIMUM 10" RUN.
- B. MINIMUM 6'-8" HEADROOM CLEARANCE. (R311.7.2)
- C. MINIMUM36" CLEAR WIDTH. (R311.7.1)
- D. HANDRAILS 34" TO 36" HIGH ABOVE TREAD NOSING. (R311.7.8.1)
- E. HANDGRIP PORTION OF HANDRAIL SHALL NOT BE LESS THAN 1.25" AND NO MORE THAN 2" CROSS-SECTIONAL DIMENSION HAVING A SMOOTH SURFACE WITH NO SHARP CORNERS.
 (R311.7.8.3)
- F. MAXIMUM 4" CLEAR SPACING OPENING BETWEEN RAILS. (R3.12.1.3)
- G. ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER-STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2 INCH GYPSUM BOARD.

THE GREATEST RISER SHALL NOT EXCEED THE SMALLEST BY MORE THAN 3/8"

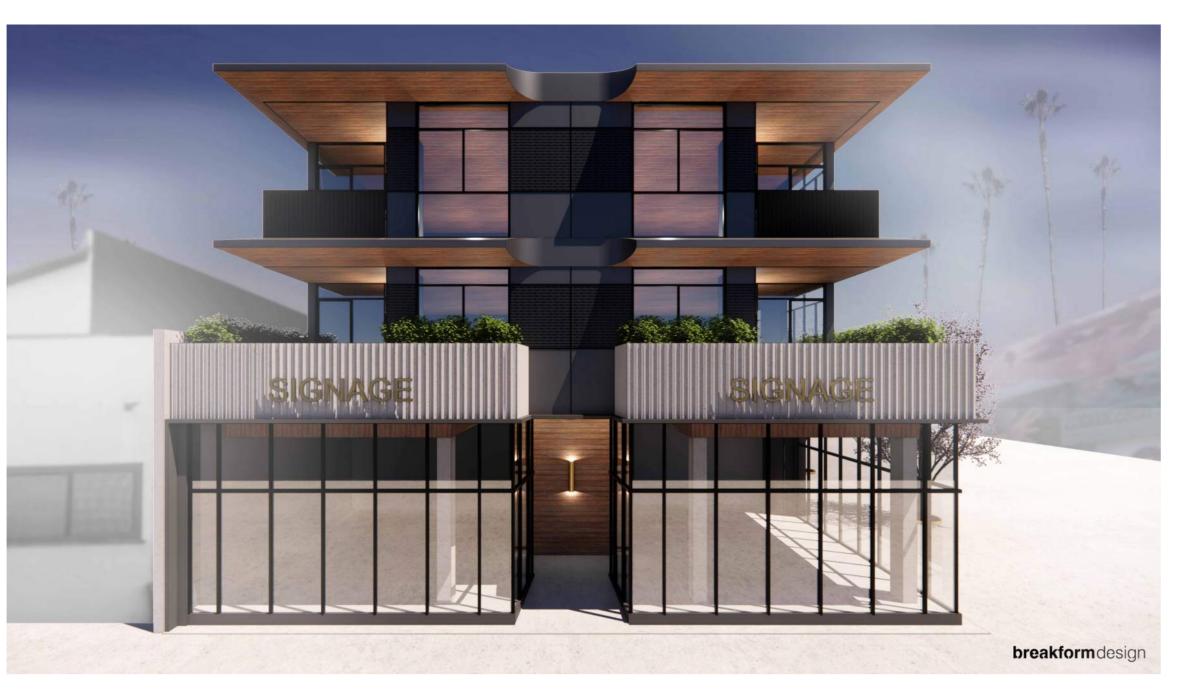


SCALE ____

JOB #

A10.00

21-A009



WEST FAÇADE - OCEAN FRONT WALK



SOUTH FAÇADE DETAIL



SOUTH WEST CORNER - OCEAN FRONT WALK & PARK AVE.



SOUTH EAST CORNER - PARK AVE. & SPEEDWAY



SOUTH FAÇADE - PARK AVE.



PLANTING NOTES

- 1. QUANTITIES GIVEN FOR PLANT MATERIALS SPECIFIED FOR "ON CENTER" SPACING ARE SHOWN FOR CONVENIENCE ONLY AND ARE SUBORDINATE TO THE SPACING GIVEN. VERIFY AND SUPPLY SUFFICIENT NUMBER OF PLANTS TO FULFILL SPACING REQUIREMENTS.
- 2. ALL HEADER AND BAMBOO ROOT BARRIERS SHALL BE LOCATED BY THE ARCHITECT ON SITE.
- 3. CONTRACTOR SHALL INSTALL PLANT MATERIAL IN ACCORDANCE WITH THE SPECIFICATIONS, DRAWINGS AND DETAILS.
- 4. CONTRACTOR SHALL PROVIDE A MAINTENANCE PERIOD OF NOT LESS THAN 90 DAYS COMMENCING AT THE DATE OF FINAL ACCEPTANCE. SUCH MAINTENANCE SHALL INCLUDE ALL CARE PERTAINING TO ALL WORK INSTALLED AS PART OF THESE CONTRACT DOCUMENTS.
- 5. THE CONTRACTOR SHALL MAINTAIN A QUALIFIED SUPERVISOR ON THE SITE AT ALL TIMES DURING CONSTRUCTION THROUGH COMPLETION OF PICK-UP WORK.
- 6. THE CONTRACTOR SHALL VERIFY ALL PLANT MATERIAL QUANTITIES LISTED FOR CONVENIENCE OF CONTRACTOR. ACTUAL NUMBER OF SYMBOLS SHALL HAVE PRIORITY OVER QUANTITIES DESIGNATED.
- 7. REMOVE ALL DEBRIS, WEEDS, EXCESS MATERIAL AND ROCKS LARGER THAN 1" IN DIAMETER FROM PLANTING AREAS PRIOR TO PREPARATION & AGAIN PRIOR TO PLANTING.
- 8. SEE DETAILS AND SPECIFICATIONS FOR STAKING METHOD, PLANT PIT DIMENSIONS, SOIL PREPARATION, AND BACKFILL REQUIREMENTS.
- 9. ALL PLANT MATERIALS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- 10. FINAL LOCATION OF ALL PLANT MATERIAL SHALL BE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT.
- 11. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT 48 HOURS PRIOR TO COMMENCEMENT OF WORK TO COORDINATE PROJECT OBSERVATION SCHEDULES.
- 12. GROUNDCOVER PLANTING SHALL BE CONTINUOUS UNDER ALL TREES AND SHRUBS. GROUNDCOVER SHALL BE PLANTED ACCORDING TO SPACING ON PLANT LEGEND.

13. TREES SHALL BE LOCATED A MINIMUM OF 5' FROM WALLS, OVERHEADS, WALKS, HEADERS, AND OTHER TREES WITHIN THE PROJECT. IF CONFLICTS ARISE BETWEEN SIZE OF AREAS AND PLANS, CONTRACTOR TO CONTACT LANDSCAPE ARCHITECT FOR RESOLUTION. FAILURE TO MAKE SUCH CONFLICTS KNOWN TO THE LANDSCAPE ARCHITECT WILL RESULT IN CONTRACTORS LIEABILITY TO RELOCATE THE MATERIALS.

14. ALL PLANTING AREAS SHALL BE LOOSENED TO A DEPTH OF 8". APPLY 4 C.Y. OF ORGANIC AMENDMENT AND 15 LBS. OF 10-10-10 FERTILIZER PER 1000 S.F. AND BLEND WITH THE TOP 6" OF SOIL. THIS AMENDMENT IS FOR BIDDING PURPOSES, AND SHALL BE SUPERCEDED BY RECOMMENDATIONS OF THE SOIL ANALYSIS REPORT.

THIS MIX IS FOR BIDDING PURPOSES, AND SHALL BE SUPERCEDED BY RECOMMENDATIONS OF THE SOIL ANALYSIS REPORT.

SITE SOIL - 6 PARTS BY VOLUME ORGANIC AMENDMENT - 4 PARTS BY VOLUME SOIL CONDITIONER / FERTILIZER 10-10-10-1LB. PER C.Y. OF MIX

16. TURF IS NOT ALLOWED ON SLOPES GREATER THAN 25% WHERE THE TOE OF THE SLOPE IS ADJACENT TO AN IMPERMEABLE

17. RECIRCULATING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES.

IRON SULFATE - 2 LBS. PER C.Y.OF MIX

18. A MINIMUM 3-INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT TURF AREAS, CREEPING OR ROOTING GROUNDCOVER, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED.

19. FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6 INCHES OF SIL, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL.

20. I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE THAT COMPLYS WITH THE PERFORMANCE APPROACH.

21. AT THE TIME OF FINAL INSPECTION THE PERMIT APPLICANT MUST PROVIDE THE OWNER OF THE PROPERTY WITH A CERTIFICATE OF COMPLETION, CERTIFICATE OF INSTALLATION, IRRIGATION SCHEDULE AND SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE.

IRRIGATION NOTES

1. CONTRACTOR IS TO AUGMENT EXISTING IRRIGATION SYSTEM. CONTRACTOR SHALL REPAIR OR REPLACE ANY EXISTING LANDSCAPE AND IRRIGATION DAMAGED FROM CONSTR4UCTION TO AN ACCEPTABLE LANDSCAPE CONDITION WITH A FULLY FUNCTIONAL AND EFFICIENT IRRIGATION SYSTEM PER THE CONTAINED CONDITIONS.

15. FOR ALL TREES AND SHURB PLANTING, THE FOLLOWING PREPARED SOIL MIX SHALL BE USED FOR BACKFILL IN THE PLANTERS. 2. ALL NEW TREES REQUIRE INDIVIDUAL POP-UP STREAM BUBBLERS, MIN. 2 PER TREE, WITHIN 4' OF TREE. TREE IRRIGATION SHALL BE ON A SEPARATE VALVE.

> 3. SPRAY OR ROTOR HEADS SHALL BE ON POP-UPS: 6" FOR LAWN, LOW GROUNDCOVER OR PARKED CAR OVERHANG AREAS, 12" FOR SHRUB AREAS. HEADS ON RISERS ARE ONLY ALLOWED ADJACENT TO WALLS WITH LIMITED SPACE FOR POP-UPS.

4. LOCATE SPRAY HEADS 24" FROM NON-PERVIOUS PAVING TO PREVENT OVERSPRAY. EXCEPTION ALLOWED IF ADJACENT SURFACE IS PERMEABLE OR

IF USING ALTERNATIVE TECHNOLOGY IRRIGATION. ROTATOR OR ROTARY HEADS MAYBE LOCATED 12" FROM PAVING. 5. CONTRACTOR SHALL REPLACE ANY EXISTING IRRIGATION CONTROLLER WITH A MODULE AND SENSOR TO PROVIDE WEATHER BASED

INFORMATIONTHAT WILL AUTOMATE THE IRRIGATION RUNTIMES BASED ON WEATHER. SEE HUNTER SOLAR SYNC, RAINBIRD ET MANAGER OR

EQUIVALENT. 6. THE PLANTING AND IRRIGATION SYSTEM SHALL BE COMPLETED BY THE DEVELOPER/BUILDER PRIOR TO THE CLOSE OF ESCROW OF 50 PERCENT OF THE UNITS OF THE PROJECT OR PHASE.

7. SIXTY DAYS AFTER TLANDSCAPE AND IRRIGATION INSTALLATION, THE LANDSCAPE PROFESSIONAL SHALL SUBMIT TO THE HOMEOWNERS/PROPERTY OWNERS ASSOCIATION A CERTIFICATE OF SUBSTANTIAL COMPLETION (12.40 G LAMC.)

8. THE DEVELOPER/BUILDER SHALL GUARANTEE ALL TRESS AND IRRIGATION FOR A PERIOD OF SIX MONTHS AND ALL OTHER PLANS FOR A PERIOD OF 60 DAYS AFTER LANDSCAPE AND IRRIGATION INSTALLATION.

STATEMENTS AND CERTIFICATION

1. I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS.

NEW MIXED-USE 3-STORY BLDG W/ PROJECT SUMMARY: 1 COMMERCIAL RETAIL. 1 TAKEOUT RESTAURANT

16 UNITS RESIDENTIAL, & PARKING ON GROUND FLOOR. PROJECT UTILIZES INCENTIVES

PER LAMC 12.22A.25

PROJECT ADDRESS: 723 S OCEAN FRONT WALK VENICE, CA 90291 LOT AREA: 8,165.3 SF

ASSESSOR'S PARCEL #: 4286028017 TRACT: **GOLDEN BAY TRACT**

BLOCK:

ZONING:

319 (3,708.4 SF), 321 (4,456.9 SF)

BLK 7

"THE SUBDIVIDER SHALL RECORD A COVENANT AND AGREEMENT SATISFACTORY TO THE ADVISORY AGENCY **GUARANTEEING THAT:**

C1-1

A. THE PLANTING AND IRRIGATION SYSTEM SHALL BE COMPLETED BY THE DEVELOPER/BUILDER PRIOR TO THE CLOSE OF ESCROW OF 50 PERCENT OF THE UNITS OF THE PROJECT OR PHASE.

B. SIXTY DAYS AFTER LANDSCAPE AND IRRIGATION INSTALLATION, THE LANDSCAPE PROFESSIONAL SHALL SUBMIT TO THE HOMEOWNERS/PROPERTY OWNERS ASSOCIATION A CERTIFICATE OF SUBSTANTIAL COMPLETION.

C. THE DEVELOPER/BUILDER SHALL MAINTAIN THE LANDSCAPING AND IRRIGATION FOR 60 DAYS AFTER COMPLETION OF THE LANDSCAPE AND IRRIGATION INSTALLATION.

D. THE DEVELOPER/BUILDER SHALL GUARANTEE ALL TREES AND IRRIGATION FOR A PERIOD OF SIX MONTHS AND ALL OTHER PLANTS FOR A PERIOD OF 60 DAYS AFTER LANDSCAPE AND IRRIGATION INSTALLATION."

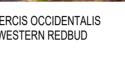


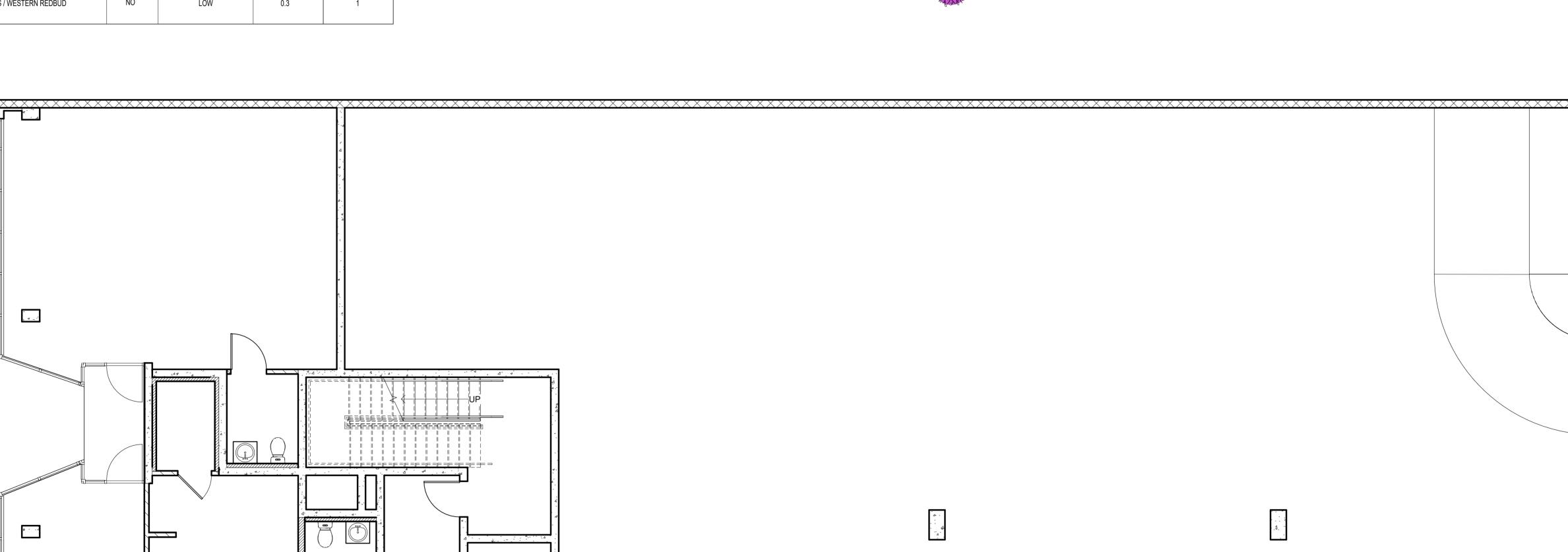


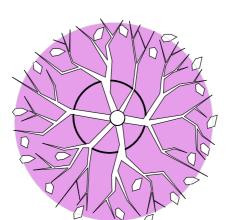


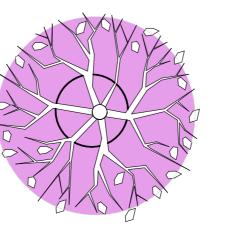


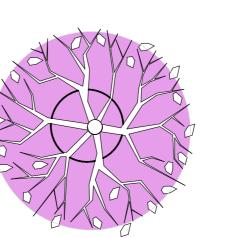


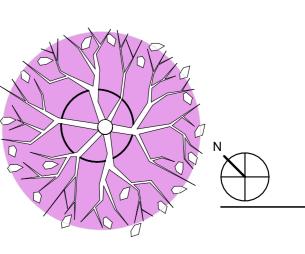












PLAN

CHECKED **DATE** 10/13/2023 1:32:40 PM As indicated

L1.00

RAMSEY DAHAM No. C-34257 RENEWAL DATE

LANDSCAPE

PLANTING NOTES

- 1. QUANTITIES GIVEN FOR PLANT MATERIALS SPECIFIED FOR "ON CENTER" SPACING ARE SHOWN FOR CONVENIENCE ONLY AND ARE SUBORDINATE TO THE SPACING GIVEN. VERIFY AND SUPPLY SUFFICIENT NUMBER OF PLANTS TO FULFILL SPACING REQUIREMENTS.
- 2. ALL HEADER AND BAMBOO ROOT BARRIERS SHALL BE LOCATED BY THE ARCHITECT ON SITE.
- 3. CONTRACTOR SHALL INSTALL PLANT MATERIAL IN ACCORDANCE WITH THE SPECIFICATIONS, DRAWINGS AND DETAILS.
- 4. CONTRACTOR SHALL PROVIDE A MAINTENANCE PERIOD OF NOT LESS THAN 90 DAYS COMMENCING AT THE DATE OF FINAL ACCEPTANCE. SUCH MAINTENANCE SHALL INCLUDE ALL CARE PERTAINING TO ALL WORK INSTALLED AS PART OF THESE CONTRACT DOCUMENTS.
- 5. THE CONTRACTOR SHALL MAINTAIN A QUALIFIED SUPERVISOR ON THE SITE AT ALL TIMES DURING CONSTRUCTION THROUGH COMPLETION OF PICK-UP WORK.
- 6. THE CONTRACTOR SHALL VERIFY ALL PLANT MATERIAL QUANTITIES LISTED FOR CONVENIENCE OF CONTRACTOR. ACTUAL NUMBER OF SYMBOLS SHALL HAVE PRIORITY OVER QUANTITIES DESIGNATED.
- 7. REMOVE ALL DEBRIS, WEEDS, EXCESS MATERIAL AND ROCKS LARGER THAN 1" IN DIAMETER FROM PLANTING AREAS PRIOR TO PREPARATION & AGAIN PRIOR TO PLANTING.
- 8. SEE DETAILS AND SPECIFICATIONS FOR STAKING METHOD, PLANT PIT DIMENSIONS, SOIL PREPARATION, AND BACKFILL REQUIREMENTS.
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- 12. GROUNDCOVER PLANTING SHALL BE CONTINUOUS UNDER ALL TREES AND SHRUBS. GROUNDCOVER SHALL BE PLANTED ACCORDING TO SPACING ON PLANT LEGEND.

13. TREES SHALL BE LOCATED A MINIMUM OF 5' FROM WALLS, OVERHEADS, WALKS, HEADERS, AND OTHER TREES WITHIN THE PROJECT. IF CONFLICTS ARISE BETWEEN SIZE OF AREAS AND PLANS, CONTRACTOR TO CONTACT LANDSCAPE ARCHITECT FOR RESOLUTION. FAILURE TO MAKE SUCH CONFLICTS KNOWN TO THE LANDSCAPE ARCHITECT WILL RESULT IN CONTRACTORS LIEABILITY TO RELOCATE THE MATERIALS.

14. ALL PLANTING AREAS SHALL BE LOOSENED TO A DEPTH OF 8". APPLY 4 C.Y. OF ORGANIC AMENDMENT AND 15 LBS. OF 10-10-10 FERTILIZER PER 1000 S.F. AND BLEND WITH THE TOP 6" OF SOIL. THIS AMENDMENT IS FOR BIDDING PURPOSES, AND SHALL BE SUPERCEDED BY RECOMMENDATIONS OF THE SOIL ANALYSIS REPORT.

THIS MIX IS FOR BIDDING PURPOSES, AND SHALL BE SUPERCEDED BY RECOMMENDATIONS OF THE SOIL ANALYSIS REPORT.

SITE SOIL - 6 PARTS BY VOLUME ORGANIC AMENDMENT - 4 PARTS BY VOLUME SOIL CONDITIONER / FERTILIZER 10-10-10-1LB. PER C.Y. OF MIX

IRON SULFATE - 2 LBS. PER C.Y.OF MIX 16. TURF IS NOT ALLOWED ON SLOPES GREATER THAN 25% WHERE THE TOE OF THE SLOPE IS ADJACENT TO AN IMPERMEABLE

17. RECIRCULATING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES.

18. A MINIMUM 3-INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT TURE AREAS, CREEPING OR ROOTING GROUNDCOVER, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED.

19. FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6 INCHES OF SIL, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL.

20. I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE THAT COMPLYS WITH THE PERFORMANCE APPROACH.

21. AT THE TIME OF FINAL INSPECTION THE PERMIT APPLICANT MUST PROVIDE THE OWNER OF THE PROPERTY WITH A CERTIFICATE OF COMPLETION, CERTIFICATE OF INSTALLATION, IRRIGATION SCHEDULE AND SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE.

IRRIGATION NOTES

1. CONTRACTOR IS TO AUGMENT EXISTING IRRIGATION SYSTEM. CONTRACTOR SHALL REPAIR OR REPLACE ANY EXISTING LANDSCAPE AND IRRIGATION DAMAGED FROM CONSTR4UCTION TO AN ACCEPTABLE LANDSCAPE CONDITION WITH A FULLY FUNCTIONAL AND EFFICIENT IRRIGATION SYSTEM PER THE CONTAINED CONDITIONS.

15. FOR ALL TREES AND SHURB PLANTING, THE FOLLOWING PREPARED SOIL MIX SHALL BE USED FOR BACKFILL IN THE PLANTERS. 2. ALL NEW TREES REQUIRE INDIVIDUAL POP-UP STREAM BUBBLERS, MIN. 2 PER TREE, WITHIN 4' OF TREE. TREE IRRIGATION SHALL BE ON A SEPARATE

VALVE. 3. SPRAY OR ROTOR HEADS SHALL BE ON POP-UPS: 6" FOR LAWN, LOW GROUNDCOVER OR PARKED CAR OVERHANG AREAS, 12" FOR SHRUB AREAS. HEADS ON RISERS ARE ONLY ALLOWED ADJACENT TO WALLS WITH LIMITED SPACE FOR POP-UPS.

4. LOCATE SPRAY HEADS 24" FROM NON-PERVIOUS PAVING TO PREVENT OVERSPRAY. EXCEPTION ALLOWED IF ADJACENT SURFACE IS PERMEABLE OR IF USING ALTERNATIVE TECHNOLOGY IRRIGATION. ROTATOR OR ROTARY HEADS MAYBE LOCATED 12" FROM PAVING.

5. CONTRACTOR SHALL REPLACE ANY EXISTING IRRIGATION CONTROLLER WITH A MODULE AND SENSOR TO PROVIDE WEATHER BASED

INFORMATIONTHAT WILL AUTOMATE THE IRRIGATION RUNTIMES BASED ON WEATHER. SEE HUNTER SOLAR SYNC, RAINBIRD ET MANAGER OR EQUIVALENT.

6. THE PLANTING AND IRRIGATION SYSTEM SHALL BE COMPLETED BY THE DEVELOPER/BUILDER PRIOR TO THE CLOSE OF ESCROW OF 50 PERCENT OF THE UNITS OF THE PROJECT OR PHASE.

7. SIXTY DAYS AFTER TLANDSCAPE AND IRRIGATION INSTALLATION, THE LANDSCAPE PROFESSIONAL SHALL SUBMIT TO THE HOMEOWNERS/PROPERTY OWNERS ASSOCIATION A CERTIFICATE OF SUBSTANTIAL COMPLETION (12.40 G LAMC.)

8. THE DEVELOPER/BUILDER SHALL GUARANTEE ALL TRESS AND IRRIGATION FOR A PERIOD OF SIX MONTHS AND ALL OTHER PLANS FOR A PERIOD OF 60 DAYS AFTER LANDSCAPE AND IRRIGATION INSTALLATION.

STATEMENTS AND CERTIFICATION

1. I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS.

PROJECT SUMMARY: NEW MIXED-USE 3-STORY BLDG W/ 1 COMMERCIAL RETAIL. 1 TAKEOUT RESTAURANT

16 UNITS RESIDENTIAL, & PARKING ON GROUND FLOOR. PROJECT UTILIZES INCENTIVES PER LAMC 12.22A.25

GOLDEN BAY TRACT

PROJECT ADDRESS: 723 S OCEAN FRONT WALK VENICE, CA 90291

LOT AREA: 8,165.3 SF ASSESSOR'S PARCEL #: 4286028017

TRACT:

ZONING:

BLOCK: BLK 7 319 (3,708.4 SF), 321 (4,456.9 SF) LOT:

"THE SUBDIVIDER SHALL RECORD A COVENANT AND AGREEMENT SATISFACTORY TO THE ADVISORY AGENCY **GUARANTEEING THAT:**

C1-1

A. THE PLANTING AND IRRIGATION SYSTEM SHALL BE COMPLETED BY THE DEVELOPER/BUILDER PRIOR TO THE CLOSE OF ESCROW OF 50 PERCENT OF THE UNITS OF THE PROJECT OR PHASE.

B. SIXTY DAYS AFTER LANDSCAPE AND IRRIGATION INSTALLATION, THE LANDSCAPE PROFESSIONAL SHALL SUBMIT TO THE HOMEOWNERS/PROPERTY OWNERS ASSOCIATION A CERTIFICATE OF SUBSTANTIAL COMPLETION.

C. THE DEVELOPER/BUILDER SHALL MAINTAIN THE LANDSCAPING AND IRRIGATION FOR 60 DAYS AFTER COMPLETION OF THE LANDSCAPE AND IRRIGATION INSTALLATION.

D. THE DEVELOPER/BUILDER SHALL GUARANTEE ALL TREES AND IRRIGATION FOR A PERIOD OF SIX MONTHS AND ALL OTHER PLANTS FOR A PERIOD OF 60 DAYS AFTER LANDSCAPE AND IRRIGATION INSTALLATION."

SYMBOL	QTY. SIZE	SPACING	BOTANICAL NAME / COMMON NAME	NATIVE	WUCOLS WATER USE TYPES	WATER USE VALUES	HYDRO ZONE
	- 2' - 3'	2'-4'	LOMANDRA / PLATINUM BEAUTY	NO	MODERATE	0.5	2
*	- 24" - 3	3" 12"	SANSEVIERIA SPP. / MOTHER-IN-LAW'S TONGUE	NO	LOW	0.3	1
	6 12' - 20	' N/A	CERCIS OCCIDENTALIS / WESTERN REDBUD	NO	LOW	0.3	1



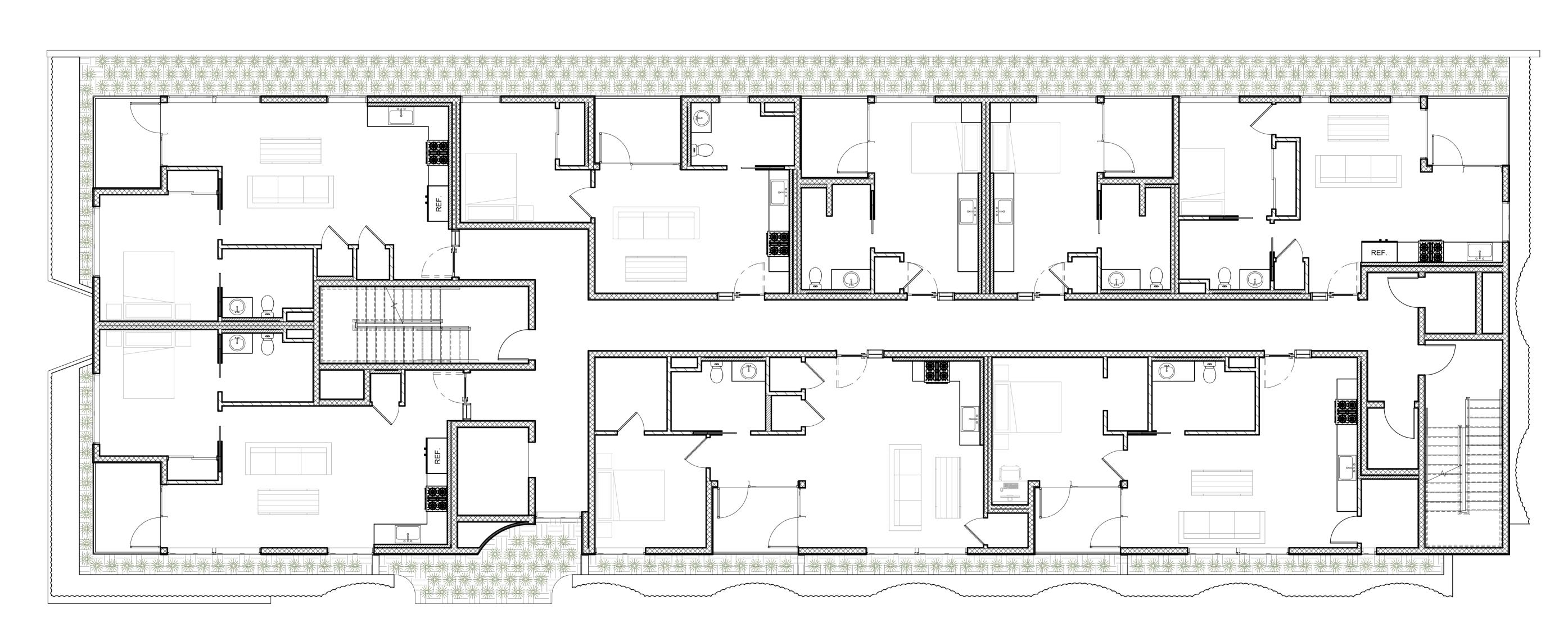
/ PLATINUM BEAUTY / MOTHER-IN-LAW'S TONGUE











REVISIONS

RAMSEY DAHAM No. C-34257

RENEWAL DATE

LANDSCAPE PLAN

DRAWN CHECKED **DATE** 10/13/2023 1:32:47 PM

As indicated 21-A009

L1.10

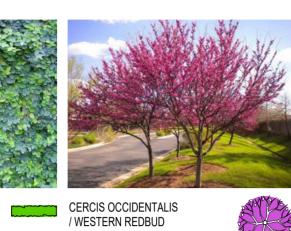
LANDSCAPE PLAN 02 3/16" = 1'-0"

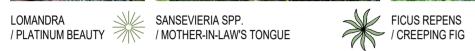
PLANTING LEGEND QTY. SIZE SPACING BOTANICAL NAME / COMMON NAME NATIVE | WUCOLS WATER USE TYPES | WATER USE VALUES | HYDRO ZONE SYMBOL NO LOMANDRA / PLATINUM BEAUTY MODERATE 0.5 SANSEVIERIA SPP. / MOTHER-IN-LAW'S TONGUE LOW 0.3 NO CERCIS OCCIDENTALIS / WESTERN REDBUD LOW 0.3











COMMON OPEN SPACE: 1,489 SF

REQUIRED PLANTING AREA: 25% COMMON SPACE = 372 SF

PROVIDED PLANTING AREA: 612 SF

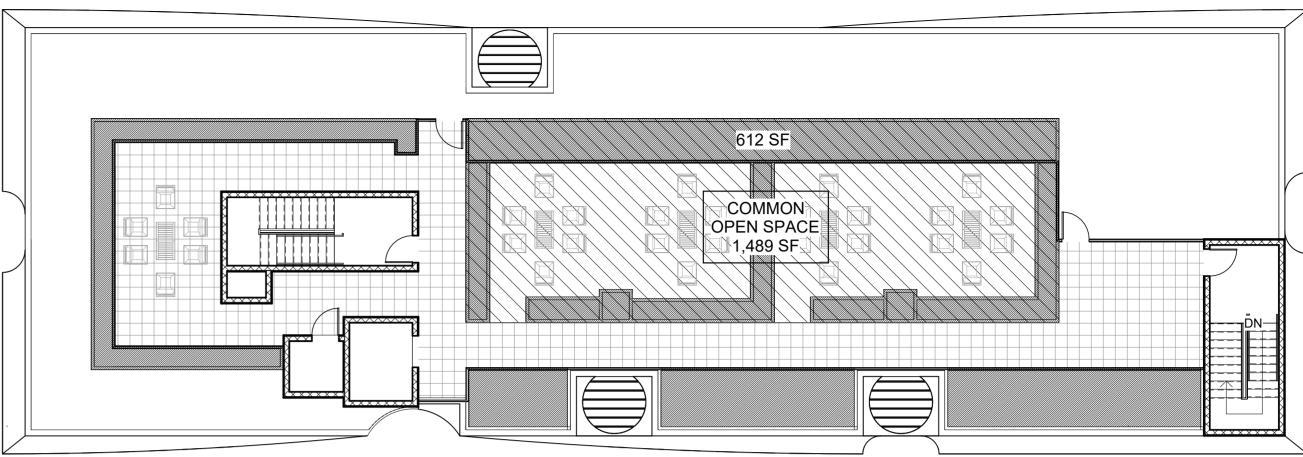
36" PLANTERS

COMMON OPEN SPACE 744 SF

- 36" PLANTER

ROOF DECK

***** ****



LANDSCAPE PLAN DIAGRAM 3/32" = 1'-0"

RAMSEY DAHAM No. C-34257 RENEWAL DATE OF CALIFORN

723 OCEAN FF VENICE, C

REVISIONS

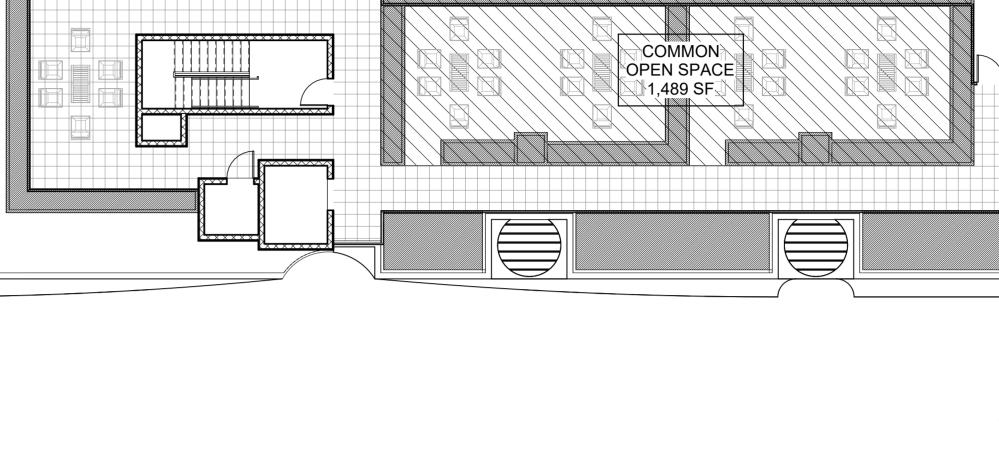
LANDSCAPE PLAN

DRAWN CHECKED **DATE** 10/13/2023 1:32:51 PM

As indicated JOB# 21-A009

L1.20

LANDSCAPE PLAN 03 3/16" = 1'-0"



36" PLANTERS

COMMON OPEN SPACE

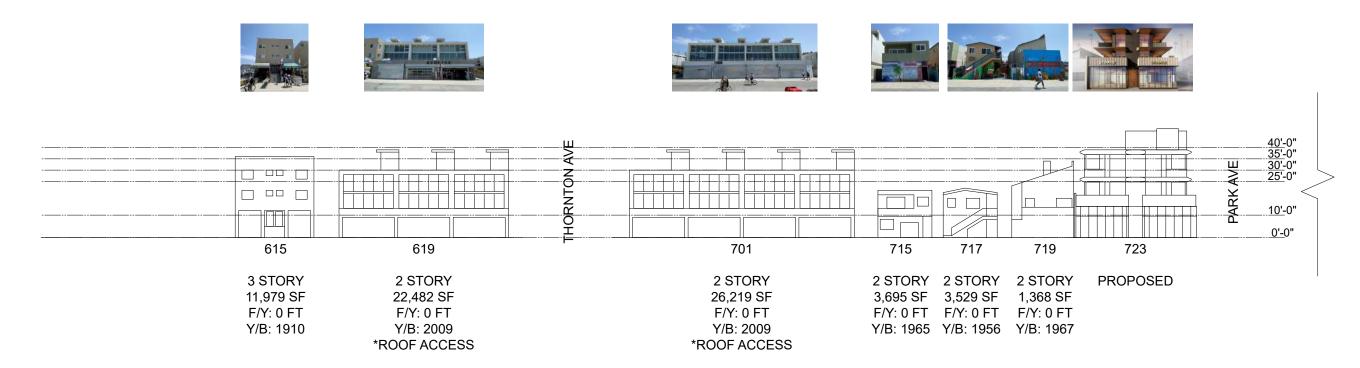
36" PLANTERS

CPC-2022-5893-CU-DB-CDP-SPP-MEL-HCA

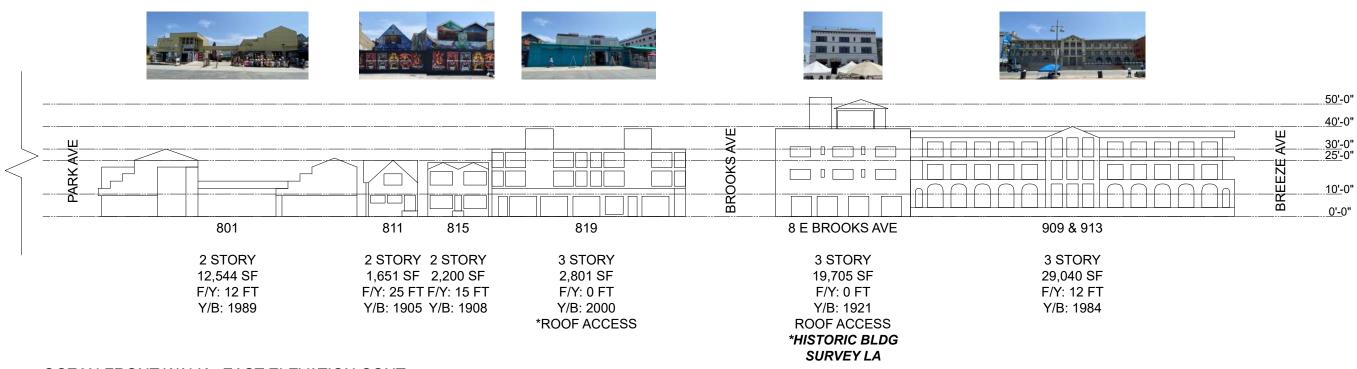
Exhibit C: Context and Parking Analysis



723 S OCEAN FRONT WALK VENICE, CA 90291



OCEAN FRONT WALK - EAST ELEVATION



OCEAN FRONT WALK - EAST ELEVATION CONT.

723 S OCEAN FRONT WALK VENICE, CA 90291

BREAKFORM DESIGN



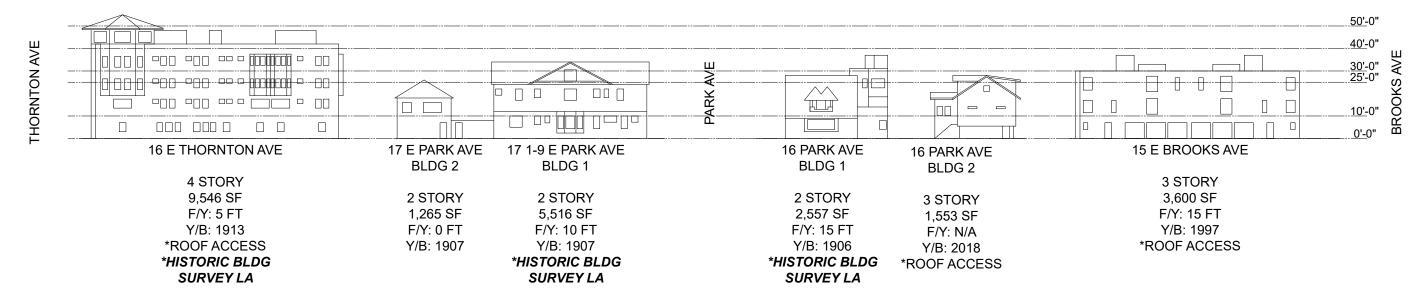












SPEEDWAY AVE - EAST ELEVATION

723 OCEAN FRONT WALK PARKING ASSESSMENT

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• Citywide Policy Updates

Findings

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Appendix B: Photographs of Surveyed Parking Facilities

Executive Summary

The proposed project at 723 Ocean Front Walk is a mixed-use development consisting of two residential levels with sixteen for-rent units above two ground floor commercial units and a garage containing sixteen residential parking spaces. The project is consistent with the regulations of Density Bonus projects which permit developers who build covenanted affordable residential units to request incentives and waivers of development standards that support those units. The project requests include side yard reductions, a height increase, a floor area ratio (FAR) increase, and a commercial parking reduction. The project's residential parking is consistent with Los Angeles Municipal Code (LAMC) regulations for Density Bonus projects.

- The project site is currently a vacant lot previously containing an office building that was irreparably damaged in a fire in January 2021.
- The project site sits at the intersection of two 'walk streets' "A public street in the Venice Coastal Zone that has been improved for public pedestrian use over part of its width and is landscaped (publicly or privately) over the remainder, but which has not been improved for public vehicular access..."
- The project's proposed unit mix consists of twelve one-bedroom units and four studio units with three of those units reserved for Very Low Income households.
- The project's two proposed commercial units are designed as one walk-up pick-up window style restaurant and one tourist-facing general retail space.

This study was completed by LUZ Entitlement Services to examine the projected needs and impacts of the project's off-street parking plans. The study examined parking utilization rates of nearby parking lots during peak and off-peak hours, the practices of nearby commercial operators, residential car ownership and off-street parking rates in the census tract, the availability of nearby overnight parking rental facilities, and the availability of existing and planned alternatives to car ownership. The study found that:

- There is adequate parking supply in publicly- and privately-owned parking lots surrounding the project during typical peak and off-peak hours.
- Retailers along Ocean Front Walk don't generally provide parking for their commercial patrons.
- Based on the census data collected for the project's census tract, the residential parking needs of the project are not expected to surpass the residential parking proposed.
- Nearby garages offer for-rent overnight parking spaces on a per-month basis.
- Existing and planned infrastructure support resident and visitor alternatives to automobile transportation.

Project Background

In January 2021, the office building located at 723 Ocean Front Walk was heavily damaged in a greater-alarm fire that ultimately made the remaining structure unstable for any type of storage or occupation. Accordingly, remnants of the structure were removed from the site and disposed of by the property owner.

On August 16, 2022, the owner of the property filed an application with the Los Angeles Department of City Planning for the construction of a three-story building including two ground floor commercial units planned as a walk-up window style takeout restaurant with no indoor service floor area and a general tourist-facing retail space, sixteen ground floor parking spaces, and sixteen second- and third-floor residential units with Density Bonus incentives and waivers of development standards in accordance with the provision of three units reserved for Very Low Income households per LAMC 12.22. A.25. and 12.24. U.26. (See Appendix A for Project Architectural Plans.)



Figure 1- Project site for the proposed mixed-use development.

Existing Conditions

The project site, which formerly contained a two-story office building with 17 parking spaces, currently has no improvements. The site is made up of two adjacent rectangular lots fronting Ocean Front Walk which separates it from Venice Beach to the west. Speedway Alley is situated at the rear. Park Avenue abuts the site to the south. On its north side, the site is adjacent to a residential building at 719 Ocean Front Walk.

The project site is located within the planning boundaries of the Venice Community Plan of the City of Los Angeles adopted in September 2000. The site has a General Plan land use designation of C1-1 for Community Commercial in Height District 1. The Project Site is also located within the Los Angeles Coastal Transportation Corridor Specific Plan, the North Venice subarea of the Venice Coastal Zone Specific Plan (which is included in the Beach Impact Zone), as well as within a Transit Priority Area ("TPA") pursuant to Senate Bill SB 743.

Typically, commercial uses within the Venice Coastal Zone are required to provide off-site parking at a rate of one space for each 225 square feet of floor area. In addition, developments in the Beach Impact Zone (BIZ) are required to provide one additional parking space for every 640 square feet of floor area of the ground floor for commercial Venice Coastal Development Projects. Based on the proposed project's provision of 1,350 square feet of commercial floor area, the project is required to provide nine (9) parking spaces for its commercial uses. The project proposes sixteen parking spaces – four single-level and six stacked stalls – to be used in conjunction with its for-rent residential units at a rate of one parking space per unit. The project proposes zero (0) parking spaces to be used in conjunction with its two commercial units. Residential uses in the BIZ are typically required to provide 2.25 spaces per unit – regardless of bedroom type – and one (1) additional space for every 1,000 square feet of floor area on the ground floor. The proposed project, however, is a Density Bonus project that includes three (3) units reserved for Very Low Income households among its sixteen total studios and one-bedroom dwellings. Therefore, the project utilizes Density Bonus Parking Option 1 which requires one parking space for each unit of zero or one bedroom, a total requirement of sixteen parking spaces.



Figure 2 – Current photograph of the parcel located at 723 Ocean Front Walk.

Part 1: Parking Rate Survey

Parking is provided for Venice Beach visitors in a number of municipally- and privately-owned parking lots along Ocean Front Walk, Speedway Alley, and Pacific Avenue. The consultant team has compiled a Parking Rate Survey to document the parking rates for nineteen public and private parking structures. The nineteen public and private parking lots included in the study represent all of the public-facing lots that were in operation during the peak and off-peak times that members of the consultant team visited the area. Note that other lots that were devoted to private uses or not in operation during visits from the consultant team may be opened to public parking for beach visitors during high visitation days, adding more spaces to the available parking supply than what is captured in the current study.

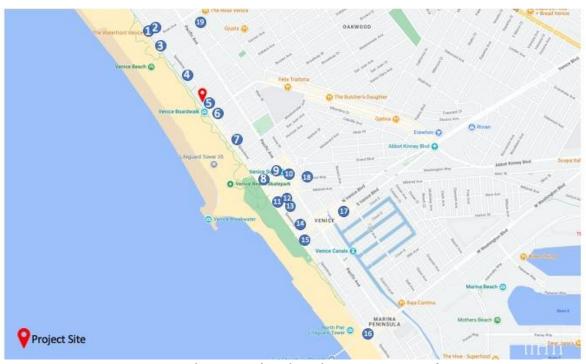


Figure 3 – Map of parking locations surveyed.

In total, the consultant team surveyed nineteen parking lots on summer peak and off-peak visitation times. For the purposes of this study, peak parking times are considered to be on Saturdays and Sundays during the summer months from 12pm-4pm; off-peak times are considered to be weekdays before 5pm. On average, the utilization rate of the surveyed parking lots during off-peak hours was 47%; the utilization rate during peak hours was 65%. Table 1, below, shows the parking utilization data for all nineteen lots included in the study. Note that lots that provide valet parking service often have a higher vehicle capacity than can be assumed from the number of demarcated parking stalls as valet parkers may double or triple park vehicles in order to accommodate more cars than could be managed by allowing self-parking.

Based on the observed utilization rates of the surrounding parking facilities available to the public, the consultant team has concluded that there are adequate parking facilities available to

absorb the parking needs for the nine (9) vehicle parking spaces that would otherwise be required by the Venice Coastal Zone Specific Plan for the project's commercial uses.

Entry No.	Address	No. Off-Peak Cars	No. Peak Cars	Total lot capacity	Special Notes	Off-Peak Ut. Rt	Peak Ut. Rt
1	1 Rose Ave	113	190	290		39%	66%
2	205 Ocean Front Walk	6	14	18	valet during peak hours	33%	78%
3	411 Ocean Front Walk	17	25	40	valet	43%	63%
4	601 Ocean Front Walk	31	44	45	excludes spaces with vendor vehicles	69%	98%
5	801 Ocean Front Walk	29	28	50	valet, allows long term	58%	56%
6	903 Ocean Front Walk	25	32	50	valet during peak hours	50%	64%
7	1205 Ocean Front Walk	13	19	23	valet	57%	83%
8	1501 Ocean Front Walk	33	40	75	valet during peak hours	44%	53%
9	29 Windward Ave	12	40	65	valet, stacked	18%	62%
10	1608 S Pacific Ave	10	8	10	metered, 1-hr	100%	80%
11	1613 Speedway	43	42	50	valet during peak hours	86%	84%
12	18 17th Ave	9	5	10		90%	50%
13	1801 Ocean Front Walk	9	8	20		45%	40%
14	2011 Ocean Front Walk	0	1	3	scan-to-pay lot	0%	33%
15	2100 Ocean Front Walk	141	194	277		51%	70%
16	Washington Blvd/OFW	111	259	339		33%	76%
17	200 N Venice Blvd	20	82	196		10%	42%
18	100 Venice Way	12	23	30		40%	77%
19	301 S Main St	10	27	51	metered	20%	53%
Average							
Utilization							
Rate						47%	65%

Table 1 – Average Peak and Off-peak Parking Lot Utilization Rates

Photographs of the surveyed parking facilities can be found in Appendix B.

Part 2: Survey of local retail and restaurant uses

In addition to collecting quantitative data characterizing the usage rates of established parking lots in close proximity to Venice Beach and its attractions, the consultant team visited several retailers providing commercial services similar to those planned to occupy the ground floor of the proposed development. The proposed mixed-use development is designed to include two ground floor commercial units — one walk-up window style takeout restaurant and a general tourist-facing retail space, each of about 650 square feet.

To complete this survey, consultants visited four ground floor commercial spaces along Ocean Front Walk. Two of the ground floor commercial establishments were restaurants and two of the establishments were tourist-facing retail spaces. Upon entering the establishments, the consultants asked staff if there were off-street parking spaces dedicated to customers. In all cases, the staff members responded that there were no off-street parking spaces dedicated to the establishments' retail customers. Some even elaborated that parking could be found on several nearby streets and in private and public parking lots that provide off-street parking to beachgoers at an hourly rate. A characterization of the types of retail establishments surveyed can be found below. Note that all of the existing establishments included in the survey have greater square footage than those proposed at the subject property and that, unlike the restaurant use proposed, the restaurant establishments included in the survey offer indoor service floor area to their customers.

In general, none of the commercial retail providers offer off-street parking facilities to the customers of their establishments. The typical behavior of beachgoing customers who drive a personal motor vehicle to visit Venice Beach and its associated recreational and retail establishments is to park in one of the publicly or privately owned lots that charge an hourly rate. Documentation of the location of these lots along with their typical utilization rates is captured in Figures 3 and Table 1 above.

The proposed project, which includes 16 off-street parking spaces dedicated to its 16 residential units and no off-street parking spaces dedicated to its two commercial units, would be consistent with the current development patterns of other commercial establishments along Ocean Front Walk.

Name	Address	Proximity to 723 OFW	Establishment Type	Hours of Operation	Appxmt. Sq. Footage	Provide Customer Parking?
N/A (Proposed)	723 Ocean Front Walk	0.0 ft	Pick-up window restaurant	8am-8pm (proposed)	650 sq ft	No
N/A (Proposed)	723 Ocean Front Walk	0.0 ft	General retail	8am-8pm (proposed)	650 sq ft	No
Good See Co.	801 Ocean Front Walk	33 ft	Fashion Apparel Retail	10ат-брт	12,544 sq ft	No
The Sidewalk Cafe	1401 Ocean Front Walk	1,563 ft	Sit-down restaurant/bar	9am-9pm	6,942 sq ft	No
The Waterfront	205 Ocean Front Walk	1,633 ft	Sit-down restaurant/bar	11am-9pm	2,717 sq ft	No
SNS Souvenir Shop	1011 Ocean Front Walk	740 ft	General retail Existing Commercial	11ат-6рт	11,6200	No

Part 3: Residential Parking Rate Projections

The proposed project is a mixed-income Density Bonus project that provides sixteen (16) forrent residential dwelling units (with three of them reserved for Very Low Income households)
across two stories atop two ground floor commercial units facing Ocean Front Walk. Of the
sixteen (16) proposed residential units, twelve (12) of the new units are planned as one-bedroom
units with one bathroom each and four (4) are planned as studio units, also containing one
bathroom each. The project provides sixteen (16) residential automobile parking spaces and
twenty-six (26) bicycle parking spaces. Parking for the project is consistent with LAMC 12.22.
A.25. (d)(1) or Density Bonus Parking Option 1. According to LAMC 12.22. A.25. (d), which
pertains only to Density Bonus projects, "Required parking spaces for a Housing Development
Project that is for sale or for rent and qualifies for a Density Bonus and complies with this
subdivision may be provided by complying with whichever of the following options requires the
least amount of parking: applicable parking provisions of Section 12.21 A.4. of this Code, or
Parking Option 1 or Parking Option 2."

LAMC Section 12.21 A.4. is the standard LA City Parking code. LAMC 12.21 A.4. requires one off-street automobile parking space for each dwelling unit of less than three habitable rooms, one and one-half parking spaces for each dwelling unit of three habitable rooms, and two parking spaces for each dwelling unit of more than three habitable rooms. For the purposes of calculating parking requirements, kitchens are considered habitable rooms. The same section permits Density Bonus developments to replace up to 30% of their required automobile parking at a rate of one standard or compact automobile parking space for every four required or non-required bicycle parking spaces provided. This 30% bicycle replacement ratio, however, cannot be combined with Parking Options 1 or 2, which already provide parking relief for Density Bonus projects. Based on the provisions and requirements of LAMC 12.21. A.4., the proposed project would be required to provide sixteen off-street automobile parking spaces.

The same section of code permits residential Density Bonus developments to replace up to 10% of their required automobile parking at a rate of one standard or compact automobile parking space for every four required or non-required bicycle parking spaces provided *in conjunction with* Parking Options 1 or 2, available to Density Bonus projects. Parking Option 1, which the project is consistent with, requires one on-site automobile parking space for each residential unit of 0-1 bedroom. The proposed project contains twelve units with one bedroom each and four units with zero bedrooms each, therefore, based on the requirements of Parking Option 1 and the bicycle parking replacement ratios permitted by LA's standard parking code, the proposed development would be required to provide fifteen (15) automobile parking spaces.

The proposed project is in the Beach Impact Zone (BIZ) of the Venice Coastal Zone Specific Plan. The Venice Coastal Zone Specific Plan is intended to implement the goals and policies of the California Coastal Act and the Local Coastal Program. One of its primary purposes is to assure that public access to the coast and public recreation areas are not degraded. Because the proposed development is located within the Venice Coastal Zone Specific Plan area's BIZ, it is required to provide parking at the rate of 2.25 parking spaces for each unit (regardless of bedroom type) and one additional parking space for every 1,000 square feet of the floor area of the ground floor. Parking provided in accordance with the Venice Coastal Zone Specific Plan is

not eligible for a bicycle replacement. Therefore, the project would be required to provide 38 automobile parking spaces. Table 3 below reflects the total required automobile parking spaces required under LA's municipal codes.

Required parking per unit type	Standard LA Parking Requirements (LAMC 12.21. A.4.)	Venice Coastal Zone Specific Plan + Beach Impact Zone	Parking Option 1 (12.22. A.25. (d)(1))	
Studio units (4)	4 spaces	9 + 1 per 1,000 sf of ground level floor area	4 spaces	
One-bedroom units (12)	18 spaces	27 + 1 per 1,000 sf of ground level floor area	12 spaces	
Minus Bicycle Replacement (for 26 bicycle parking spaces)	6 spaces	N/A	1 space	
Total Parking Spaces Required	16 spaces	38 spaces	15 spaces	
Table 3 – LAMC Off-street Automobile Parking Requirements				

In order to determine the expected parking demand of the proposed residential units, the consultant team compiled residential occupancy data from the most recent census – the twenty-fourth decennial United States (US) census – for the tract in which the proposed project site is located.

The project site at 723 Ocean Front Walk is located within census tract 2734.03. At the time of the 2020 US census, which uses the reference date April 1, 2020, the census tract contained 1,199 total housing units with 1,020 of those housing units identified as "occupied housing units." Of those 1,020 occupied housing units, 978 (95.9%) were identified as having 1.00 occupants per bedroom or fewer. Forty-two (42) (4.1%) of them were identified as having more than 1.00 occupants per bedroom. Assuming that the proposed project's per bedroom occupancy rate reflects that of the surrounding census tract, it is expected that each unit will contain one occupant per bedroom. As discussed above, the project proposes sixteen one-bedroom and studio residential dwelling units, and therefore – if consistent with the per bedroom occupancy rate of the census tract – would expect sixteen residential occupants.

Other data from the twenty-fourth decennial US census identifies the vehicle availability per household for each of the 1,020 occupied housing units in the census tract. Of those 1,020 occupied housing units in the census tract, 267 (26.2%) had no vehicle available, 602 (59%) one vehicle available, 125 (12.3%) had two vehicles available, and 26 (2.5%) had three or more cars available.

Based on the data gleaned from the 2020 US census data, it is not expected that the sixteen (16) studio and one-bedroom units would require more than the sixteen (16) vehicle parking spaces planned for the proposed project. Furthermore, the parking strategy planned for the proposed development is an 'unbundled parking' model. With an 'unbundled parking' model, the cost of renting a parking space is separated from the cost of a residential unit by allowing tenants to opt out of renting an automobile parking space when they rent a residential unit. Not only will this create an economic incentive for people not to own a personal vehicle, it also cultivates the capacity for those with more than one vehicle to rent an additional parking space, as necessary. Therefore, it is not expected that the residential parking demand of the proposed project would negatively affect coastal access or access to public recreational facilities.

Additional evidence of the availability and feasibility of non-single-occupancy vehicle transportation is captured in a profile of the relevant census tract on the Healthy Places Index (https://www.healthyplacesindex.org/) which uses data from the 2015-2019 American Community Survey to tabulate the health of California's census tracts relative to the state, county, and city as a whole. As shown in Figure 4 below, the Healthy Places Index rates the tract highly for a characteristic it calls "Active Commuting" citing that 42.7% of the tract's workers (16 years and older) commute to work by transit, walking, or cycling. This is compared to 8.99% who do so on a statewide level, 9.65% who do so on a countywide level, and 14% who do so on a citywide level.

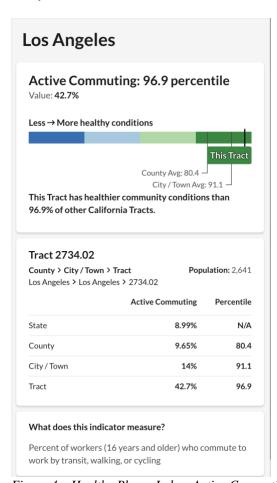


Figure 4 – Healthy Places Index: Active Commuting, Tract 2734.02

Part 4: Availability of Residential Overnight Parking

The proposed project is a mixed-income Density Bonus project that provides sixteen (16) forrent residential dwelling units (with three of them reserved for Very Low Income households) across two stories atop two ground floor commercial units facing Ocean Front Walk. The project provides sixteen (16) residential automobile parking spaces, consistent with LAMC 12.22. A.25. (d)(1) – Density Bonus Parking Option 1, which pertains to Density Bonus projects. Of the sixteen (16) proposed residential units, twelve (12) of the new units are planned as one-bedroom units with one bathroom each and four (4) are planned as studio units, also containing one bathroom each.

Although the project does not anticipate that the residential parking demand will exceed the number of parking stalls provided onsite, in the event that the demand for overnight parking supply exceeds what the project is providing, there are secure parking garages nearby that offer overnight monthly parking spaces for rent. Two such parking garages are located within 450 feet of the proposed development at 801 Ocean Front Walk and 909 Ocean Front Walk. The garages provide parking at daily and monthly rental rates. Monthly rental rates are generally considered synonymous with overnight residential parking. Between the two parking garages, 91 total parking spaces are available for rent on a monthly basis. Information for each of the two lots can be found below:

Address	801 Ocean Front Walk	909 Ocean Front Walk	
Distance From	52 ft	450 ft	
Project			
Monthly Parking	50	41	
Spaces			
Coat/Month	\$400/mo.	\$153.65 -	
Cost/Month		\$238.70/mo.	
Table 4 – Monthly Overnight Parking Information			

Given that the project is providing adequate residential parking supply based on its status as a Density Bonus project with sixteen units of zero and one bedroom and that there are nearby facilities providing both daytime and overnight parking rental opportunities, it is not expected that the residential parking demand of the proposed project would negatively affect coastal access or access to public recreational facilities.

Part 5: Availability of Alternative Transportation Options

The proposed project is a sixteen (16) unit mixed-use project with two commercial units on the ground floor on a project site in the Venice neighborhood of Los Angeles. The site is surrounded by urban uses including community- and visitor-facing commercial establishments, other singleand multi-family residential uses, and recreational opportunities. Among Los Angeles neighborhoods, Venice is considered among the easiest to navigate without a personally owned motor vehicle.

A 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

(https://www.walkscore.com/methodology.shtml)." Walkscore.com assigns the subject property a Walk Score of 90 out of 100 and the moniker "Walker's Paradise," meaning that daily errands do not require a car. Several of the streets surrounding the subject property have restricted motor vehicle access

Similarly, "Bike Score measures whether an area is good for biking. For a given location, a Bike Score is calculated by measuring bike infrastructure (lanes, trails, etc.), hills, destinations and road connectivity, and the number of bike commuters. Walkscore.com assigns the subject property a Bike Score of 100 out of 100 and the moniker "Biker's Paradise," meaning that "daily errands can be accomplished on a bike."

Additionally, LA Metro operates over a dozen bike share docking stations in the Venice area, with two (2) located within walking distance of the project site (approximately half a mile). A Google maps image showing LA Metro's bike share stations is located in Figure 5 below. Dockless electric bike and scooter share companies, Bird, Lime, and Spin have been operating in the Venice Coastal Zone since 2018. A plethora of car-ownership alternatives are offered in the area, making it easy for residents of the proposed project to access nearby commercial, employment, educational, and transportation resources without the need for an off-street parking space and without negatively affecting coastal access or access to public recreational facilities.

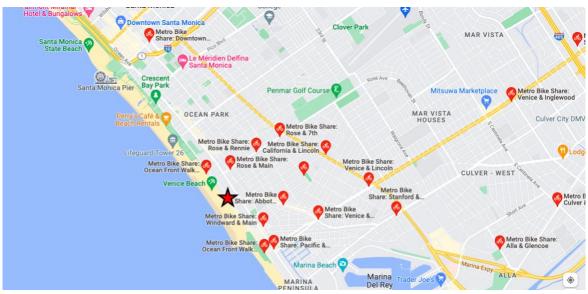


Figure 5 – Map of nearby Metro bike share stations in proximity to proposed project

Furthermore, local and statewide policies have shifted toward making urban neighborhoods easier to navigate without a personally-owned motor vehicle by investing in transportation planning and funding from single occupancy vehicle infrastructure to more multi-modal infrastructure 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.

Citywide Policy Updates

In September 2016, the Los Angeles City Council adopted Mobility Plan 2035 (https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility Plan 2035.pdf), an update of the transportation element of the General Plan. The plan provides a vision and goals for a balanced mobility network that services the needs for all users and modes of travel including pedestrian, bicycle, transit, and motor vehicle, rather than a continued focus on single-occupancy vehicle travel. Mobility Plan 2035 designates several streets in the Venice Coastal Zone as part of its Pedestrian Enhanced Districts (PEDs), and Bicycle and Neighborhood Enhanced Networks (BENs and NENs). In the Plan, Venice Boulevard is designated as a Comprehensive Transit Enhanced Street in the Transit Enhanced Network (TEN), which aims 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. The Plan includes a fully protected Class IV bicycle lane on Venice Boulevard from its eastern terminus in downtown Los Angeles to its western terminus at the Pacific Coast. On-demand shuttle services operate in Venice, providing

As indicated by the City's mobility policies and capital infrastructure planning, increased access to popular visitor destinations, like Venice Beach, may be met through alternative modes of travel. Future parking demand may be further offset through increased efficiencies of existing resources.

real-time transportation access to users via phone or app, including LADOT's LAnow.

In April 2019, Mayor Eric Garcetti released the City's Green New Deal (https://plan.lamayor.org/sites/default/files/pLAn_2019_final.pdf), which set goals and targets for the City to be carbon neutral by 2050. Mobility and public transportation are key factors in reducing carbon emissions.

In June 2019, the City Council adopted an amendment to the Coastal Transportation Corridor Specific Plan (Ordinance No. 186,104) (https://planning.lacity.org/odocument/f70a7b90-3613-49cea65c-2be4a98c6e8c/ordinance_168104_and_168105.pdf) to update the plan's fees, exemptions, credits, and list of transportation improvements. The Specific Plan provides a list of transportation improvements that target multiple modes of travel to reduce reliance on automobiles.

Findings

- 1. Currently, adequate parking exists during typical peak and off-peak beachgoing times.
- 2. In general, retailers along Ocean Front Walk do not offer onsite commercial parking for their patrons.

- 3. It is unlikely that households occupying the project's proposed for-rent residential units will have a need for more than one off-street parking space per unit.
- 4. Parking facilities in close proximity to the project provide overnight parking rental on a per-month basis.
- 5. The neighborhood surrounding the proposed project offers existing and planned infrastructure that supports non-vehicle ownership for residents and visitors.



\	VICINITY MAP	
		BU
63-12LO		AC
17.5		STI
PRO	DJECT SITE	ME
		СО
		PLI
	Serve Control of the last of t	ELE
		FN

	CODE
BUILDING CODE:	2020 LABC, (TITLE 24, PART 2.5) BASED ON THE 2018 IRC (INCLUDES
ACCESSIBILITY)	Brock of the 2010 into (intological

2020 LABC, VOL 2 (TITLE 24, PART 2, VOL 2) BASED ON THE 2018 IBC WITH ASCE 7-16 IECHANICAL CODE: 2019 CA MECHANICAL CODE, (TITLE 24, PART 4) BASED ON THE 2018 UNIFORM MECHANICAL ODE LUMBING CODE: 2019 CA PLUMBING CODE (TITLE 24, PART 5)

BASED ON THE 2018 UNIFORM PLUMBING CODE LECTRICAL CODE: 2019 CA ELECTRICAL CODE (TITLE 24, PART 3) BASED ON THE 2017 NATIONAL ELECTRIC CODE

2019 CA ENERGY CODE (TITLE 24, PART 6) 2020 L.A. CITY GREEN BUILDING CODE

CIVIL ENGINEER

Expansion

Exposed

Fire Alarm

Floor Drain

Foundation

Finish Grade

Finish

Floor

FLUOR Fluorescent

FLASH Flashing

Fire Extinguisher

Fire Hose Cabinet

Face of Concrete

Face of Masonry

Face of Finish

Face of Stud

Fireproof

Frame

Full Size

Footing

Foot, Feet

Furring, Furred

Fire Extinguisher Cab

Exterior

EXPO

EXT

F.D.

FDN

F.E.

F.E.C.

F.H.C.

FLR

F.O.C.

F.O.M.

F.O.S.

FR

FS

FT

FTG

FURR

F.O.F.

F.G.

FIN

GALV Galvinized

Grab Bar

Ground

Grade

Gypsum

Hose Bib

HDWR Hardware

HDWD Hardwood

HORIZ Horizontal

Height

HVAC Heating, Ventilation

Hot Water

Including

INSUL Insulation

Inside Diameter

and Air Conditioning MFR

Hollow Core

Handicapped

Hollow Metal

Galvanized Iron

Glass, Glazing

G.B.

G.I.

GL

GR

H.B.

H.C.

HCP

H.M.

HT

I.D.

INCL

GYP

PROJECT DIRECTORY

<u>OWNER</u>	
NAME: ADDRESS: PHONE #:	BEN SCHONBRUN 723 OCEAN FRONT WALK

<u>ARCHITECT</u> NAME: **BREAKFORM DESIGN** 127 ARENA STREET ADDRESS: EL SEGUNDO, CA 90245

BM

BOT

BSMT

CAB

CARP

C.B.

CEM

CER

C.I.

CLG

CLO

CLR

CMU

CNTR

COL

C.T.

CTR

Beam

Bottom

B.U.R. Built Up Roofing

Cabinet

Carpet

Catch Basin

Cement

Ceramic

Cast Iron

Ceiling

Closet

Counter

CONC Concrete

CONN Connection

CONST Construction

CONT Continuous

CONTR Contractor

CORR Corridor

Column

Ceramic Tile

Center

CTSK Countersunk

C.W. Cold Water

Concrete Masonry Unit

Clear

Bedroom

Basement

PHONE #: 310-233-3700

Angle

Centerline

Number

Existing

ACOUS

ΔD.I

ALUM

ANOD

ARCH

ASPH

BITUM

BLDG

BLK

APPROX

Anchor Bolt

Acoustical

Adjustable

Aluminum

Anodized

Access Panel

Approximate

Asphalt

Board

Bituminous

Building

Block

Architectural

Air Conditioning

Acoustical Tile

Asphaltic Concrete

Above Finish Floor

Alter or Alternate

Diameter or Round

STRUCTURAL ENGINEER

NAME: NAME: ADDRESS: ADDRESS: PHONE #: PHONE #: **LAND SURVEYOR** <u>IRRIGATION</u>

Deep, Depth

Drinking Fountain

Double

Diameter

Dimension

Dispenser

Downspout

Door Opening

Down

Door

D.S.P. Dry Standpipe

East

Each

Drawer

Elevation

Expansion Joint

DWG Drawing

ELEC Electrical

ELEV Elevation

EMER Emergency

ENCL Enclosure

EQUIP Equipment

EQ Equal

E.O.S. Edge of Slab

Detail

DET

D.F.

DIM

DN

DR

DS

EA

DISP

D.O.

NAME: ADDRESS: ADDRESS: PHONE#: PHONE #:

PROJECT INFORMATION

PROJECT SUMMARY: NEW MIXED-USE 3-STORY BLDG W/ 1 COMMERCIAL RETAIL, 1 TAKEOUT RESTAURANT 16 UNITS RESIDENTIAL. & PARKING ON GROUND FLOOR. PROJECT UTILIZES INCENTIVES PER LAMC 12.22A.25

PROJECT ADDRESS: 723 S OCEAN FRONT WALK VENICE, CA 90291 LOT AREA: 8,165.3 SF ASSESSOR'S PARCEL #: 4286028017

GOLDEN BAY TRACT TRACT: BLOCK:

319 (3,708.4 SF), 321 (4,456.9 SF) LOT: ARB #: NONE C1-1 ZONING: VERY HIGH FIRE HAZARD NO SEVERITY ZONE:

FIRE DISTRICT NO. 1: HEIGHT LIMIT: 30'-0" **HEIGHT PROPOSED:** 41'-4" PARKING REQ.: STANDARD = 10 PARKING PROVIDED: COMPACT = 6

OCCUPANCY GROUP: A-2, R-2 FIRE SPRINKLER: NFPA-13

MEMB Membrane

Metal

Manufacture

Miscellaneous

Masonry Opening

Manhole

Minimum

MET

MH

MIR

MISC

M.O.

1. CODE SECTION FROM WHICH RELIEF IS REQUESTED: CODE SECTION WHICH AUTHORIZES RELIEF: 12.24 U 26 A CONDITIONAL USE PERMIT PURSUANT TO LOS ANGELES MUNICIPAL

CODE 12.24 U 26 TO PERMIT A DENSITY BONUS FOR A PROJECT FOR WHICH THE DENSITY INCREASE IS GREATER THAN THE MAXIMUM 35% PERMITTED IN LOS ANGELES MUNICIPAL CODE SECTION 12.22 A 25; IN 16 FOR-RENT DWELLING UNITS IN LIEU OF THE 11 DWELLING UNITS OTHERWISE PERMITTED BY LOS ANGELES MUNICIPAL CODE 12.13 A. 1.: WITH 2 DWELLING UNITS RESERVED FOR VERY LOW INCOME HOUSEHOLDS; AND PURSUANT TO LAMC SECTION 12.24 F

ACTIONS REQUESTED

2. PURSUANT TO LOS ANGELES MUNICIPAL CODE SECTION 11.5.7-C,2 AND SECTION 7.H. OF THE VENICE COASTAL SPECIFIC PLAN: PROJECT PERMIT COMPLIANCE FOR THE CONSTRUCTION OF A MAXIMUM NEW 16-UNIT MIXED-USE APARTMENT BUILDING WITH 1.508 SQUARE FEET OF GROUND FLOOR RETAIL.

. PURSUANT TO LOS ANGELES MUNICIPAL CODE SECTION 12.20.2G (COASTAL DEVELOPMENT PERMIT): A COASTAL DEVELOPMENT PERMIT WITHIN THE DUAL PERMIT JURISDICTION OF THE CALIFORNIA COASTAL ZONE TO PERMIT THE CONSTRUCTION, USE AND MAINTENANCE OF THE PROPOSED PROJECT.

ON- AND OFF-MENU INCENTIVES

PERMIT A 20% DECREASE IN THE REQUIRED NORTH SIDE YARD SETBACK TO ALLOW A SIDE YARD SETBACK OF 4 FEET AND 10 INCHES LIEU OF THE 6 FEET REQUIRED FOR THE RESIDENTIAL LEVELS IN THE C1 ZONE PURSUANT TO LAMC 12.13. C.2.(C)

PERMIT A 20% DECREASE IN THE REQUIRED SOUTH SIDE YARD SETBACK TO ALLOW A SIDE YARD SETBACK OF 4 FEET AND 10 INCHES LIEU OF THE 6 FEET REQUIRED FOR THE RESIDENTIAL LEVELS IN THE C1 ZONE PURSUANT TO LAMC 12.13. C.2.(C)

PERMIT AN 11-FOOT, 4-INCH INCREASE IN THE ALLOWABLE HEIGHT TO ALLOW A BUILDING HEIGHT OF 41 FEET AND 4 INCHES IN LIEU OF THE 30-FOOT HEIGHT LIMIT REQUIRED OF FLAT ROOFS IN THE NORTH VENICE SUBAREA PURSUANT TO THE VENICE COASTAL ZONE SPECIFIC PLAN SECTION 10. F.3.A.

ALLOW THREE (3) ROOF ACCESS STRUCTURES: TWO (2) ACCESS STRUCTURES FOR THE STAIRS AND ONE (1) ROOF ACCÈSS STRUCTURE FOR THE ELEVATOR IN LIEU OF THE SINGLE ROOF ACCESS STRUCTURE

ALLOW ROOF ACCESS STRUCTURES WITH 200 SQUARE FEET, 200 SQUARE FEET, AND 130 SQUARE FEET, RESPECTIVELY, IN LIEU OF THE

PERMIT ONE (1) ROOF ACCESS STRUCTURE THAT EXCEEDS THE FLAT ALLOWED BY THE VENICE COASTAL ZONE SPECIFIC PLAN.

ALLOW THE PROVISION OF 0 OFF-STREET AUTOMOBILE PARKING AUTOMOBILE PARKING SPACES REQUIRED BY THE VENICE COASTAL ZONE SPECIFIC PLAN SECTION 13. D. AND E.1.

Sheet List F.A.R. PROVIDED VS. ALLOWED Sheet Number Sheet Name

					Sheet Number	Sheet Name
v	PROVIDED		ALLOWED		A0.00	COVER
1	TOTAL FLOOD ADEA.	40.040.05	TOTAL LOT ADEA.	0.405.0.05	A0.01	GENERAL NOTES
	TOTAL FLOOR AREA:	13,210 SF	TOTAL LOT AREA:	8,165.3 SF	A0.02	GREEN FORMS
	(BUILDABLE LOT AREA = 8,165.3 SF)		BUILDABLE AREA:	8,165.3 SF	A0.03	SPECS/ RESEARCH REPORTS
	(,			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	A0.04	SPECS/ RESEARCH REPORTS
-	(F.A.R.) x 8,165.3 SF = 13,210 SF		F.A.R. ALLOWED:	1.5:1	A0.05	SPECS/ RESEARCH REPORTS
;	F.A.R. PROVIDED:	1.62:1	(1.5) x 8,165.3 SF = 12,247.95 SF		A0.06	SPECS/ RESEARCH REPORTS
	F.A.R. FROVIDED.	1.02.1	(1.5) x 6, 105.5 SF = 12,247.95 SF		A0.08	DOOR SCHEDULE
	TOTAL PROVIDED:	13,210 SF	TOTAL ALLOWED:	12,247.95 SF	A0.09	DOOR SCHEDULE
г	DECIDENTIAL I	JENICITY F	PROVIDED VS. ALLOWED		A0.10	WINDOW SCHEDULE
6-	RESIDENTIAL L	JENSII I P	ROVIDED VS. ALLOWED		A0.11	DOOR DETAILS
	PROVIDED		ALLOWED		A0.12	DOOR DETAILS
	MARKET RATE:	14 UNITS	8,165.3 SF / 800 SF (PER R3) = 10.2 →	11 UNITS	A0.13	WINDOW DETAILS
ijŢ			(= : : : : : : : : : : : : : : : : : :		A0.14	WINDOW DETAILS
E	VERY LOW INCOME:	2 UNITS	BONUS PER 12.24 U.26	6 UNITS	A0.15	WALL TYPES
	TOTAL DROVIDED.	4C LINUTO	TOTAL ALLOWED.	47 UNUTO	A0.16	WALL TYPES
	TOTAL PROVIDED:	16 UNITS	TOTAL ALLOWED:	17 UNITS	A0.17	FLOOR TYPES
	PARKING PROVIDED VS. REQUIRED			A0.18	GENERAL DETAILS	
	PROVIDED		REQUIRED		A0.19	GENERAL DETAILS
l	TROVIDED				1 40.00	CENEDAL DETAILS

				A O A O	
PROVIDED		REQUIRED		A0.19	GENERAL DETAILS
				A0.20	GENERAL DETAILS
TENANT PARKING		COMMERCIAL (VSP): 1 SPACE / 225 SF =	6 SPACES	A0.21	ACCESSIBILITY NOTES & DETAILS
		BEACH IMPACT ZONE (VSP): 1,350 / 640 SF = 2.10 =	: 3 SPACES	A0.22	ACCESSIBILITY NOTES & DETAILS
		(,,,		A0.23	ACCESSIBILITY NOTES & DETAILS
		TOTAL COMMERCIAL REQUIRED:	9 SPACES	A0.24	FIRE LIFE SAFETY
STANDARD: 1	10 SPACES			A0.25	FIRE LIFE SAFETY
COMPACT:	6 SPACES	RESIDENTIAL (OPTION 1, LAMC 12.22 A 25 (d)(1)): 1 SP / 0-1 BR UNIT =	16 SPACES	A0.26	EXISTING SITE SURVEY
30M17.01.	0 01 71020	1 OF 7 O-1 BIX OWN -	10 OI AOLO	A0.28	SQUARE FOOTAGE BREAKDOWNS
		TOTAL RESIDENTIAL REQUIRED:	16 SPACES	A0.29	SQUARE FOOTAGE BREAKDOWNS
				A0.30	OPEN SPACE AREA CALCULATION
TOTAL PROVIDED:	16 SPACES	TOTAL REQUIRED:	25 SPACES	A0.31	F.A.R. CALCULATIONS
				A0.32	F.A.R. CALCULATIONS

COMMERCIAL: 1 / 2,000 SF (MIN. 2) 4 SPACES

OFF-MENU WAIVERS OF DEVELOPMENT	L
STANDARDS	

PERMIT AN 8% INCREASE IN ALLOWED FLOOR AREA RATIO TO ALLOW 13,210 SQUARE FEET OF FLOOR AREA IN LIEU OF THE 12,247.95 SQUARE FEET PERMITTED PURSUANT TO LAMC 12.21.1. A.1.

PERMITTED PURSUANT TO THE VENICE COASTAL ZONE SPECIFIC PLAN.

100 SQUARE FEET MAXIMUM EXTERIOR DIMENSION PERMITTED BY THE VENICE COASTAL ZONE SPECIFIC PLAN SECTION 9.C.1.D.

ROOF HEIGHT BY 12 FEET AND SEVEN INCHES IN LIEU OF THE TEN FEET

PERMIT 6 COMPACT PARKING STALLS AND 10 STANDARD STALLS IN LIEU OF THE 1 STANDARD PARKING STALL PER DWELLING UNIT MINIMUM REQUIRED PURSUANT TO LAMC 12.21 A 5 C.

SPACES DEVOTED TO COMMERCIAL USES IN LIEU OF THE 9 OFF-STREET

SLDG Siding

SQ

S.S.

SSK

STD

STL

SPEC Specification

Square

Standard

Steel

Stainless Steel

Service Sink

BICYCLE PAR	KING PRO	OVIDED VS	. REQUIRED

LONG TERM BICYCLE PARKING: 24 SPACES 6 SPACES SHORT TERM BICYCLE PARKING:

BICYCLE ORD: 2 CAR PARKING SPACES REPLACEDW/ 8 BICYCLE SPACES (0 SHORT TERM & 8 LONG TERM) TOTAL LONG TERM PROVIDED:

COMMON OPEN SPACE:

PRIVATE OPEN SPACE

TOWARDS CALCULATION

BASED ON ZONING CODE 12.21 G:

TOTAL PROVIDED OPEN SPACE:

PROVIDED

RESIDENTIAL: 1 / 10 UNITS (MIN. 2) 2 SPACES COMMERCIAL: 1 / 2,000 SF (MIN. 2) 24 SPACES | TOTAL LONG TERM REQUIRED: **TOTAL SHORT TERM PROVIDED:**

800 SF

1.800 SF

BREAK I

(# INDICATES

6 SPACES | TOTAL SHORT TERM REQUIRED: OPEN SPACE PROVIDED VS. REQUIRED

REQUIRED 1.000 SF

TOTAL REQUIRED OPEN SPACE:

LONG TERM BICYCLE PARKING

SHORT TERM BICYCLE PARKING:

RESIDENTIAL: 1 / UNIT

(1 UNIT)(100)

A3.51 A3.60 A3.61 A4.00 1,600 SF A4.10

ELEVATIONS COLOR ELEVATION MATERIALS SECTIONS 16 UNIT @ < 3 HABITABLE ROOMS (100 SF) **SECTIONS** A4.20 SECTIONS

16 SPACES

4 SPACES

20 SPACES

6 SPACES

1,600 SF

YARD	PROVIDED	REQUIRED
OCEAN FRONT WALK	5' - 0" @ RESIDENTIAL LEVELS	0' - 0" @ RESIDENTIAL LEVELS
PARK AVE (SOUTH SIDE)	4' - 10" @ RESIDENTIAL LEVELS	6' - 0" @ RESIDENTIAL LEVELS
NORTH SIDE	4' - 10" @ RESIDENTIAL LEVELS	6' - 0" @ RESIDENTIAL LEVELS
SPEEDWAY AVE	2'- 1" @ RESIDENTIAL LEVELS	2' - 0" @ RESIDENTIAL LEVELS

RESIDENTIAL YARD SETBACKS PROVIDED VS. REQUIRED

SIDEN	DENTIAL LEVELS 2' - 0" @ RESIDENTIAL LEVELS			NIIAL LEVELS	A7.50	REFLECTED CEILING PLAN
	RESIDENTIAL UNITS			TS	A7.51	LIGHTING SCHEDULE
					A7.60	REFLECTED CEILING PLAN
	UNIT#	OCCUPANCY	<u>SF</u>	<u>TYPE</u>	A7.61	LIGHTING SCHEDULE
H LINE		4 DD /4 DTU	000.05	MADICET DATE	A9.00	VERTICAL CIRCULATION
R LINE	2A 2B	1 BD / 1 BTH 1 BD / 1 BTH	636 SF 634 SF	MARKET RATE MARKET RATE	A9.10	VERTICAL CIRCULATION
INE CTION	2C	1 BD / 1 BTH	461 SF	MARKET RATE	A9.20	VERTICAL CIRCULATION
/BELOW	2D	1 BD / 1 BTH	673 SF	MARKET RATE	A9.30	VERTICAL CIRCULATION
RTY LINE	2E	STUDIO / 1 BTH	277 SF	MARKET RATE	A9.40	STAIR DETAILS
	2F	STUDIO / 1 BTH	277 SF	AFFORDABLE	A10.00	RENDERINGS
SYMBOL SISSUE)	2G 2H	1 BD / 1 BTH 1 BD / 1 BTH	647 SF 509 SF	MARKET RATE MARKET RATE	DEMO	DEMO SITE PLAN
.3 1330L)	3A	1 BD / 1 BTH	636 SF	MARKET RATE	L1.10	LANDSCAPE PLAN
	3B	1 BD / 1 BTH	634 SF	MARKET RATE	L1.20	LANDSCAPE PLAN
G ON	3C	1 BD / 1 BTH	461 SF	MARKET RATE	T24.1	TITLE 24
71 4	3D 3E	1 BD / 1 BTH STUDIO / 1 BTH	673 SF 277 SF	MARKET RATE MARKET RATE	T24.2	TITLE 24
4	3F	STUDIO / 1 BTH	277 SF	AFFORDABLE		,
₹	٠.	0.02.0712111	0.	, OD/ .DLL		

RAMSEY DAHAM RENEWAL DATE

ROOF ACCESS STRUCTURES

PROPOSED SITE PLAN

PROPOSED PLANS

PROPOSED PLANS

PROPOSED PLANS

PROPOSED PLANS

OPENING ANALYSIS

ELEVATIONS COLOR

ELEVATIONS COLOR

ELEVATION MATERIALS

ELEVATION MATERIALS

ELEVATIONS

ELEVATIONS

ELEVATIONS

SECTIONS

ENLARGED PLANS

ENLARGED PLANS

LIGHTING SCHEDULE

LIGHTING SCHEDULE

LIGHTING SCHEDULE

LIGHTING SCHEDULE

REFLECTED CEILING PLAN

REFLECTED CEILING PLAN

REFLECTED CEILING PLAN

REFLECTED CEILING PLAN

ROOF DRAINAGE PLAN

A1.00

A2.10

A2.40

A2.50

A3.00

A3.10

A3.20

A3.30

A3.40

A3.41

A3.50

A4.30

A5.00

A5.10

A7.11

A7.20

A7.21

A7.30

A7.31

A7.40

A7.41

CA CA OCEAN VENICE \mathcal{C}

REVISIONS

COVER

DRAWN		
CHECKED	PNK	
DATE 12/14/202	2 4:09:16 PM	
SCALE		

A0.00

21-A009

N.I.C. Not in Contract

ABREVIATIONS & SYMBOLS

KIT Kitchen NO Number NOM Nominal LAM Laminate N.S. No Scale LAV Lavatory N.T.S. Not to Scale L.F. Lineal Foot L.H. Left Hand LKR Locker Overall L.R. OBSC Living Room Obscure LT O.C. On Center Light LVR Outside Diameter Louver O.F.D. Overflow Drain MATL Material OFF Office MAX Maximum O.H. Overhang M.B. Machine Ball OVHD Overhead MECH Mechanical OPNG Opening

P.L.

PLMG

PLAM

RAD R.D. REF REFR REINF REQ RESIL REV RFG R.H. RMOPP R.O. Opposite RWD Piece P.D. Planter Drain PLPlate S.C.

Property Line

Plastic Laminate

Plumbing

Reference STOR Storage Refrigerator STRC Structrual Reinforced / Reinford SUSP Suspended Required SW Switch Resilient **SYM** Symmetrical Revised SYS Roofing Right Hand Tread T.B. Towel Bar Rough Opening T.O.C. Top of Curb Redwood T.O.D. Top of Drain TEL **TEMP** Solid Core SCHED Schedule TER THK Section

P.T.D. Paper Towel Dispenser SIM

Partition

Riser

Radius

Room

Separation, Separate

Quarry Tile

Roof Drain

PTN

SECT

SEP

V.I.F. Verifiy in Field VOL **T&G** Tongue and Groove W.H. W/O W.C. Telephone WD Tempered, Temperature **WP** Terrazzo Thick, Thickness WSCT Threshold Toilet WT

With Water Heater Without Water Closet Wood Waterproof Wainscot W.S.P. Wet Standpipe Weight

Toilet Paper Dispenser

Top of Steel

Television

Typical

Urinal

Vertical

Vestibule

Unfinished

U.O.N. Unless Otherwise Noted

T.O.W. Top of Wall

T.S.

TV

TYP

UNF

UR

VERT

VEST

Volume WINDOW SYMBOL PROJECT GRID ROOM SYMBOL SYMBOL ROOM NUMBER FLOOR LEVEL Waterproof Membrane INDICATES A JOG IN THE BUILDING SECTION

(0,0,0)

ELEVATION INTERIOR ELEVATION BASEMENT DAT WALL SECTION

DOOR SYMBOL

647 SF MARKET RATE 1 BD / 1 BTH 509 SF MARKET RATE 1 BD / 1 BTH 3Н

INT Moisture Resistant PLAS FUT Shelf Future Interior Plaster **T.O.P.** Top of Pavement **E.W.** Each Way MTD Mounted PLYWD Plywood SHR Shower E.W.C. Electric Water Cooler GA T.O.S. Top of Slab JAN Janitor MUL Mullion PR SHT Sheet REFERENCE) Pair T.P.D. Toilet Paper Dispenser **EXIST** Existing

- 2. OBTAIN DEMOLITION PERMITS AND INCLUDE ALL COSTS OF SAME IN CONTRACT PRICE.
- 3. FURNISH ALL LABOR AND MATERIALS/EQUIPMENT TO COMPLETE DEMOLITION AND REMOVAL OF ALL ITEMS AS INDICATED. GC TO ESTABLISH PROCEDURES W/ BLDG.
- 4. CONTRACTOR SHALL KEEP CONSTRUCTION AREA FREE OF DUST AND DEBRIS FOR THE DURATION OF CONSTRUCTION.
- 5. IF ANY QUESTIONS ARISE AS TO THE REMOVAL OF ANY MATERIAL, CLARIFY THE POINT IN QUESTION WITH THE ARCHITECT BEFORE PROCEEDING.
- 6. AT COMPLETION OF DEMOLITION WORK, THE CONSTRUCTION AREA(S) SHALL BE LEFT IN "BROOM CLEAN" CONDITION. ALL DEBRIS AND MISCELLANEOUS MATERIAL SHALL BE REMOVED.
- 7. DEBRIS REMOVAL MUST BE PERFORMED USING THE FREIGHT ELEVATOR WHEN APPLICABLE. CONTACT THE BUILDING MGMT. OFFICE TO OBTAIN SCHEDULE FOR THE USE OF THE FREIGHT ELEVATOR(S) PRIOR TO SUBMITTING BID. ALL DEBRIS REMOVAL SHALL BE PERFORMED IN ACCORDANCE. WITH BUILDING MANAGEMENT REQUIREMENTS AND PROCEDURES.
- 8. IF DIRECTED BY BUILDING MANAGEMENT, ALL DOORS, FRAMES, HARDWARE, MECHANICAL ITEMS, PLUMBING FIXTURES, LIGHT FIXTURES, (INCLUDING DOWNLIGHTS & FLUORESCENTS), & SPECIAL EQUIPMENT SHOWN TO BE REMOVED. SHALL BE CLEAN AND FREE OF DEFECTS. PROTECTED, SAVED AND REUSED AS DIRECTED HEREIN, RETURNED TO BUILDING STOCK OR DISPOSED OF.
- 9. IN PARTITIONS TO BE REMOVED, REMOVE AND CAP ALL OUTLETS, SWITCHES, WIRES, THERMOSTATS, ETC. TO THEIR
- 10. CONTRACTOR SHALL BE RESPONSIBLE FOR PATCHING AND/OR REPAIRING ANY DAMAGE CAUSED BY HIM OR HIS SUBCONTRACTORS TO EXISTING CONSTRUCTION IN ELEVATOR LOBBY, PUBLIC CORRIDORS, RESTROOMS OR TENANT SPACES. REFINISH TO MATCH EXISTING ADJACENT FINISH, OR AS NOTED HEREIN.
- 11. NO EXISTING SMOKE DETECTOR, PUBLIC ADDRESS SPEAKER, FIRE ALARM BOX OR SIMILAR DEVICE, INCLUDING THE ASSOCIATED WIRING SHALL BE DAMAGED DURING DEMOLITION AND SUBSEQUENT CONSTRUCTION. RELOCATION OF SMOKE DETECTORS, PUBLIC ADDRESS SPEAKERS AND FIRE ALARM EQUIPMENT, NECESSITATED BY NEW CONSTRUCTION, SHALL BE ACCOMPLISHED AS A FIRST PRIORITY, AND PER THE PLANS. NO ACTIVE SMOKE DETECTOR SHALL BE COVERED OR OTHERWISE REMOVED OR USED FOR OTHER THAN IT'S INTENDED PURPOSE.
- 12. ALL EXISTING FLOOR MOUNTED OUTLETS, WHERE NOTED TO BE REMOVED OR RELOCATED, SHALL BE CAPPED OFF TO THE NEAREST JUNCTION BOX. FILL AND LEVEL FLOOR TO ACCEPT NEW FLOOR COVERING.
- 13. ALL EXISTING CEILING TILES TO REMAIN U.O.N. ALL BROKEN, PARTIAL, STAINED, OR DAMAGED TILES SHALL BE REPLACED.
- 14. ALL EXISTING LIGHT FIXTURES SHALL BE CLEANED OF DUST, WRAPPED FOR PROTECTION & STORED FOR RE-USE.
- 15. REMOVE TO SOURCE ALL PIPES, VENTS, APPLIANCES OR DRAINS NOT BEING RE-USED.
- **16.** RE-USE OR RELOCATE ALL ABOVE CEILING DUCTWORK, DIFFUSERS, GRILLES, SPRINKLER PIPES OR OTHER EQUIPMENT, AS REQUIRED FOR PROPER DISTRIBUTION WITH NEW LAYOUT.
- 17. REMOVAL OF ANY EQUIPMENT, CABLING SWITCHES, AND CONDUIT PERTAINING TO DATA/ COMMUNICATIONS AND TELEPHONE SHALL BE VERIFIED WITH TELEPHONE COMPANIES, SERVICE OWNER OR TENANT DATA/COMMUNICATIONS REPRESENTATIVE AS REQUIRED TO PREVENT NEW CONSTRUCTION DELAYS.
- 18. REMOVE ALL EXISTING IRREGULAR MATERIALS WHICH CAUSE RISES OR DEPRESSIONS IN FLOORING SURFACE, SUCH AS FASTENERS. OUTLET CORES. COVER PLATES. RESILIENT FLOOR COVERINGS, CARPET, CARPET PAD, FLASH PATCH, CONCRETE FILL, PLYWOOD, ETC.
- 19. CAREFULLY REMOVE ALL EXISTING WALL COVERING AT EXISTING PARTITIONS AND/OR COLUMNS, AS NOTED.
- 20. DEMOLITION IS NOT NECESSARILY LIMITED TO WHAT IS SHOWN ON DRAWINGS. THE INTENT IS TO INDICATE THE GENERAL SCOPE OF DEMOLITION REQUIRED TO COMPLETE THE WORK IN ACCORDANCE WITH THE CONTRACT
- 21. STAIRWAYS MUST REMAIN ACCESSIBLE AT ALL TIMES DURING DEMOLITION.
- 22. RATED WALLS SHALL NOT BE PENETRATED UNLESS THE RATING IS MAINTAINED.

SAFETY NOTES:

- 1. THE CONTRACTOR SHALL SAFEGUARD THE OWNER'S PROPERTYDURING CONSTRUCTION AND SHALL REPLACE ANY DAMAGED PROPERTY OF THE OWNER TO ORIGINAL CONDITION OR BETTER.
- 2. THE CONTRACTOR SHALL PROVIDE GUEST PROTECTION FROM ALL AREAS OF WORK.
- 3. THE CONTRACTOR SHALL PROTECT ADJOINING AREAS FROM NOISE, DUST, DIRT FIRE HAZARDS, ETC.

CONSTRUCTION NOTES:

- 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURACY OF MATCHING BUILDING LINES AND LEVELS BETWEEN NEW AND EXISTING CONSTRUCTION. THE CONTRACTOR SHALL COMPARE CAREFULLY THE LINES AND LEVELS SHOWN ON THE DRAWINGS WITH EXISTING LEVELS FOR THE LOCATION AND CONSTRUCTION OF THE WORK AND SHALL NOTIFY THE ARCHITECT OF ANY DISCREPANCIES PRIOR TO PROCEEDING WITH THE WORK.
- 2. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE ALL EXISTING UTILITIES WHETHER SHOWN HEREON OR NOT AND TO PROTECT THEM FROM DAMAGE. THE CONTRACTOR SHALL BEAR ALL EXPENSE OR REPAIR OR REPLACEMENT OF UTILITIES OR OTHER PROPERTY DAMAGED BY OPERATIONS IN CONJUNCTION WITH THE EXECUTION OF THE WORK.
- 3. CONTRACTOR SHALL RELOCATE OR CAP OFF EXISTING UTILITY LINES AS REQUIRED. COORDINATE WTH ELECTRICAL AND PLUMBING DRAWINGS FOR FURTHER INFORMATION.
- 4. EXISTING CONSTRUCTION WHICH IS TO REMAIN BUT IS DAMAGED DURING, CONSTRUCTION SHALL BE REPLACED OR REPAIRED TO ORIGINAL CONDITION OR BETTER.

- 5. MATERIALS USED FOR NEW CONSTRUCTION, UNLESS SPECIFIED OR INDICATED OTHERWISE, SHALL MATCH EXISTING ADJACENT MATERIALS, CONSTRUCTION AND FINISHES.
- 6. NO MATERIALS SHALL BE STORED ON PUBLIC PROPERTY UNLESS ENCROACHMENT PERMIT IS FIRST OBTAINED FROM
- 7. THE GENERAL CONTRACTOR SHALL PROVIDE A DUMPSTER IN AN AREA DESIGNATED BY THE OWNER FOR THE PURPOSE OF COLLECTING TRASH AND SHALL PROVIDE FOR ITS REMOVAL FROM THE SITE TO A LEGAL DISPOSAL
- 8. ALL HOLES IN CONCRETE SLABS LEFT AFTER REMOVAL OF PIPES, CONDUITS, ETC., ARE TO BE FILLED WITH POR-ROCK OR SOLID CONCRETE, REFER TO ANY DETAILS WITHIN DRAWING SET FOR FURTHER INFORMATION.
- 9. THE GENERAL CONTRACTOR SHALL VERIFY SALVAGE REQUIREMENTS OF ALL FURNITURE, FIXTURES AND EQUIPMENT WITH THE OWNER TO DEMOLITION.
- 10. SURFACE CRACKS AND VOIDS SHALL BE TUCK POINTED
- 11. ALL SURFACES TO BE FINISHED SHALL BE PREPARED IN ACCORDANCE WITH FINISH MANUFACTURERS RECOMMENDATIONS.
- 12. PROVIDE ALL NECESSARY BLOCKING, BACKING, SLEEVES, AND FRAMES FOR LIGHT FIXTURES, ELECTRICAL UNITS, A/C EQUIPMENT AND OTHER ITEMS REQUIRING SAME.
- 13. PLEASE RECYCLE DEMOLITION & CONSTRUCTION WASTE. ASK ABOUT POSSIBLE DUMP SITES.
- **14.** THE CONTRACTOR SHALL COMPLY W/ ALL 0.S.H.A. REQUIREMENTS
- 15. TEMPERED GLASS SHALL BE PERMANENTLY IDENTIFIED & VISIBLE WHEN THE UNIT IS GLAZED.
- 16. PENETRATIONS OF FIRE-RATED FLOORS OR FLOOR-CEILING ASSEMBLIES SHALL BE PROTECTED BY THROUGH-PENETRATION FIRE STOPS HAVING AN "F" OR "T" RATING. A "T" RATING IS REQUIRED WHERE PENETRATIONS ARE NOT CONTAINED IN THE WALL AT THE POINT THEY PENETRATE THE FLOOR OR WHERE THEY ARE LARGER THAN A 4" (IOOmm) PIPE OR 16 SQ IN (IO320mm SQ) IN AREA. UBC SEC

CODE NOTES:

- 1. ALL WORK AND MATERIALS SHALL COMPLY TO THE CURRENT ADOPTED EDITION OF THE CALIFORNIA BUILDING CODE, CALIFORNIA PLUMBING CODE, NATIONAL ELECTRIC CODE, CALIFORNIA MECHANICAL CODE, CALIFORNIA FIRE CODE AND ALL LOCAL CODES, REGULATIONS, LAWS & ORDINANCES GOVERNING CONSTRUCTION . SECURITY IN THIS JURISDICTION.
- 2. METAL FABRICATION SHALL CONFORM TO C.B.C. AND STANDARDS OF A.S.T.M., A.I.S.C., A.W.S. AND S.S.P.C. THE CONTRACTOR SHALL COMPLY WITH ALL LOCAL AND STATE CODE REGULATIONS.
- 3. DEPARTMENT OF INDUSTRIAL RELATIONS DIVISION OF INDUSTRIAL SAFETY (O.S.H.A.) REQUIREMENTS. CONTRACTOR SHALL PROVIDE OCCUPANCY SIGNAGE PER LOCAL BUILDING REQUIREMENTS AND/OR FIRE DEPARTMENT REQUIREMENTS.
- 4. OCCUPANCY SIGNAGE SHALL BE PLACED PER LOCAL CODE & FIRE DEPARTMENT REQUIREMENTS AS APPLICABLE.
- 5. ALL REQUIRED PERMITS MUST BE OBTAINED AND KEPT ON THE PREMISES AT ALL TIMES IN A LOCATION SPECIFIED BY THE CITY.

GENERAL NOTES:

- 1. THE CONTRACTOR SHALL REPORT TO THE ARCHITECT ANY INCONSISTENCY FRROR OR OMISSION HE MAY DISCOVER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY ERROR AFTER THE START OF CONSTRUCTION WHICH HAS NOT BEEN BROUGHT TO THE ATTENTION OF THE ARCHITECT. THE MEANS OF CORRECTING ANY ERROR, BEFORE OR AFTER THE START OF CONSTRUCTION, SHALL FIRST BE APPROVED BY THE ARCHITECT.
- 2. STAMPED SETS OF APPROVED PLANS SHALL BE PROVIDED FOR ALL WORK. THE CONTRACTOR SHALL MAINTAIN IN. GOOD CONDITION, COMPLETE SETS OF STAMPED AND APPROVED PLANS WITH ALL REVISIONS, ADDENDA, AND CHANGE ORDERS ON THE PREMISES AT ALL TIMES. THEY ARE TO BE UNDER THE CARE OF THE GENERAL CONTRACTOR OR HIS SUPERINTENDENT IN A LOCATION SPECIFIED BY THE CITY.
- 3. THE ARCHITECT WILL REVIEW ALL SHOP DRAWINGS AND SAMPLES FOR CONFORMANCE WITH DESIGN CONCEPT OF THE PROJECT. THE ARCHITECT'S REVIEW OF A SEPARATE ITEM SHALL NOT INDICATE APPROVAL OF AN ASSEMBLY IN WHICH THE ITEM FUNCTIONS.
- 4. THE ARCHITECT MAKES NO GUARANTEE FOR PRODUCTS NAMED BY TRADE NAME OR MANUFACTURER.
- 5. REFERENCES OF DRAWINGS IS FOR CONVENIENCE ONLY AND DOES NOT LIMIT APPLICATION OF ANY DRAWING OR
- 6. DETAILS ARE INTENDED TO SHOW DESIGN INTENT. MINOR MODIFICATIONS MAY BE REQUIRED TO SUIT JOB DIMENSIONS OR CONDITIONS, AND SUCH MODIFICATIONS SHALL BE INCLUDED AS PART OF THE WORK.
- 7. THE CONTRACTOR SHALL NOT BREAK SETS FOR TRADE BIDDING, ERRORS IN BIDDING AS A RESULT OF THIS PRACTICE ARE NOT THE RESPONSIBILITY OF THE OWNER OR THE ARCHITECT.
- 8. THE CONTRACTOR SHALL REFER TO AND CROSS-CHECK DETAILS, DIMENSIONS, NOTES, AND ALL REQUIREMENTS SHOWN ON THE ARCHITECTURAL DRAWINGS WITH THE EXISTING SITE CONDITIONS AND SPECIFICATIONS.
- 9. PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. THE FOLLOWING IS REQUIRED FROM THE AGENT OF THE OWNER, a) AN AUTHORIZATION LETTER FROM THE OWNER TO PULL PERMITS. THE FOLLOWING IS REQUIRED FROM THE CONTRACTOR AGENT:- b) CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND FOLLOWING LANDLORD'S RULES AND REGULATIONS, INCLUDING BUT NOT LIMITED TO PROVIDING INSURANCE CERTIFICATES PER LANDLORD'S CRITERIA. c) CERTIFICATE OF WORKERS COMPENSATION INSURANCE MADE OUT TO THE CONTRACTORS STATE LICENSE BOARD. d) COPY OF THE CITY BUSINESS TAX REGISTRATION CERTIFICATE OR NEWLY PAID RECEIPT FOR ONE. e) NOTARIZED LETTER OF AUTHORIZATION FOR AGENTS OF CONTRACTOR.
- 10. THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS TO THE OWNER FOR REVIEW PRIOR TO SIGNING THE OWNER / CONTRACTOR AGREEMENT.

- 11. ALL TRADES SHALL DO THEIR OWN CUTTING, FITTING, PATCHING, ETC., TO MAKE THE SEVERAL PIECES COME TOGETHER PROPERLY AND FIT OR BE RECEIVED BY WORK OF OTHER TRADES.
- 12. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE TEMPORARY BRACING OR SHORING AS REQUIRED OR PORTION THEREOF DURING CONSTRUCTION.
- 13. THE CONTRACTOR SHALL PROVIDE TEMPORARY WATER, POWER, AND TOILET FACILITIES AS REQUIRED AND SHALL INSTALL THEM IN ACCORDANCE TO LOCAL CODES. CONTRACTOR MAY USE OWNERS FACILITIES UPON WRITTEN AUTHORIZATION FROM OWNER'S REPRESENTATIVE.
- 14. THE GENERAL CONTRACTOR AND HIS ASSOCIATES. SUBCONTRACTORS, ETC., MUST MAINTAIN THE SPACE, ACCESS AREAS, ETC., CLEAN AT ALL TIMES AND SWEEP. DUST, CLEAN, ETC., EVERY DAY AT THE END OF WORKING
- 15. IT S THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO DELIVER THE JOB COMPLETELY CLEAN.
- 16. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR, ND SHALL REPLACE OR REMEDY ANY FAULTY, IMPROPER OR INFERIOR MATERIALS OR WORKMANSHIP OR ANY DAMAGE WHICH SHALL APPEAR WITHIN ONE (1) YEAR AFTER THE COMPLETION AND ACCEPTANCE OF THE WORK UNDER THIS CONTRACT.

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 REVISION OF THE FIXED FIRE PROTECTION EQUIPMENT 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 DRAWNGS AND SPECIFICATIONS FOR REVISION TO FIXED FIRE PROTECTION EQUIPMENT AND SUBMITTAL OF PLANS TO THE FIRE MARSHALL AS REQUIRED FOR APPROVAL PRIOR TO INSTALLATION.

LADBS 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 HOOK-UP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES-WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.
- 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 EXTERIOR OF THE BUILDING OR STRUCTURE 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 (R306.3).
- 4. KITCHEN SINKS, LAVATORIES, BATHTUBS, SHOWERS, BIDETS, LAUNDRY TUBS AND WASHING MACHINE OUTLETS SHALL BE PROVIDED WITH HOT AND COLD WATER AND CONNECTED TO AN APPROVED WATER SUPPLY (R306.4).
- 5. BATHTUB AND SHOWER FLOORS, WALLS ABOVE BATHTUBS WITH A SHOWERHEAD, AND SHOWER COMPARTMENTS SHALL BE FINISHED WITH A NONABSORBENT SURFACE. SUCH WALL SURFACES SHALL EXTEND TO A HEIGHT OF NOT LESS THAN 6 FEET ABOVE THE FLOOR (R307.2).
- 6. PROVIDE ULTRA LOW FLUSH WATER CLOSETS FOR ALL NEW CONSTRUCTION. EXISTING SHOWER HEADS 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 NAME, PRODUCT DESIGNATION AND PERFORMANCE GRADE RATING (RESEARCH REPORT NOT REQUIRED). (R308.6.9)
- 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 EQUIPPED WITH A MANUAL MEANS TO DEACTIVATE (FOR 15 SECS. MAX.) FOR A SINGLE OPENING. THE DEACTIVATION SWITCH SHALL BE AT LEAST 54" ABOVE THE FLOOR. (6109 OF LABC)
- 10. AUTOMATIC GARAGE DOOR OPENERS, IF PROVIDED, SHALL BE LISTED IN ACCORDANCE WITH UL 325.
- 11. SMOKE DETECTORS SHALL BE PROVIDED FOR ALL DWELLING UNITS INTENDED FOR HUMAN OCCUPANCY. UPON THE OWNER'S APPLICATION FOR A PERMIT FOR ALTERATIONS, REPAIRS, OR ADDITIONS, EXCEEDING ONE THOUSAND DOLLARS (\$1,000). (R314.6.2)
- 12. WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS OR ADDITIONS EXCEEDING ONE THOUSAND DOLLARS (\$1,000), EXISTING DWELLINGS OR SLEEPING UNITS THAT HAVE ATTACHED GARAGES OR FUEL-BURNING APPLIANCES SHALL BE PROVIDED WITH A CARBON MONOXIDE ALARM IN ACCORDANCE WITH SECTION R315.1. CARBON MONOXIDE ALARMS SHALL ONLY BE REQUIRED IN THE SPECIFIC DWELLING UNIT OR SLEEPING UNIT FOR WHICH THE PERMIT WAS OBTAINED. (R315.2)
- 13. 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-CANDLES OVER THE AREA OF THE ROOM AT A HEIGHT OF 30 INCHES ABOVE THE FLOOR LEVEL (R303.1)
- 14. A COPY OF THE EVALUATION REPORT AND/OR CONDITIONS OF LISTING SHALL BE MADE AVAILABLE AT THE
- **15.** FOR EXISTING POOL ON SITE, PROVIDE ANTIENTRAPMENT COVER MEETING THE CURRENT ASTM OR ASME FOR THE SUCTION OUTLETS OF THE SWIMMING POOL, TODDLER POOL AND SPA FOR SINGLE FAMILY DWELLINGS PER ASSEMBLY BILL. 9AB0 NO. 2977. (3162B)

LADBS ADDITIONAL NOTES:

GARAGE/CARPORTS

- 1. DOORS BETWEEN GARAGE AND THE DWELLING UNIT SHALL HAVE A MINIMUM FIRE PROTECTION RATING OF 20 MINUTES AND SELF-CLOSING AND SELF-LATCHING DEVICES, OR SOLID WOOD OR SOLID OR HONEYCOMB CORE STEEL NOT LESS THAN 1 3/8 INCHES THICK. (R302.5.1).
- 2. DUCT PENETRATING THE WALLS OR CEILINGS 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 (R302.5.2)
- 3. OTHER PENETRATIONS OF GARAGE/DWELLING CEILINGS AND WALL SHALL BE PROTECTED AS REQUIRED BY SECTION R302.11, ITEM 4 (R302.5.3)
- 4. GARAGE FLOOR SURFACES SHALL BE OF AN APPROVED NONCOMBUSTIBLE MATERIAL, AND THE AREA USED TO PARKVEHICLES SHALL BE SLOPED TO A DRAIN OR TOWARD THE MAIN VEHICLE ENTRY DOORWAY. (R201)

FIRE PROTECTION

- 1. AND APPROVED SMOKE ALARM SHALL BE INSTALLED IN EACH SLEEPING ROOM AND HALLWAY OR AREA GIVING ACCESS TO A SLEEPING ROOM, AND ON EACH STOREY AND BASEMENT FOR DWELLINGS WITH MORE THAN ONE STOREY. SMOKE ALARMS SHALL BE INTERCONNECTED SO THAT ACTUATION OF ONE ALARM WILL ACTIVATE ALL THE ALARMS WITHIN THE INDIVIDUAL DWELLING UNIT. IN NEW CONSTRUCTION SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER SOURCE FROM THE BUILDING WIRING AND SHALL BE EQUIPPED WITH BATTERY BACK-UP AND LOW BATTERY SIGNAL. (R314)
- 2. 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 BEDROOM(S) AND ON EVERY LEVEL OF A DWELLING UNIT INCLUDING BASEMENTS. (R315)

MEANS OF EGRESS

- 1. THE MEANS OF EGRESS SHALL PROVIDE A CONTINUOUS AND UNOBSTRUCTED PATH OF VERTICAL AND HORIZONTAL EGRESS TRAVEL FROM ALL PORTIONS OF THE DWELLING TO THE EXTERIOR OF THE DWELLING AT THE REQUIRED EGRESS DOOR WITHOUT REQUIRING TRAVEL THROUGH A GARAGE. (R311.1)
- 2. ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS. UNDER-STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2 INCH GYPSUM BOARD. (R302.7)
- ILLUMINATED. (R303.7) 4. PROVIDE 42" HIGH GUARDS WITH MAXIMUM 4" CLEAR

3. ALL INTERIOR AND EXTERIOR STAIRWAYS SHALL BE

SPACING OPENING BETWEEN RAILS. (R312) 5. FOR GLASS HANDRAILS AND GUARDS. THE PANELS AND THEIR SUPPORT SYSTEM SHALL BE DESIGNED TO WITHSTAND THE LOADS SPECIFIED IN CHAPTER 16 OF 2014 LABC. A SAFETY FACTOR OF FOUR SHALL BE USED. THE

MINIMUM NOMINAL THICKNESS OF THE GLASS SHALL BE 1/4

INTERIOR ENVIRONMENT

INCH. (2407)

- 1. BATHROOMS, WATER CLOSET COMPARTMENTS AND OTHER SIMILAR ROOMS SHALL BE PROVIDED NATURAL VENTILATION OR WITH MECHANICAL VENTILATION CAPABLE OF 50 CFM EXHAUSTED DIRECTLY TO THE OUTSIDE
- 2. HEATER SHALL BE CAPABLE OF MAINTAINING A MINIMUM ROOM TEMPERATURE OF 68 DEGREE FAHRENHEIT AT A POINT 3 FEET ABOVE THE FLOOR AND 2 FEET FROM EXTERIOR WALLS IN ALL HABITABLE ROOMS AT THE DESIGN TEMPERATURE. (R303.9)

BUILDING ENVELOPE

- 1. PROVIDE A CLASS A. B OR C FIRE-RETARDANT ROOF **COVERING PER SECTION R902..1**
- 2. GLAZING IN THE FOLLOWING SECTIONS SHALL BE SAFETY GLAZING CONFORMING TO THE HUMAN IMPACT LOADS OF SECTION R308.3 (SEE EXCEPTIONS) (R308.4):
 - A. FIXED AND OPERABLE PANELS OF SWINGING,

SLIDING AND BI-FOLD DOOR ASSEMBLIES.

- B. GLAZING IN AN INDIVIDUAL FIXED OR OPERABLE PANEL ADJACENT TO A DOOR WHERE THE NEAREST VERTICAL EDGE IS WITHIN A 24-INCH ARC OF EITHER VERTICAL EDGE OF THE DOOR IN A CLOSED POSITION AND WHOSE BOTTOM EDGE IS LESS THAN 60 INCHES ABOVE THE FLOOR OR WALKING SURFACE.
- C. GLAZING IN AN INDIVIDUAL FIXED OR OPERABLE PANEL THAT MEETS ALL OF THE FOLLOWING CONDITIONS:
- 1) EXPOSED AREA OF AN INDIVIDUAL PANE GREATER THAN 9 SQUARE FEET.
- 2) BOTTOM EDGE LESS THAN 18 INCHES ABOVE THE 3) TOP EDGE GREATER THAN 36 INCHES ABOVE THE
- FLOOR. 4) ONE OR MORE WALKING SURFACES WITHIN 36

INCHES HORIZONTALLY OF THE GLAZING

- D. GLAZING IN RAILINGS.
- E. GLAZING IN ENCLOSURES FOR OR WALLS FACING HOT TUBS, WHIRLPOOLS, SAUNAS, STEAM ROOMS, BATHTUBS AND SHOWERS WHERE THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 60 INCHES MEASURED VERTICALLY ABOVE ANY STANDING OR WALING SURFACE.
- F. GLAZING IN WALLS AND FENCES ADJACENT TO INDOOR AND OUTDOOR SWIMMING POOLS HOT TUBS AND SPAS WHERE THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 60 INCHES ABOVE A WALKING SURFACE AND WITHIN 60 INCHES, MEASURED HORIZONTALLY AN IN A STRAIGHT LINE, OF THE WATER'S EDGE.
- G. GLAZING WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 36 INCHES ABOVE THE PLANE OF THE ADJACENT WALKING SURFACE OF STAIRWAYS, LANDINGS BETWEEN FLIGHTS OF STAIRS AN RAMPS.
- H. GLAZING ADJACENT TO THE LANDING AT THE BOTTOM OF A STAIRWAY WHERE THE GLAZING IS LESS THAN 36 INCHES ABOVE THE LANDING AND WITHIN 60 INCHES HORIZONTALLY OF THE BOTTOM TREAD.

- 3. SKYLIGHTS AND SLOPED GLAZING SHALL COMPLY WITH SECTION R308.6
- 4. 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).
- 5. PROTECTION OF WOOD AND WOOD BASED PRODUCTS FROM DECAY SHALL BE PROVIDED IN THE LOCATIONS SPECIFIED PER SECTION R317.1 BY THE USED OF NATURALLY DURABLE WOOD OR WOOD THAT IS PRESERVATIVE-TREATED IN ACCORDANCE WITH AWPA U1 FOR THE SPECIES PRODUCT, PRESERVATIVE AND END USE. PRESERVATIVES SHALL BE LISTED IN SECTION 4 OF AWPA
- 6. 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.
- 7. BUILDINGS SHALL HAVE APPROVED ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION PLACED IN A POSITION THAT IS PLAINLY LEGIBLE AND VISIBLE FROM THE STREET OR RAOD FRONTING THE PROPERTY. (R319.1)
- 8. DAMPPROFFING, WHERE REQUIRED, SHALL BE INSTALLED WITH MATERIALS AND AS REQUIRED (R406.1)
- 9. VEHICULAR ACCESS DOORS SHALL COMPLY WITH SECTION R609.4

SECURITY REQUIREMENTS

- 1. SCREENS, BARRICADES, OR FENCES MADE OF A MATERIAL WHICH WOULD PRECLUDE HUMAN CLIMBING SHALL BE PROVIDED AT EVERY PORTION OF EVERY ROOF, BALCONY, OR SIMILAR SURFACE WHICH IS WITHIN 8FT, OF THE UTILITY POLE OR SIMILAR STRUCTURES. (6707)
- 2. EVERY DOOR IN A SECURITY OPENING FOR AN APARTMENT HOUSE SHALL BE PROVIDED WITH A LIGHT BULB (60 WATT MIN.) AT A MAXIMUM HEIGHT OF 8 FEET ON THE EXTERIOR. (6708)
- 3. SLIDING GLASS DOORS PANELS SHALL BE CLOSED AND LOCKED WHEN SUBJECTED TO THE TESTS SPECIFIED IN SEC. 6717.1
- 4. METAL OR WOODEN OVERHEAD OR SLIDING DOORS SHALL BE SECURED WITH A CYLINDER LOCK, PADLOCK WITH A MIN. 9/32" DIAMETER HARDENED STEEL SHACKLE AND BOLTED, HARDENED STEEL HASPS, METAL SLIDE BOARD, BOLT OR EQUIVALENT DEVICE UNLESS SECURED ELECTRICALLY OPERATED. (6711)
- 5. PROVIDE METAL GUIDES AT TOP AND BOTTOM OF METAL ACCORDION GRATE OR GRILLE-TYPE DOORS AND CYLINDER LOCKS OR PADLOCKS. CYLINDER GUARDS SHALL BE INSTALLED ON ALL CYLINDER LOCKS WHENEVER THE CYLINDER PROJECTS BEYOND THE FACE OF THE DOOR OR IS OTHERWISE ACCESSIBLE TO GRIPPING TOOLS. (6712)
- 6. IN GROUP B. F. M. AND S OCCUPANCIES. PANES OF GLAZING WITH AT LEAST ONE DIMENSION GREATER THAN 5 IN. BUT LESS THAN 48 IN, SHALL BE CONSTRUCTED OF TEMPERED OR APPROVED BURGLARY-RESISTANT MATERIAL OR PROTECTED WITH METAL BARS OR GRILLES (6714)
- 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 OPENABLE FROM THE INSIDE WITHOUT USE OF KEY, SHALL BE FULLY TEMPERED GLASS PER SECTION 2406, OR APPROVED BURGLARY RESISTANT MATERIAL, OR SHALL BE PROTECTED BY METAL BARS, SCREENS OR GRILLS 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 OR TO VIEW PORTS OR WINDOWS WHICH DO NOT EXCEED 2" IN THER GREATEST DIMENSIONS. (6715.3)
- 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 OPENABLE WINBDOWS SHALL BE PROVIDED WITH SUBSTANTIAL LOCKING DEVICES. IN GROUP B. F. M AND S OCCUPANCIES, SUCH DEVICES SHALL BE GLIDE BARS, BOLTS, CROSS-BARS, AND/OR PADLOCKS 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, GRILLS, GRATES OR SIMILAR DEVICES CONSTRUCTED TO PRCLUDE 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, GRILLS, GRATES OR SIMILAR DEVICES THAT EXCEEDS
- 13. ALL OTHER OPENINGSMUST BE PROTECTED BY METAL BARS OR GRILLES WITH OPENINGS OF NOT LESS THAN 6 INCHES IN ONE DIMENSION.

TWO INCHES IN ANY DIMENSION.

14. ALL ENTRY DOORS TO DWELLING UNITS OR GUEST ROOMS SHALL BE ARRANGED SO THAT THE OCCUPANT HAS A VIEW OF THE AREA IMMEDIATELY OUTSIDE THE DOOR WITHOUT OPENING THE DOOR. SUCH VIEW MAY BE PROVIDED BY A DOOR VIEWER. THROUGH WINDOWS LOCATED IN THE VICINITY OF THE DOOR OR THROUGH VIEW

PORTS IN THE DOOR OR ADJOINING WALL. (6706)

- 15. WOOD FLUSH-TYPE DOORS SHALL BE 1 3/8" THICK MINIMUM WITH SOLID CORE CONSTRUCTION. (6709.1) DOOR STOPS OF IN-SWINGING DOORS SHALL BE OF ONE-PIECE CONSTRUCTION WITH THE JAMB, OR JOINED BY RABBET TO THE JAMB. (6709.4)
- 16. ALL PIN-TYPE DOOR HINGES ACCESSIBLE FROM OUTSIDE SHALL HAVE NON-REMOVABLE HINGE PINS. HINGES SHALL HAVE MIN. 1/4" DIA. STEEL JAMB STUD WITH 1/4" MIN. PROTECTION. THE STRIKE PLATE FOR LATCHES AND HOLDING DEVICE FOR PROJECTING DEAD BOLTS IN WOOD CONSTRUCTION SHALL BE SECURED TO THE JAMB AND THE WALL FRAMING WITH SCREWS NO LESS THAN 2-1/2" LONG. (6709.5, 6709.7)

17. PROVIDE DEAD BOLTS WITH HARDENED INSERTS;

DEADLOCKING LATCH WITH KEY-OPERATED LOCKS ON EXTERIOR. DOORS MUST BE OPERABLE FROM THE INSIDE WITHOUT A KEY, SPECIAL KNOWLEDGE, OR SPECIAL EFFORT (LATCH NOT REQUIRED IN B, F, M AND S OCCUPANCIES). (6709.2)

18. STRAIGHT DEAD BOLTS SHALL HAVE A MIN. THROW OF 1" AND AN EMBEDMENT OF NOT LESS THAN 5/8". AND A HOOK-SHAPED OR AN EXPANDING-LUG DEADBOLT SHALL HAVE A MINIMUM THROW OF 3/4". (6709.2)

19. WOOD PANEL TYPE DOORS MUST HAVE PANELS AT LEAST 9/16 INCH THICK WITH SHAPED PORTIONS OF THE PANELS NOT LESS THAN 1/4 INCH THICK, AND INDIVIDUAL PANELS MUST BE NO MORE THAN 300 SQ. IN. IN AREA. MULLIONS SHALL BE CONSIDERED A PART OF ADJACENT HAVE AN OVERALL WIDTH OF NOT LESS THAN 2 INCHES. STILES AND RAILS SHALL BE OF SOLID LUMBER IN 1 3/8 INCHES AND 3 INCHES IN WIDTH. (6709.1 ITEM 2)

20. SLIDING GLASS DOORS SHALL BE PROVIDED WITH A DEVICE IN THE UPPER CHANNEL OF THE MOVING PANEL TO PROHIBIT RAISING AND REMOVAL OF THE MOVING PANEL FROM THE TRACK WHILE IN THE CLOSED POSITION. (6710) **GENERAL NOTES:**

1. EXHAUST FANS TO HAVE 50 CFM INTERMITTENT OR 35

- 2. BATHROOM EXHAUST FANS SHALL BE ENERGY STAR COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.
- 3. NEWLY INSTALLED BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDISTAT WHICH SHALL BE READILY ACCESSIBLE
- 4. INSTALLED AUTOMATIC IRRIGATION SYSTEM CONTROLLERS ARE SOIL BASED.

CFM CONTINUOUS.

- 5. ALL BATHROOMS TO HAVE WATER RESISTANT GYP.
- 6. CONTRACTOR TO VERIFY PROPERTY LINE & WALL LOCATIONS WITH FIELD SURVEY PRIOR TO WALL PLACEMENT.
- 7. ALL DIMENSIONS TO FRAMING LINE. COORDINATE WITH WALL TYPES ON A0.12.
- 8. THE PANEL OR SUBPANEL SHALL PROVIDE CAPACITY TO INSTALL A 40-AMPERE MINIMUM DEDICATED BRANCH CIRCUIT AND SPACE(S) RESERVED TO PERMIT ISTALLATION OF A BRANCH CIRCUIT OVERCURRENT PROTECTIVE DEVICE. 9. THE SERVICE PANEL OR SUBPANEL CIRCUIT DIRECTORY

SHALL IDENTIFY THE OVERCURRENT PROTECTIVE DEVICE

CAPABLE. THE RACEWAYTERMINATION LOCATION SHALL BE

SPACE(S) RESERVED FOR FUTURE EV CHARCHING AS EV

- PERMANENT AND VISIBLY MARKED EV CAPABLE. **10.** 1-HR CONSTRUCTION AT UNDERSIDE OF ALL SIDE YARD
- 11. ALL DOORS 4" FROM WALL U.O.N.

HEALTH'S SPECIFICATION.

PROJECTIONS.

- 12. 80% OF THE TOAL AREA RECEIVING RESILIENT FLOORING SHALL COMPLY WITH ONE OR MORE OF THE **FOLLOWING:**
- A. VOC EMISSION LIMITS DEFINED IN THE CHPS HIGH PERFORMANCE PRODUCTS DATABASE B. PRODUCTS COMPLIANT WITH THE CHPS CRITERIA CERTIFIED UNDER THE GREEGAURD CHILDREN & SCHOOLS PROGRAM.

D. MEET THE CALIFORNIA DEPARTMENT OF PUBLIC

- C. CERTIFICATION UNDER THE RESILIENT FLOOR COVERING INSTITUTE (RFCI) FLOORSCORE PROGRAM.
- 13. THE HEATING AND AIR-CONDITIONING SYSTEMS SHALL BE SIZED AND DESIGNED LISING ANSI/ACCA MANUAL J-2004 ANSI/ACCA 29-D-2009 OR ASHRAE HANDBOOKS AND HAVE THE EQUIPMENT SELECTED IN ACCORDANCE WITH ANSI/ACCA 36-S MANUAL S-2004.

14. FOR EXISTING POOL ON SITE, PROVIDE AN ALARM FOR

ENCLOSURE. THE ALARM SHALL SOUND CONTINUOUSLY

DOORS TO THE DWELLING THAT FORM A PART OF THE POOL

FOR A MIN. OF 30 SECONDS WHEN THE DOOR IS OPENED. IT

SHALL AUTOMATICALLY RESET AND BE EQUIPPED WITH A

MANUAL MEANS TO DEACTIVATE (FOR 15 SECS. MAX) FOR A SINGLE OPENING. THE DEACTIVATION SWITCH SHALL BE AT LEAST 54" ABOVE THE FLOOR. (6109 OF LADBC) 15. FOR ONE- AND TWO-FAMILY DWELLINGS, ANY PERMANENTLY INSTALLED OUTDOOR IN-GROUND SWIMMING POOL OR SPA SHALL BE EQUIPPED WITH A COMVER HAVING A MANUAL OR POWER-OPERATED REEL SYSTEM. FOR IRREGULAR-SHAPED POOLS WHERE IT IS

INFEASIBLE TO COVER 100 PERCENT OF THE POOL, DUE TO

ITS IRREGULAR SHAPE, A MINIMUM OF 80 PERCENT OF THE POOL SHALL BE COVERED. 16. A COPY OF THE CONSTRUCTION DOCUMENTS OR A COMPARABLE DOCUMENT INDICATING THE INFORMATION

FROM ENERGY CODE SECTIONS 110.10(B) THROUGH

- 110.10(C) SHALL BE PROVIDED TO THE OCCUPANT. 17. THE MAIN ELECTRICAL SERVICE PANEL SHALL HAVE A RESERVED SPACE TO ALLOW FOR INSTALLATION OF DOUBLE POLE CIRCUIT BREAKER FOR A FUTURE SOLAR ELECTRIC INSTALLATION. THE RESERVED SPACE SHALL BE POSITIONED AT THE OPPOSITE (LOAD) END FROM THE INPUT FEEDER LOCATION OR MAIN CIRCUIT LOCATION AND SHALL BE PERMANENTLY MARKED AS 'FOR FUTURE SOLAR
- 18. LOCKS SHALL BE INSTALLED ON ALL PUBLICLY ACCESSIBLE EXTERIOR FAUCETS AND HOSE BIBS. (4.304.4)

ELECTRIC'.

SEWER. (4.305.4)

REQUIRED.

- 19. FOR SITES WITH OVER 500 SQUARE FEET OF LANDSCAPE AREA, WASTE PIPING SHALL BE ARRANGED TO PERMIT DISCHARGE FROM THE CLOTHESWASHER, BATHTUB, SHOWERS, AND BATHROOM/RESTROOMS WASH BASINS TO BE USED FOR A FUTURE GRAY WATER IRRIGATION SYSTEM. (4.305.1)
- AVAILABLE FOR USE WITHIN 200 FEET OF THE PROPERTY LINE. (4.305.2) 21. WHERE GROUNDWATER IS BEING EXTRACTED AND DISCHARGED, A SYSTEM FOR ONSITE REUSE OF THE GROUNDWATER SHALL BE DEVELOPED AND CONSTRUCTED

IF THE GROUNDWATER WILL NOT BE DISCHARGED TO THE

22. THE HOT WATER SYSTEM SHALL NOT ALLOW MORE

THAN 0.6 GALLONS OF WATER TO BE DELIVERED TO ANY

20. WATER USED IN THE BUILDING FOR WATER CLOSETS,

URINALS, FLOOR DRAINS, AND PROCESS COOLING AND

HEATING SHALL COME FROM CITY-RECYCLE WATER IF

FIXTURE BEFORE HOT WATER ARRIVES OR SHALL COMPLY WITH EITHER LOS ANGELES PLUMBING CODE SECTION 610.4.1.2 OR 610.4.1.3. 23. THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNATED

EV SPACES AT THE FULL RATED AMPERAGE OF THE EVSE.

BRANCH CIRCUIT. A SEPARATE ELECTRICAL PERMIT IR

PLAN DESIGN SHALL BE BASED UPON A 40-AMPERE MINIMUM

FIRE-RESISTANCE RATED CONSTRUCTION:

1. IN COMBUSTIBLE CONSTRUCTION, FIRE BLOCKING SHALL BE PROVIDED TO CUT OFF ALL CONCEALED DRAFT OPENINGS (BOTH VERTICAL AND HORIZONTAL) AND TO FORM AN EFFECTIVE FIRE BARRIER BETWEEN STORIES, AND BETWEEN A TOP STORY AND THE ROOF SPACE. (R302.11)

2. IN COMBUSTIBLE CONSTRUCTION WHERE THERE IS USABLE SPACE BOTH ABOVE AND BELOW THE CONCEALED PANELS EXCEPT MULLIONS NOT OVER 18 INCHES LONG MAY SPACE OF A FLOOR/CEILING ASSEMBLY, DRAFTSTOPS SHALL BE INSTALLED SO THAT THE AREA OF THE CONCEALED SPACE DOES NOT EXCEED 1,000 SQUARE FEET. THICKNESS WITH OVERALL DIMENSIONS OF NOT LESS THAN DRAFTSTOPPING SHALL DIVIDE THE CONCEALED SPACE INTO APPROXIMATELY EQUAL AREAS. (R302.12)

GREEN BLDG NOTES:

1. WOOD BURNING FIREPLACES AND OTHER WOOD BURNING DEVICES ARE PROHIBITED.

2. NEW MECHANICALLY VENTILATED BUILDINGS SHALL PROVIDE REGULARLY OCCUPIED AREAS OF THE BUILDING WITH A **MERV** 13 FILTER FOR OUTSIDE AND RETURN AIR. FILTERS SHALL BE INSTALLED PRIOR TO OCCUPANCY AND RECOMMENDATIONS FOR MAINTENANCE WITH FILTERS OF THE SAME VALUE SHALL BE INCLUDED IN THE OPERATION AND MAINTENANCE MANUAL.

3. BUILDING MATERIALS WITH VISIBLE SIGNS OF WATER DAMAGE SHALL NOT BE INSTALLED. WALL AND FLOOR FRAMING SHALL NOT BE ENCLOSED UNTIL IT IS INSPECTED AND FOUND TO BE SATISFACTORY BY THE BUILDING INSPECTOR.

4. THE HEATING AND AIR-CONDITIONING SYSTEMS SHALL BE SIZED AND DESIGNED USING ANSI/ACCA MANUAL J2011, ANSI/ACCA 29-D-2014 OR ASHRAE HANDBOOKS AND HAVE THEIR EQUIPMENT SELECTED IN ACCORDANCE WITH ANSI/ACCA 3 MANUAL S-2014.

> RAMSEY DAHAM No. C-34257

GED ARCHIT RENEWAL DATE FOF CALIFOR

 \sim **REVISIONS**

GENERAL

NOTES

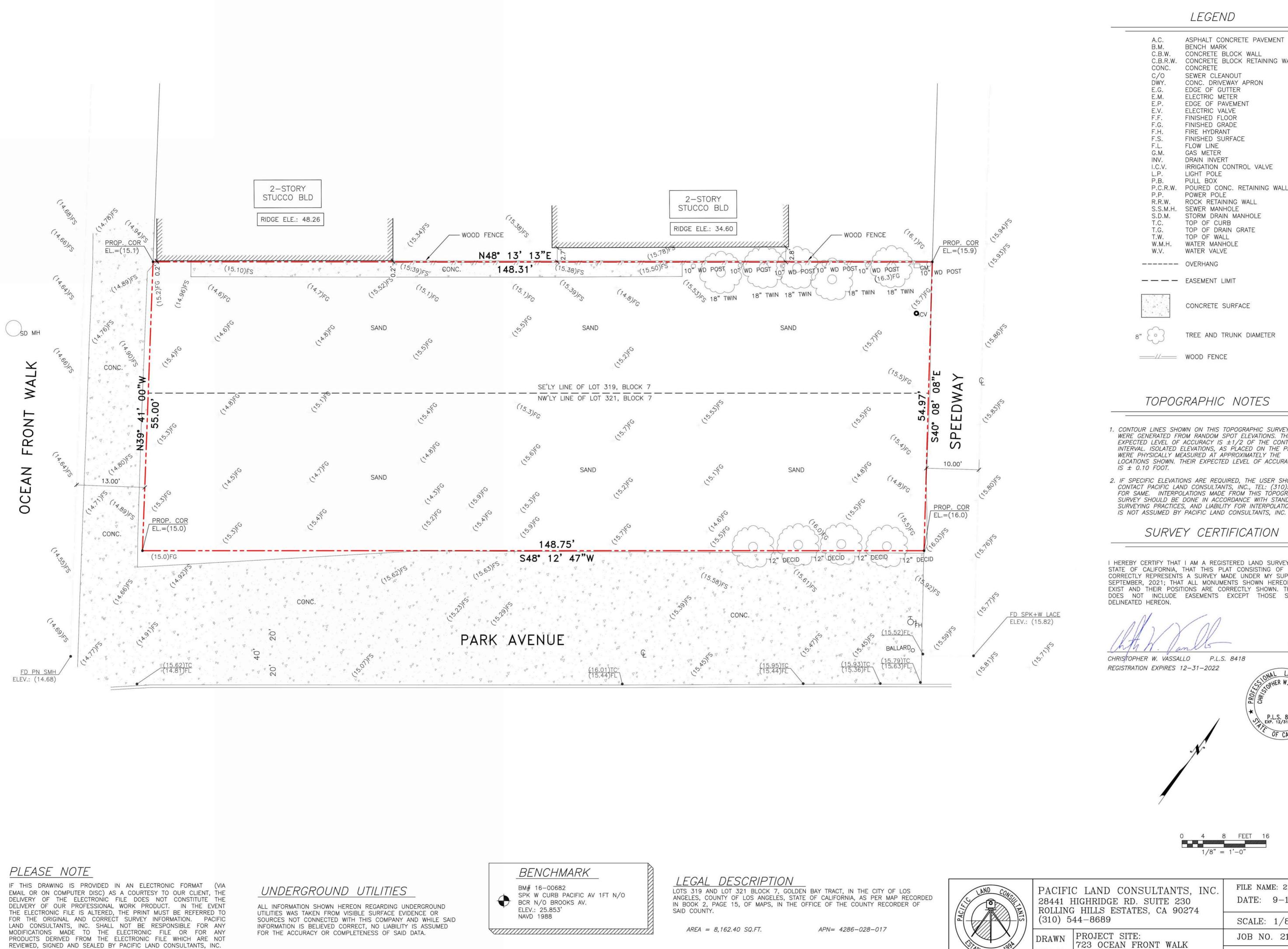
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21-A009

SCALE

A0.01



LEGEND

ASPHALT CONCRETE PAVEMENT BENCH MARK CONCRETE BLOCK WALL CONCRETE BLOCK RETAINING WALL C.B.R.W. CONCRETE SEWER CLEANOUT CONC. DRIVEWAY APRON EDGE OF GUTTER ELECTRIC METER EDGE OF PAVEMENT ELECTRIC VALVE FINISHED FLOOR FINISHED GRADE FIRE HYDRANT FINISHED SURFACE FLOW LINE GAS METER DRAIN INVERT IRRIGATION CONTROL VALVE LIGHT POLE PULL BOX P.C.R.W. POURED CONC. RETAINING WALL POWER POLE ROCK RETAINING WALL S.S.M.H. SEWER MANHOLE STORM DRAIN MANHOLE TOP OF CURB TOP OF DRAIN GRATE TOP OF WALL WATER MANHOLE WATER VALVE

---- OVERHANG

CONCRETE SURFACE

TREE AND TRUNK DIAMETER

WOOD FENCE

TOPOGRAPHIC NOTES

- 1. CONTOUR LINES SHOWN ON THIS TOPOGRAPHIC SURVEY WERE GENERATED FROM RANDOM SPOT ELEVATIONS. THE EXPECTED LEVEL OF ACCURACY IS ±1/2 OF THE CONTOUR INTERVAL. ISOLATED ELEVATIONS, AS PLACED ON THE PLAT WERE PHYSICALLY MEASURED AT APPROXIMATELY THE LOCATIONS SHOWN. THEIR EXPECTED LEVEL OF ACCURACY
- 2. IF SPECIFIC ELEVATIONS ARE REQUIRED, THE USER SHOULD CONTACT PACIFIC LAND CONSULTANTS, INC., TEL: (310)544-8689 FOR SAME. INTERPOLATIONS MADE FROM THIS TOPOGRAPHIC SURVEY SHOULD BE DONE IN ACCORDANCE WITH STANDARD SURVEYING PRACTICES, AND LIABILITY FOR INTERPOLATIONS

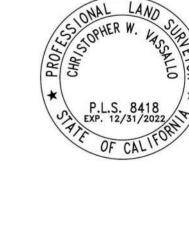
SURVEY CERTIFICATION

I HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR OF THE STATE OF CALIFORNIA, THAT THIS PLAT CONSISTING OF ONE SHEET CORRECTLY REPRESENTS A SURVEY MADE UNDER MY SUPERVISION IN SEPTEMBER, 2021; THAT ALL MONUMENTS SHOWN HEREON ACTUALLY EXIST AND THEIR POSITIONS ARE CORRECTLY SHOWN. THIS SURVEY DOES NOT INCLUDE EASEMENTS EXCEPT THOSE SPECIFICALLY

10/01/21

DATE

P.L.S. 8418



4 8 FEET 16



ACIFIC LANI	CONSU	JLTANTS,	IN
8441 HIGHRID OLLING HILLS 810) 544-8689	ESTATES		4

723 OCEAN FRONT WALK LOS ANGELES, CA

FILE NAME: 21099LS.DWG DATE: 9-19-2021 SCALE: 1/8" = 1'-0'

JOB NO. 21099 SHEET 1 OF 1

NSED ARCHIT

RAMSEY DAHAM

RENEWAL DATE

No. C-34257

OF CALIFOR RONT WALK CA 90291

REVISIONS

7

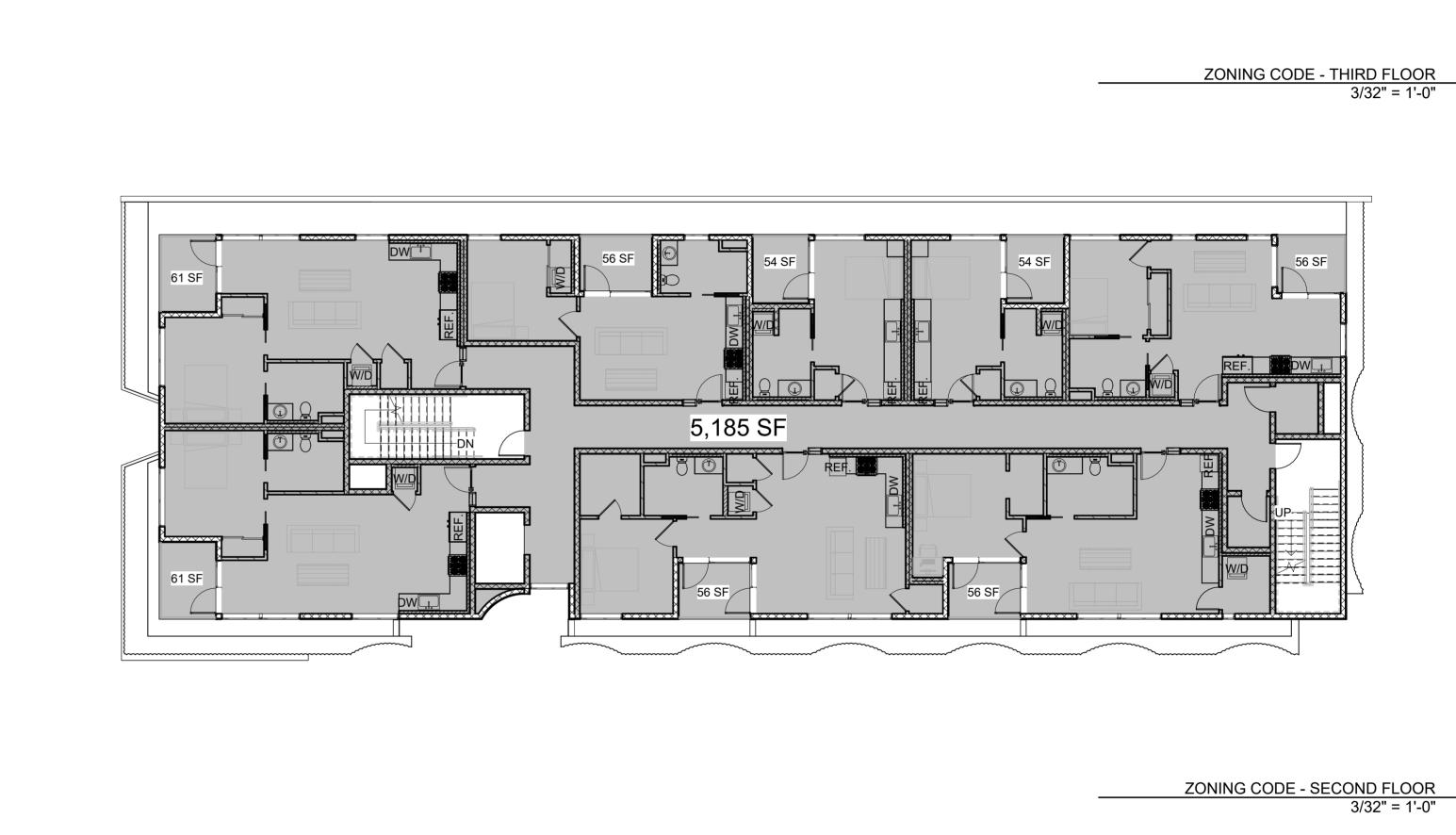
EXISTING SITE SURVEY

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DATE 12/14/2022 4:09:24 PM

21-A009

A0.26

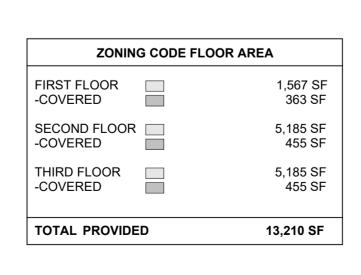


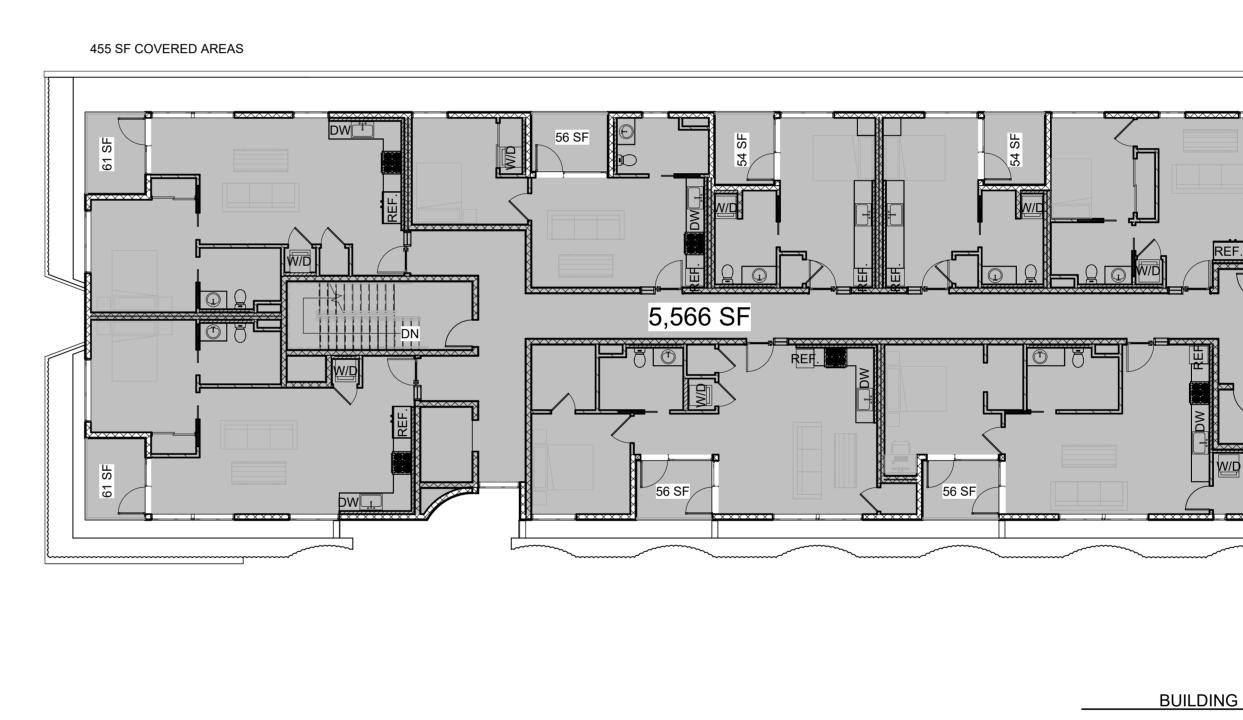
5,185 SF

723 OCEAN FRONT WALK VENICE, CA 90291 REVISIONS ZONING CODE - SECOND FLOOR 3/32" = 1'-0" SPEEDWAY AVE UP SQUARE FOOTAGE BREAKDOWNS 1,508 SF DRAWN CHECKED **DATE** 12/14/2022 4:09:41 PM 3/32" = 1'-0" JOB# 21-A009 108 SF (COVERED AREA) PARK AVE. 154 SF (COVERED AREA) 98 SF (COVERED AREA) ———— A0.27 ZONING CODE - FIRST FLOOR 3/32" = 1'-0"

RAMSEY DAHAM No. C-34257

RENEWAL DATE RENEWAL DATE





5,566 SF

455 SF COVERED AREAS

OCEAN FRONT WALK

BUILDING CODE - SECOND FLOOR 3/32" = 1'-0" SPEEDWAY AVE. 5,596 SF _1,509 SF 154 SF (COVERED AREA) 108 SF PARK AVE.

BUILDING CODE FLOOR AREA FIRST FLOOR 7,465 SF SECOND FLOOR 6,021 SF 6,021 SF THIRD FLOOR TOTAL PROVIDED 19,507 SF

BUILDING CODE - THIRD FLOOR 3/32" = 1'-0"

RAMSEY DAHAM No. C-34257 10/31/23 RENEWAL DATE OF CALIFORNI

723 OCEAN FRONT WALK VENICE, CA 90291

REVISIONS

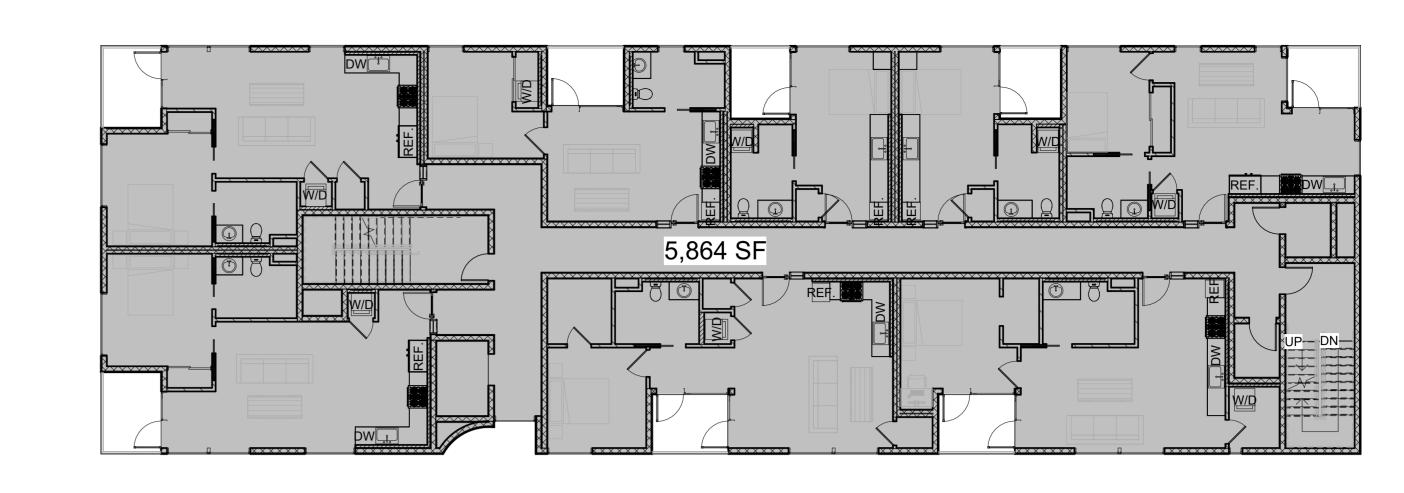
SQUARE FOOTAGE BREAKDOWNS

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21-A009 JOB#

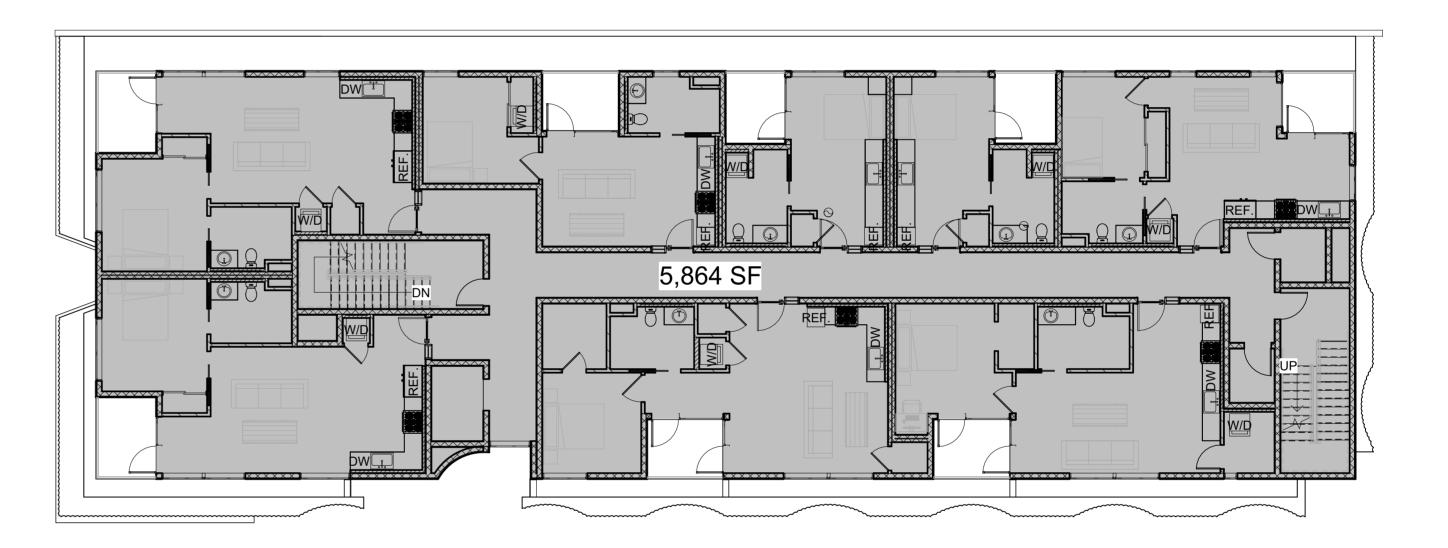
A0.28

BUILDING CODE - FIRST FLOOR 3/32" = 1'-0"



SCHOOL FEES - THIRD FLOOR 3/32" = 1'-0"

SCHOOL FEES - SECOND FLOOR 3/32" = 1'-0"



258 SF-1,928 SF

PARK AVE.

SCHOOL FEES FLOOR AREA		
FIRST FLOOR	2,186 SF	
SECOND FLOOR	5,864 SF	
THIRD FLOOR	5,864 SF	
TOTAL PROVIDED	13,914 SF	

OCEAN FRONT

RAMSEY DAHAM No. C-34257

RENEWAL STATE OF CALIFORNIA

RENEWAL DATE

REVISIONS

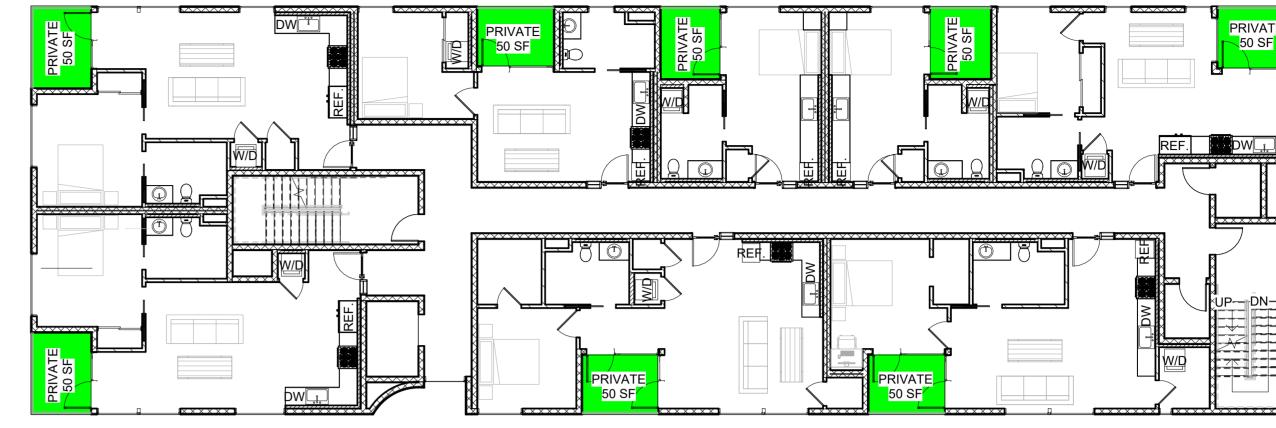
SQUARE FOOTAGE BREAKDOWNS

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3/32" = 1'-0" SCALE 21-A009

A0.29

SCHOOL FEES - FIRST FLOOR 3/32" = 1'-0"



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

RAMSEY DAHAM No. C-34257
10/31/23 RENEWAL DATE OF CALIFORNIA

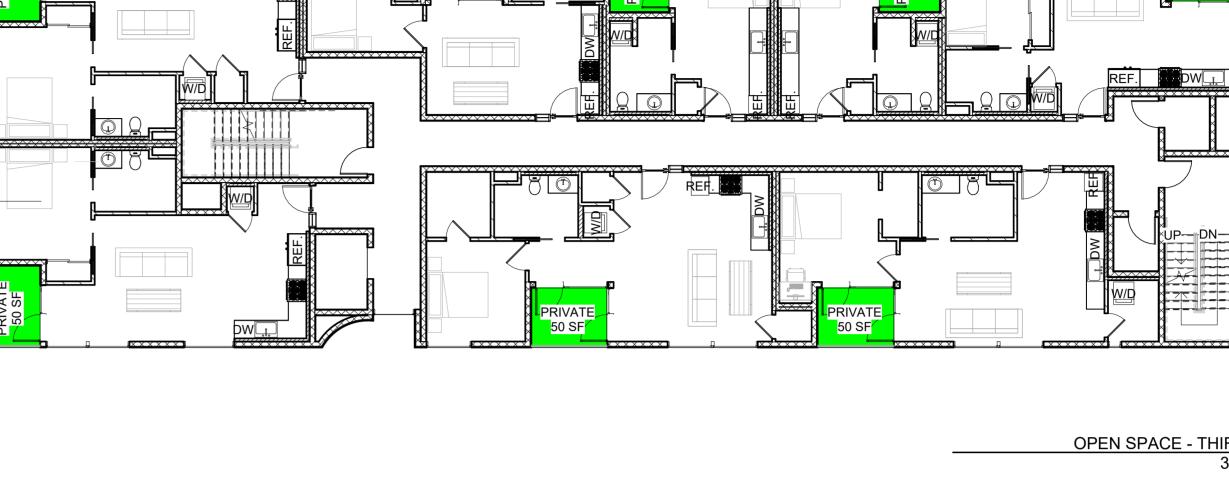
723 OCEAN FRONT WALK VENICE, CA 90291

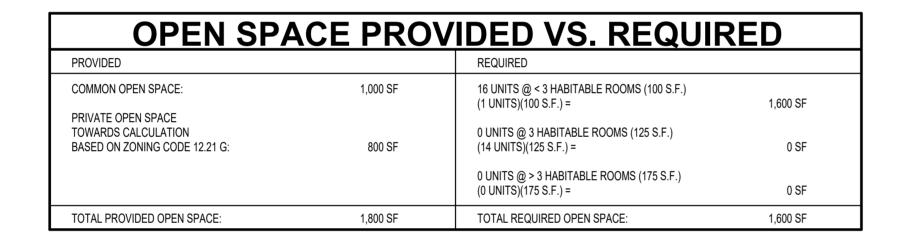
REVISIONS

3/32" = 1'-0"

21-A009

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

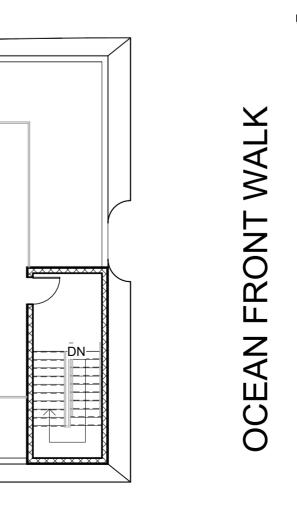


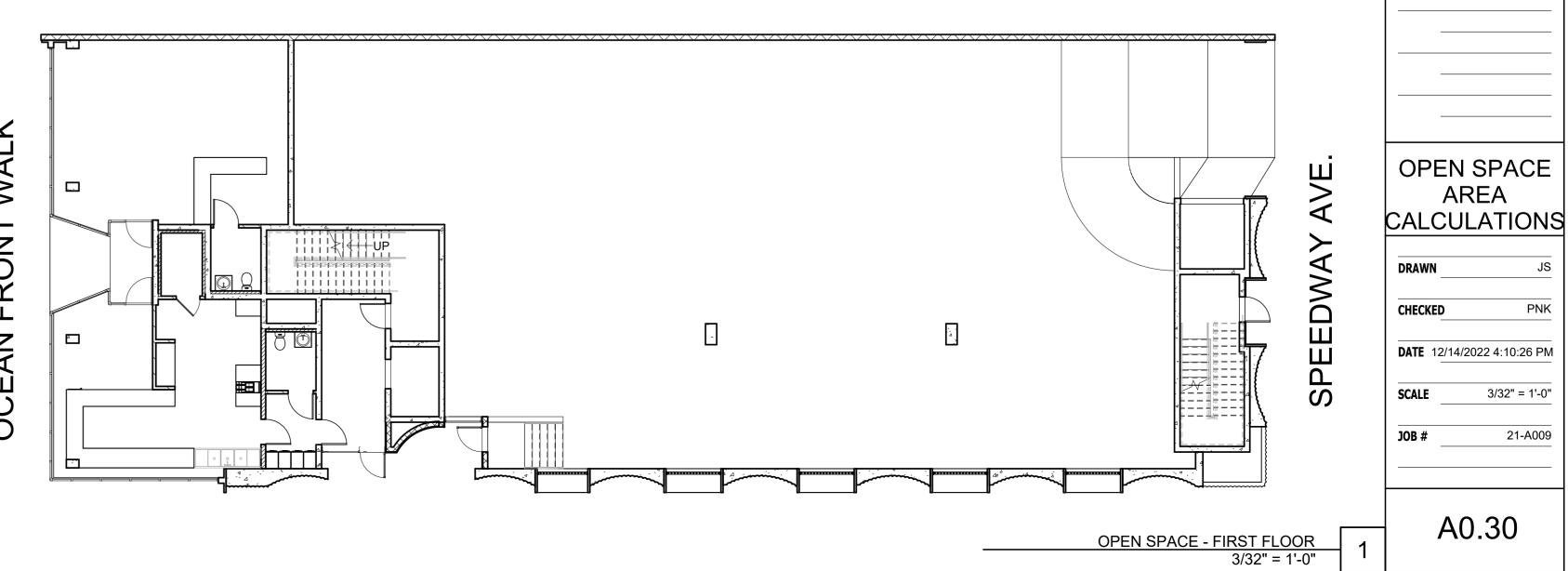


COMMON OPEN SPACE TREE COUNT			
PROVIDED		REQUIRED	
ON SITE	4 TREES	1 TREE PER EVERY 4 UN	ITS
		16 UNITS / 4 =	4 TREES
ON SIDEWALK	4 TREES		
TOTAL	8 TREES	TOTAL	4 TREES

34' - 0"

COMMON 1,000 SF

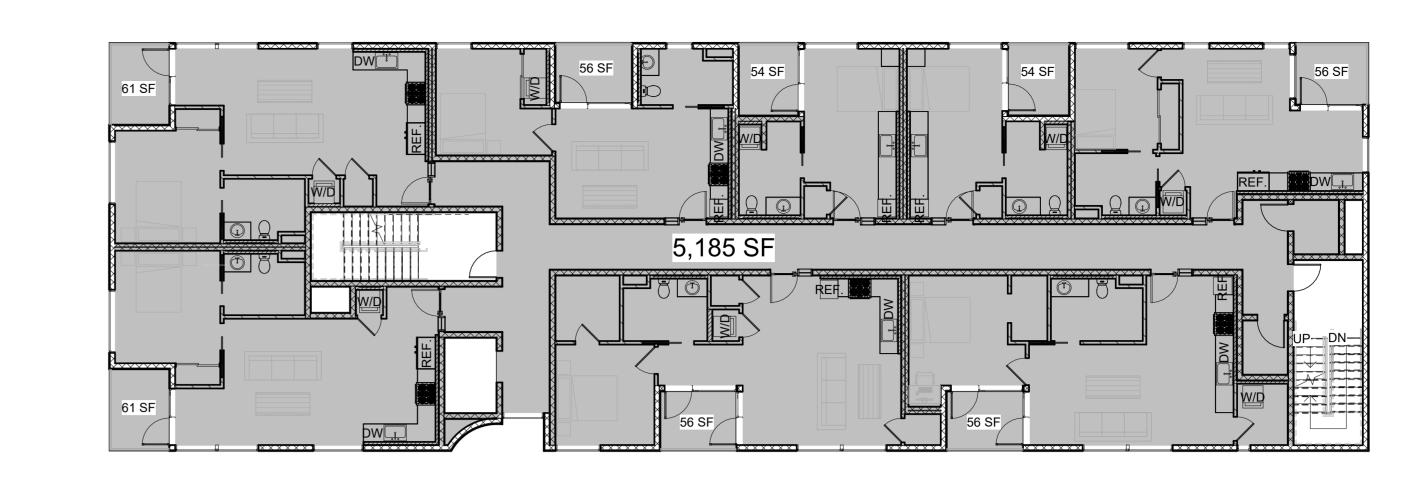




8' - 4 1/2"

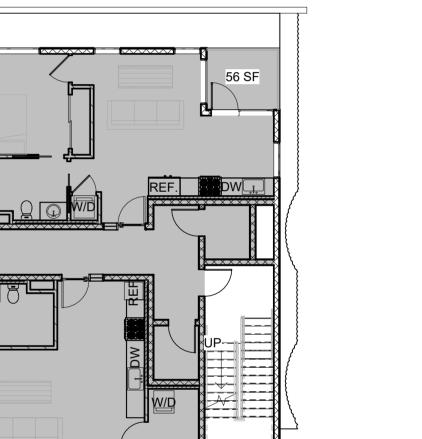
PRIVATE 50 SF

8' - 5 1/2"



5,185 SF

F.A.R. - THIRD FLOOR 3/32" = 1'-0"



723 OCEAN FRONT WALK VENICE, CA 90291 REVISIONS

RAMSEY DAHAM No. C-34257

10/31/23 RENEWAL DATE

OF CALIFORNIA

F.A.R. - SECOND FLOOR 3/32" = 1'-0"

F.A.R.

CALCULATIONS

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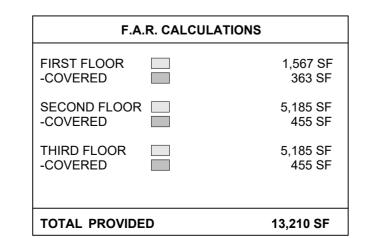
3/32" = 1'-0" JOB# 21-A009

A0.31

SPEEDWAY

F.A.R. - FIRST FLOOR 3/32" = 1'-0"





- LOT AREA:

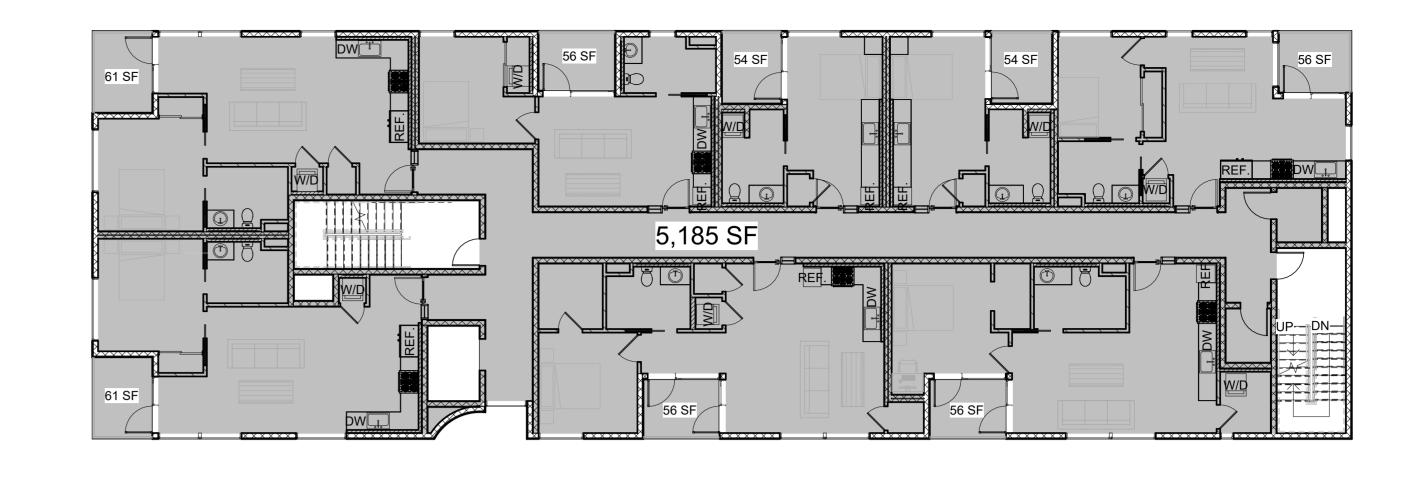
WALK

OCEAN FRONT

8,165.30 S.F.

- BUILDABLE AREA: 8,165.30 S.F.

1,508 SF



5,185 SF

F.A.R. - THIRD FLOOR RESIDENTIAL 3/32" = 1'-0"

RAMSEY DAHAM No. C-34257 RENEWAL DATE OF CALIFORNI

723 OCEAN FRONT WALK VENICE, CA 90291

REVISIONS

F.A.R. - SECOND FLOOR RESIDENTIAL 3/32" = 1'-0"

SPEEDWAY

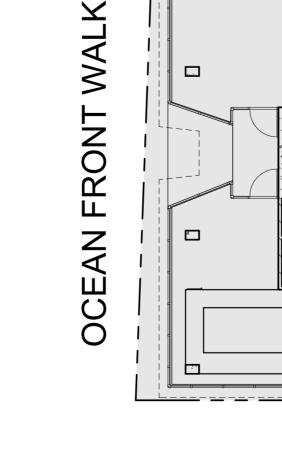
F.A.R. CALCULATIONS

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A0.32

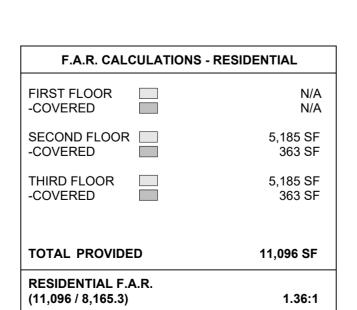
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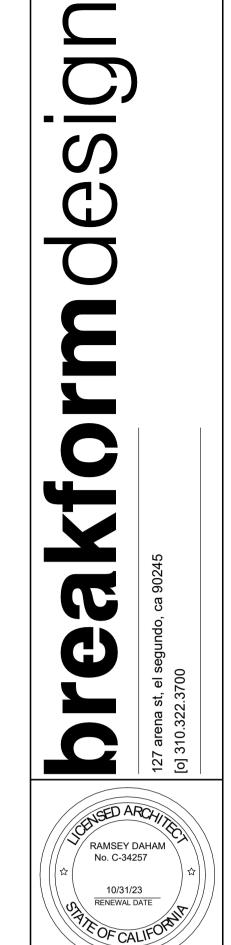


- LOT AREA:

8,165.30 S.F.

- BUILDABLE AREA: 8,165.30 S.F.





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REVISIONS

ROOF ACCESS STRUCTURES

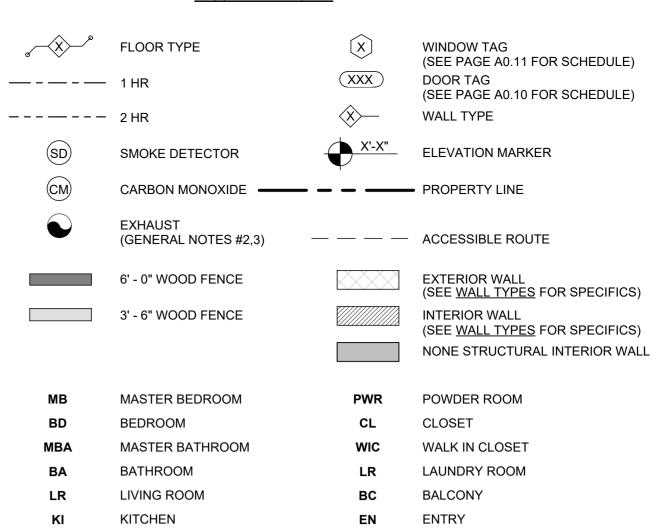
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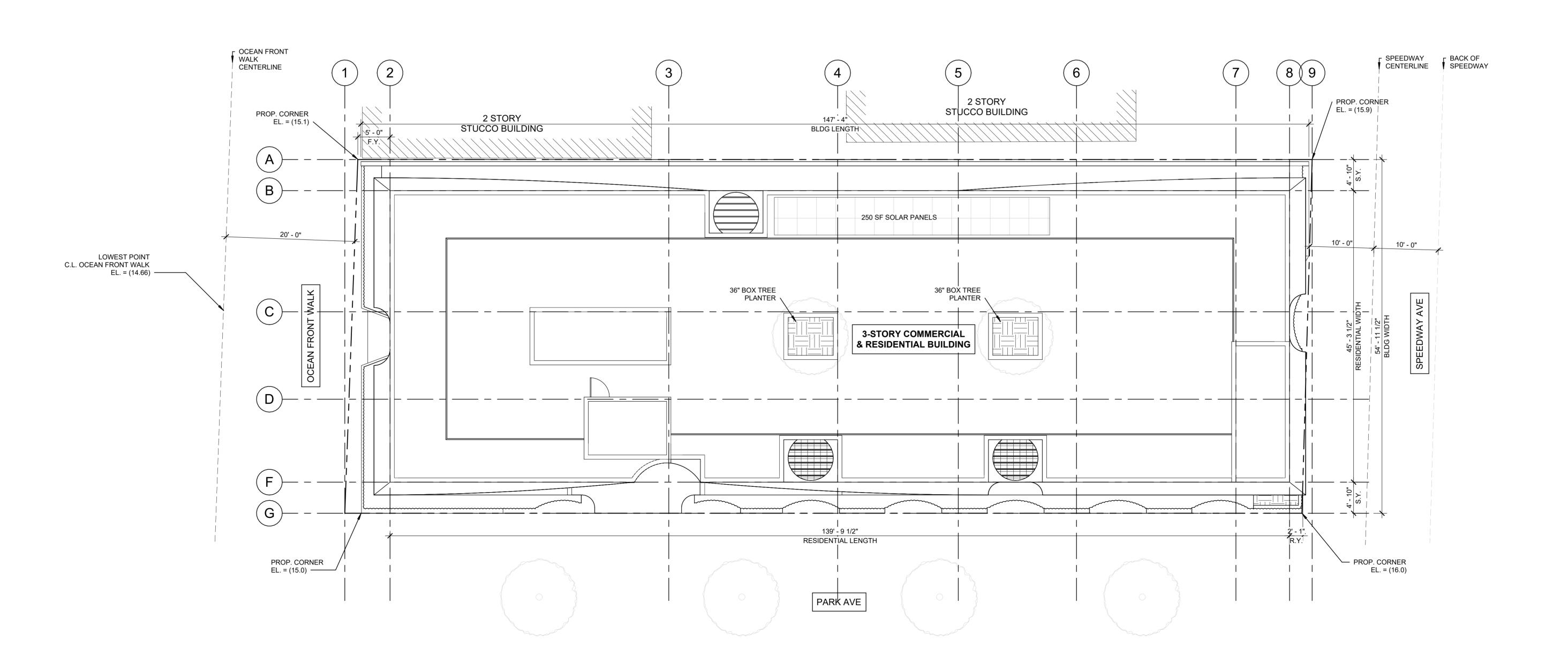
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DINING ROOM





RAMSEY DAHAM No. C-34257 10/31/23 RENEWAL DATE OF CALIFORNI

FRONT WALK CA 90291 723 OCEAN FF VENICE, C

REVISIONS

PROPOSED SITE PLAN

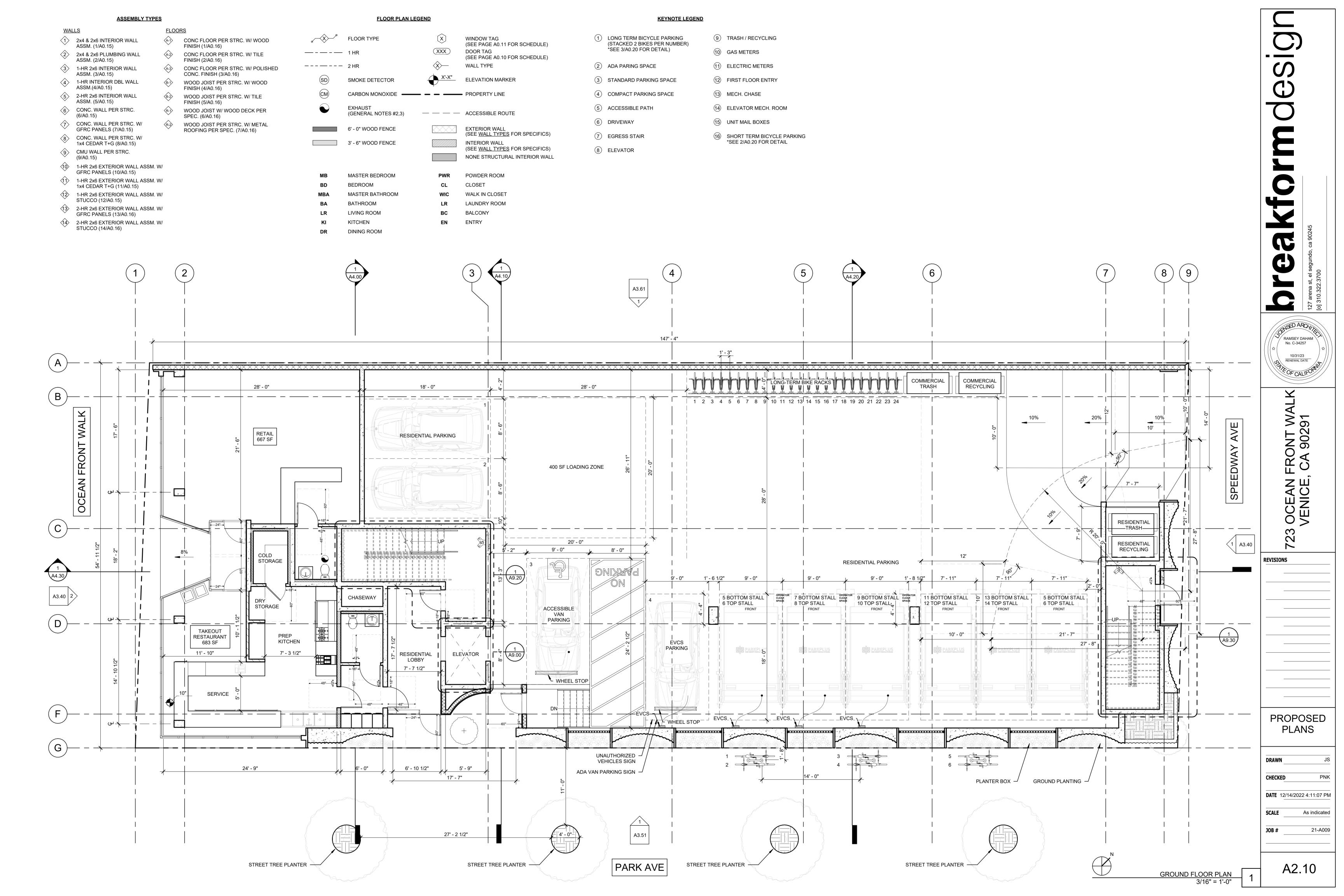
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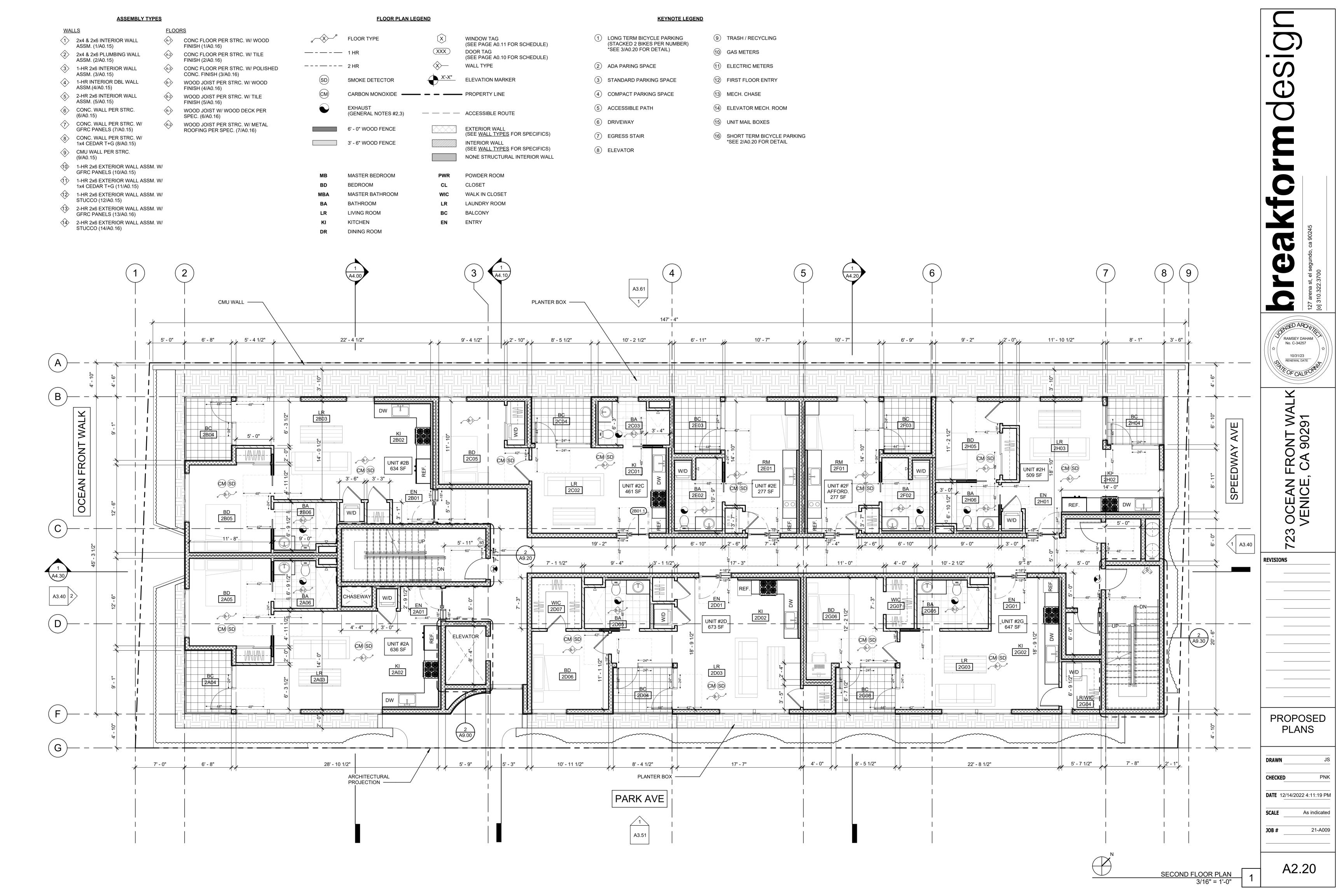
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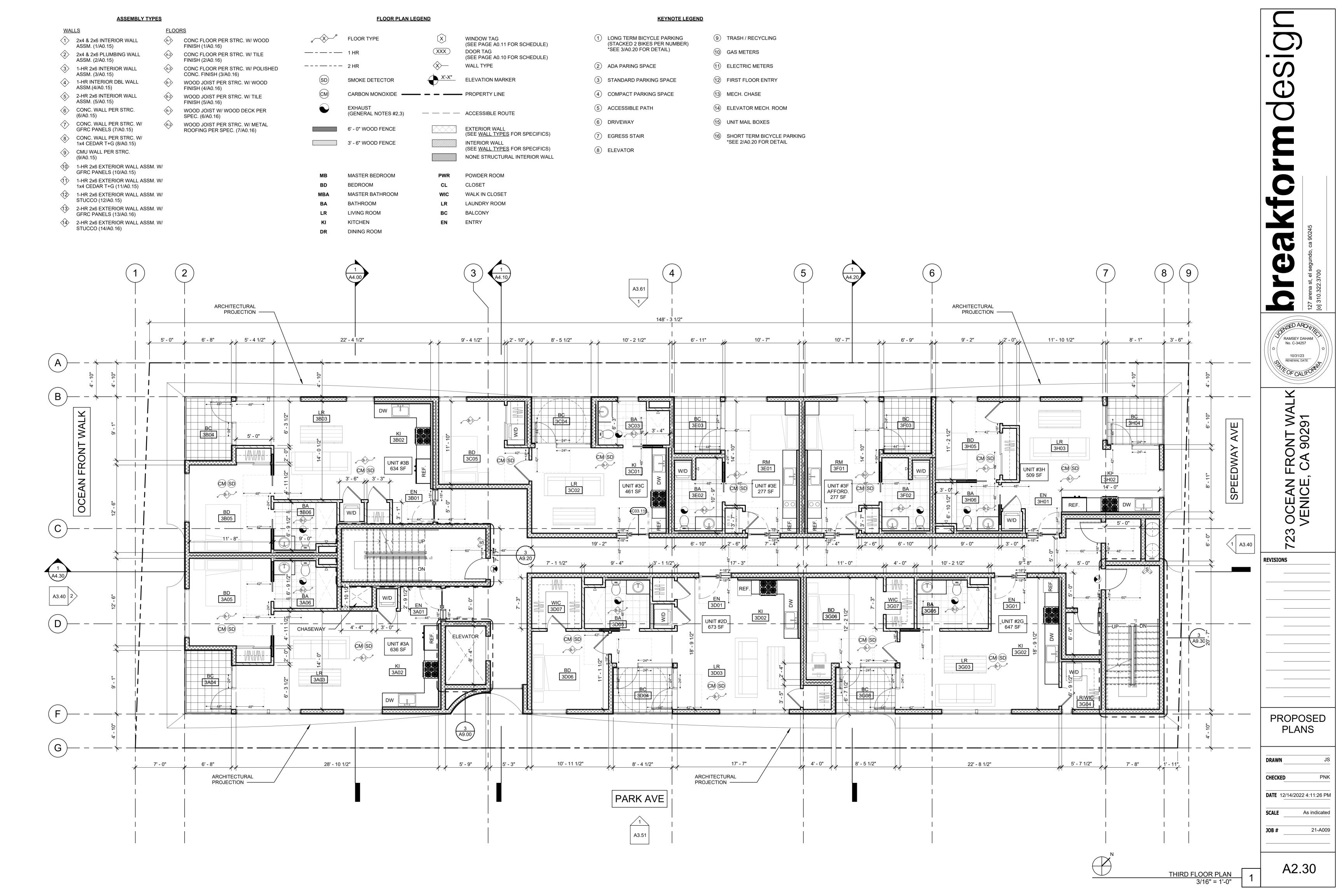
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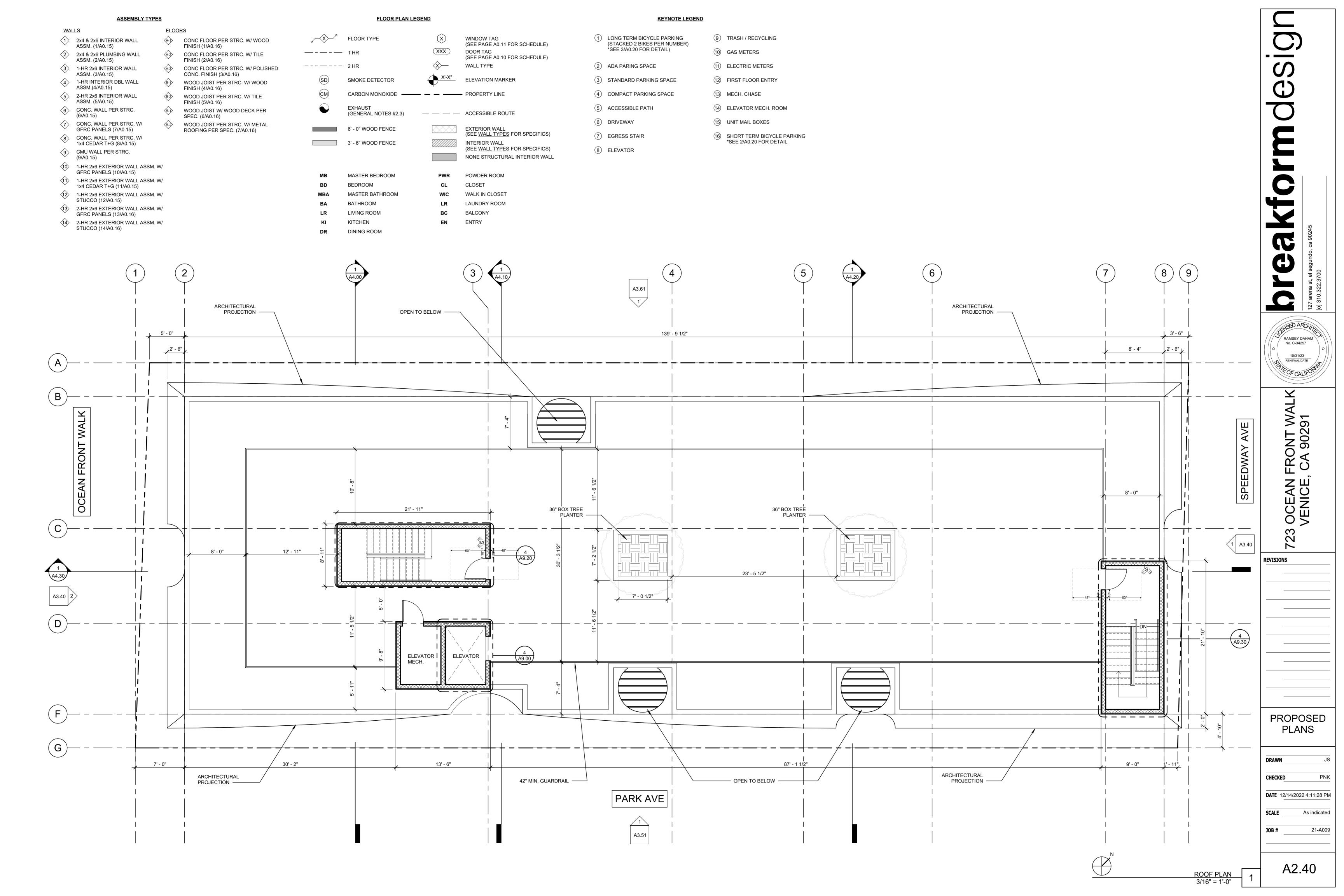
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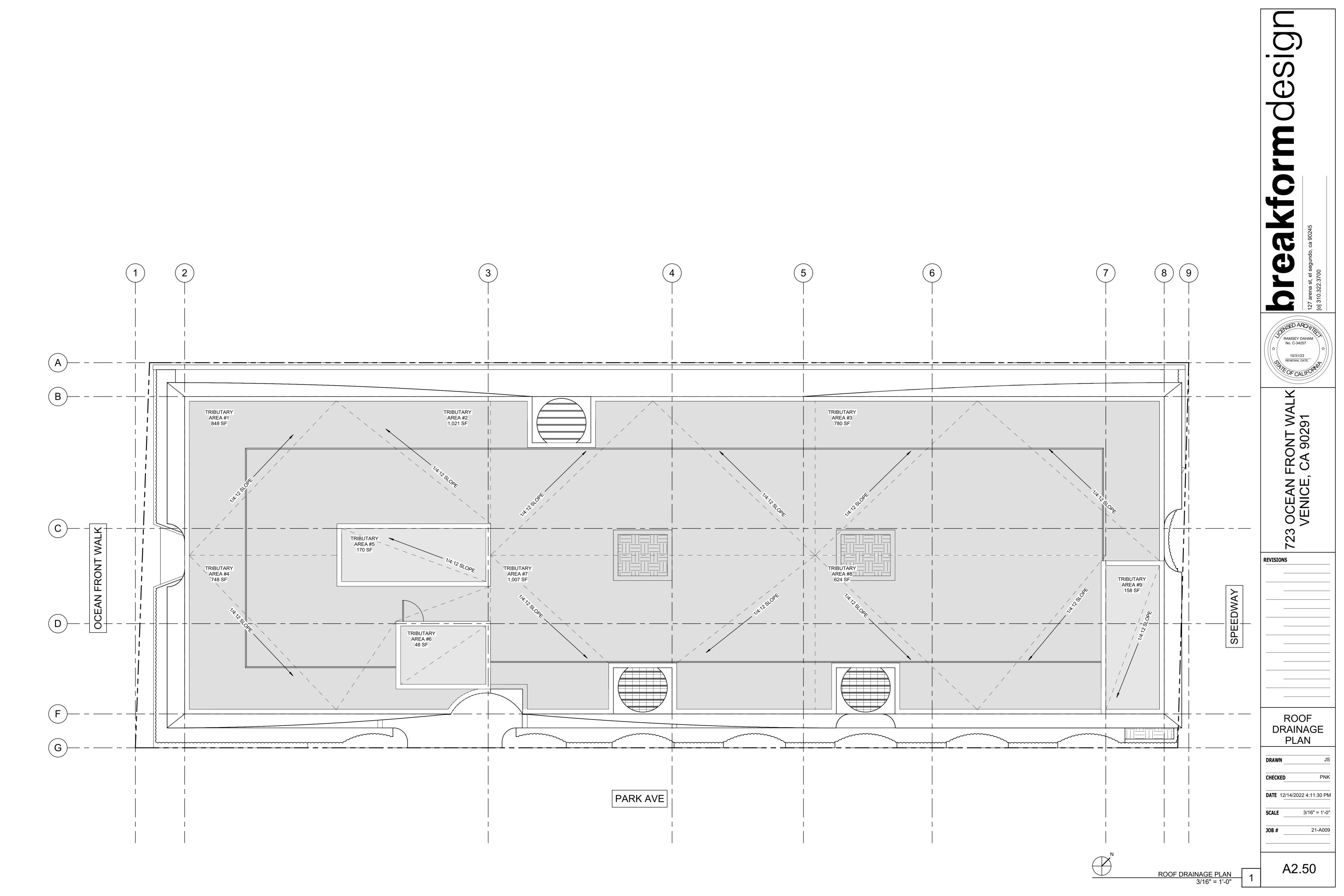
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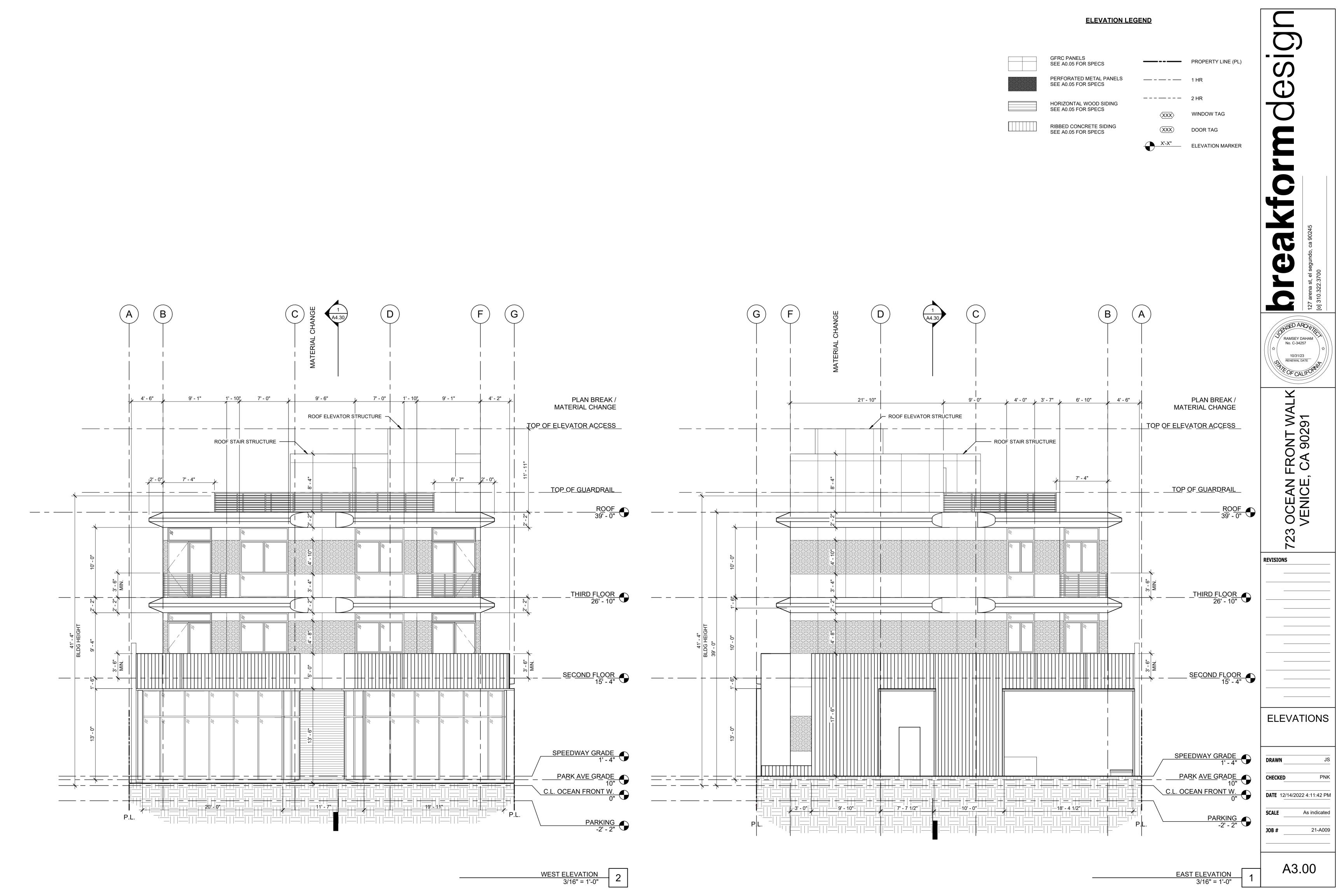


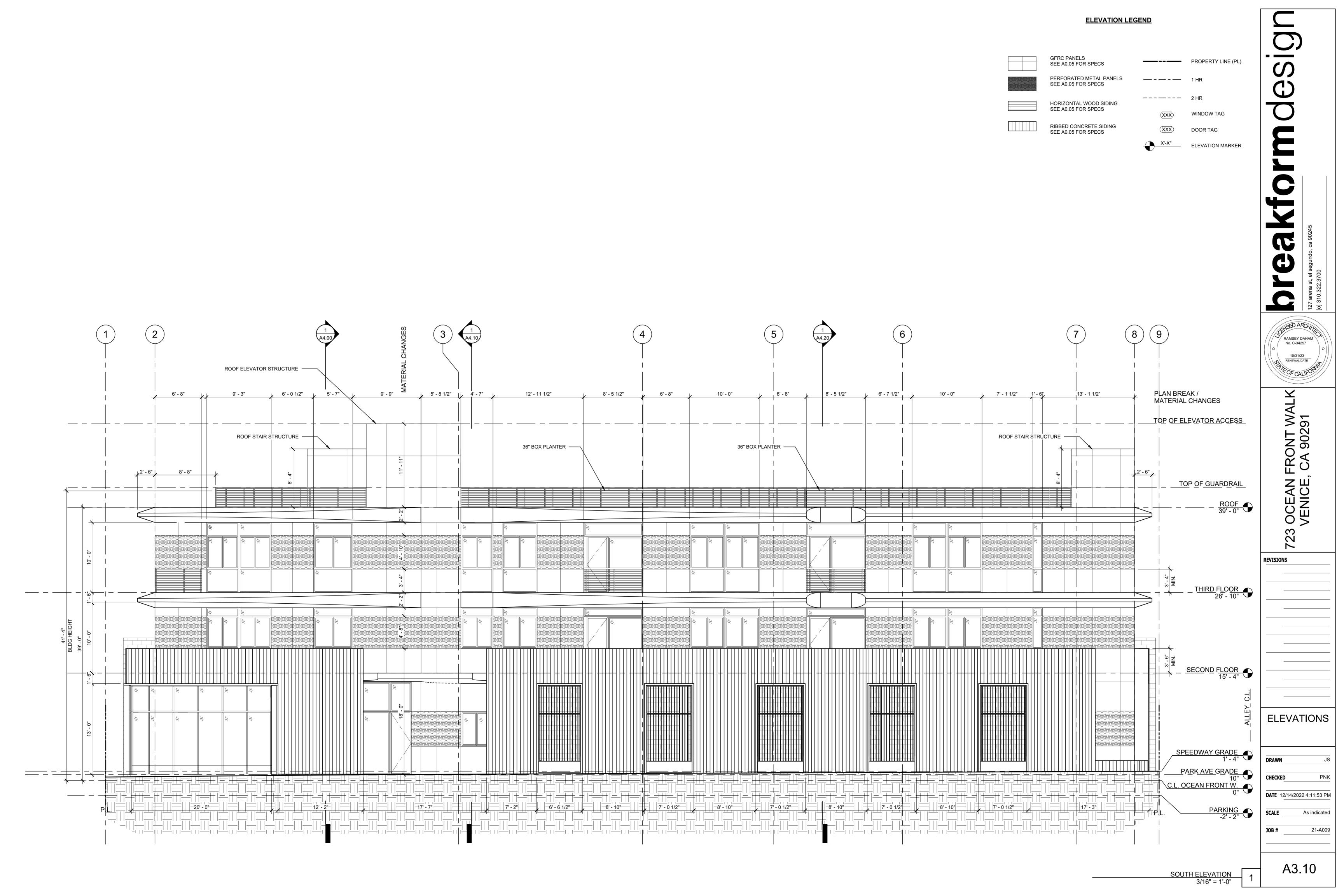


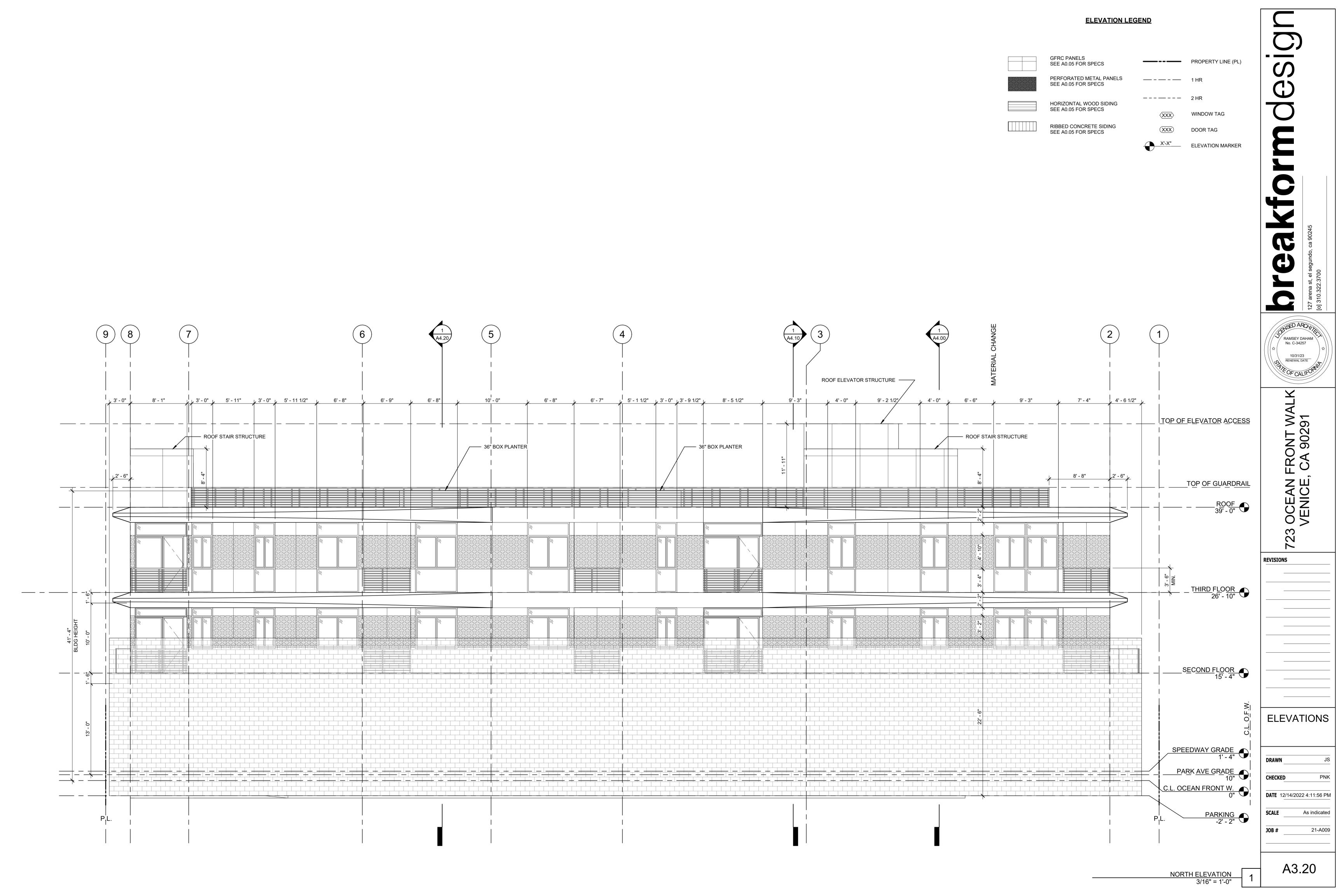






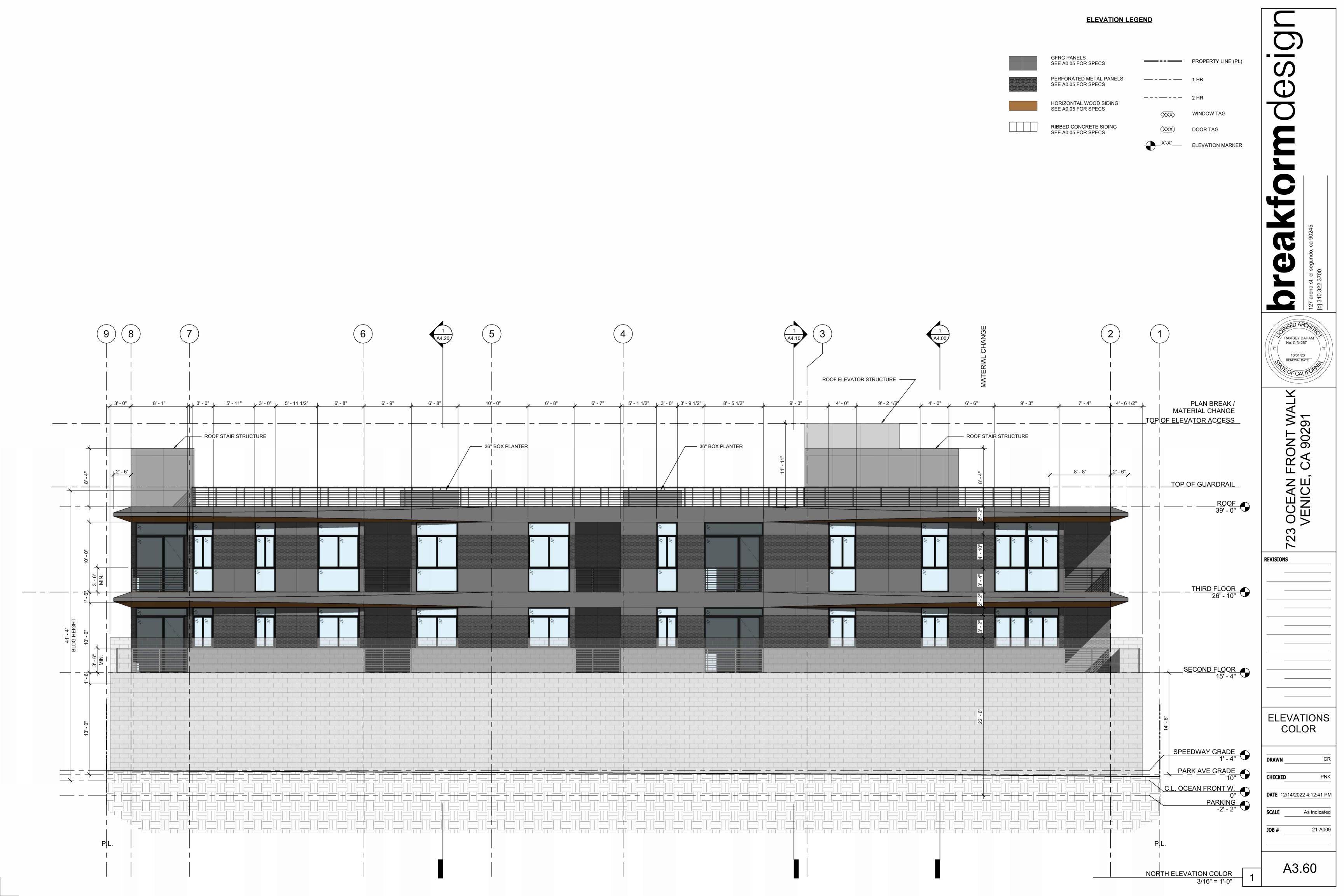


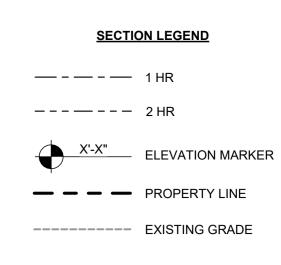


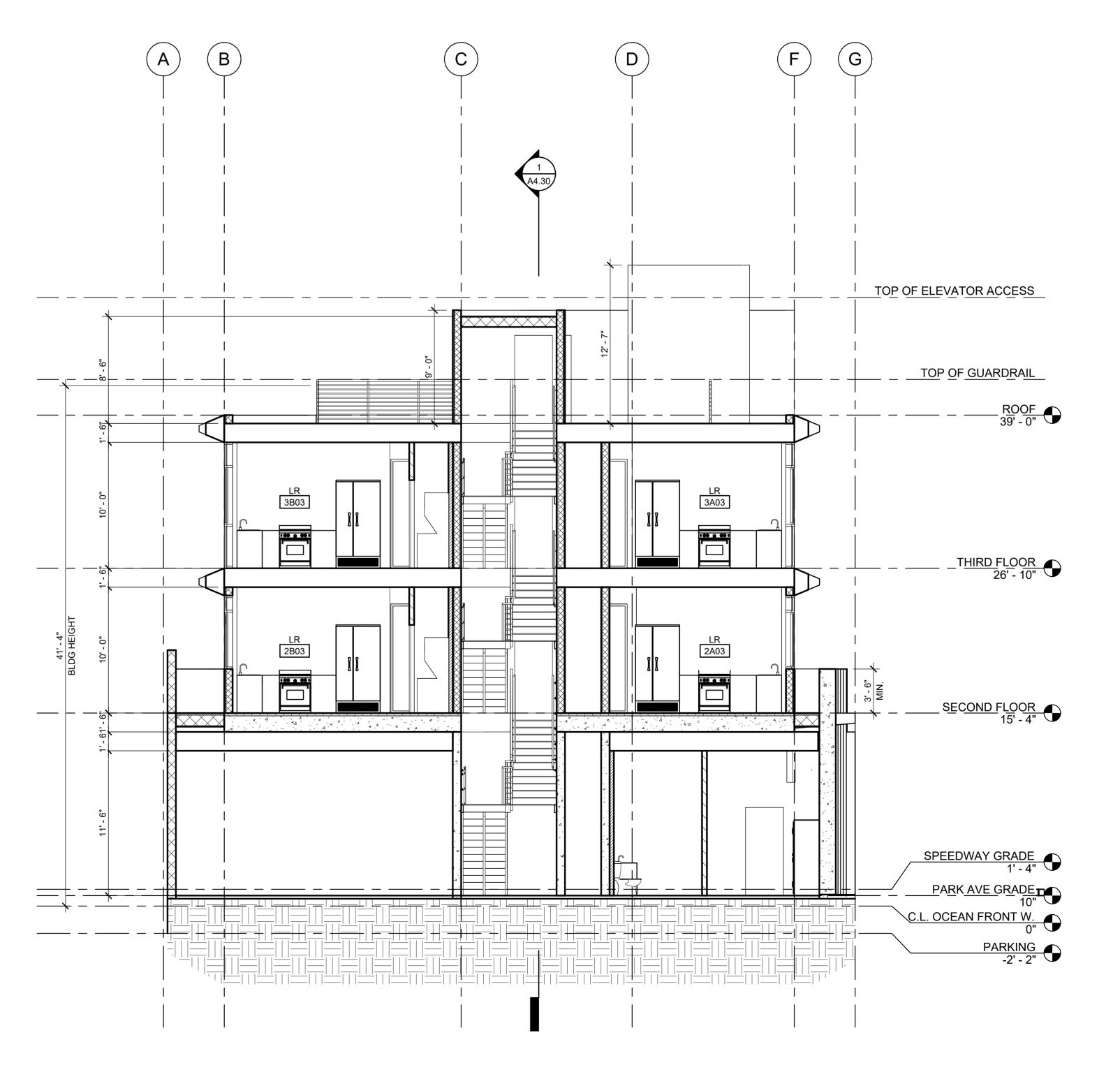


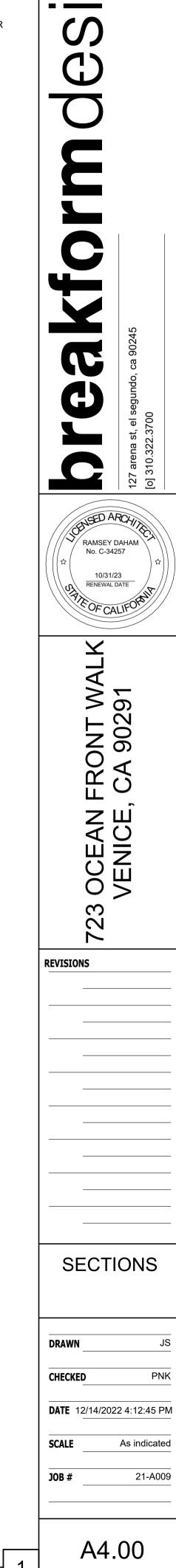




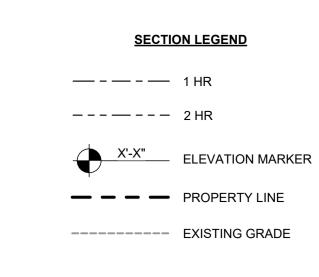


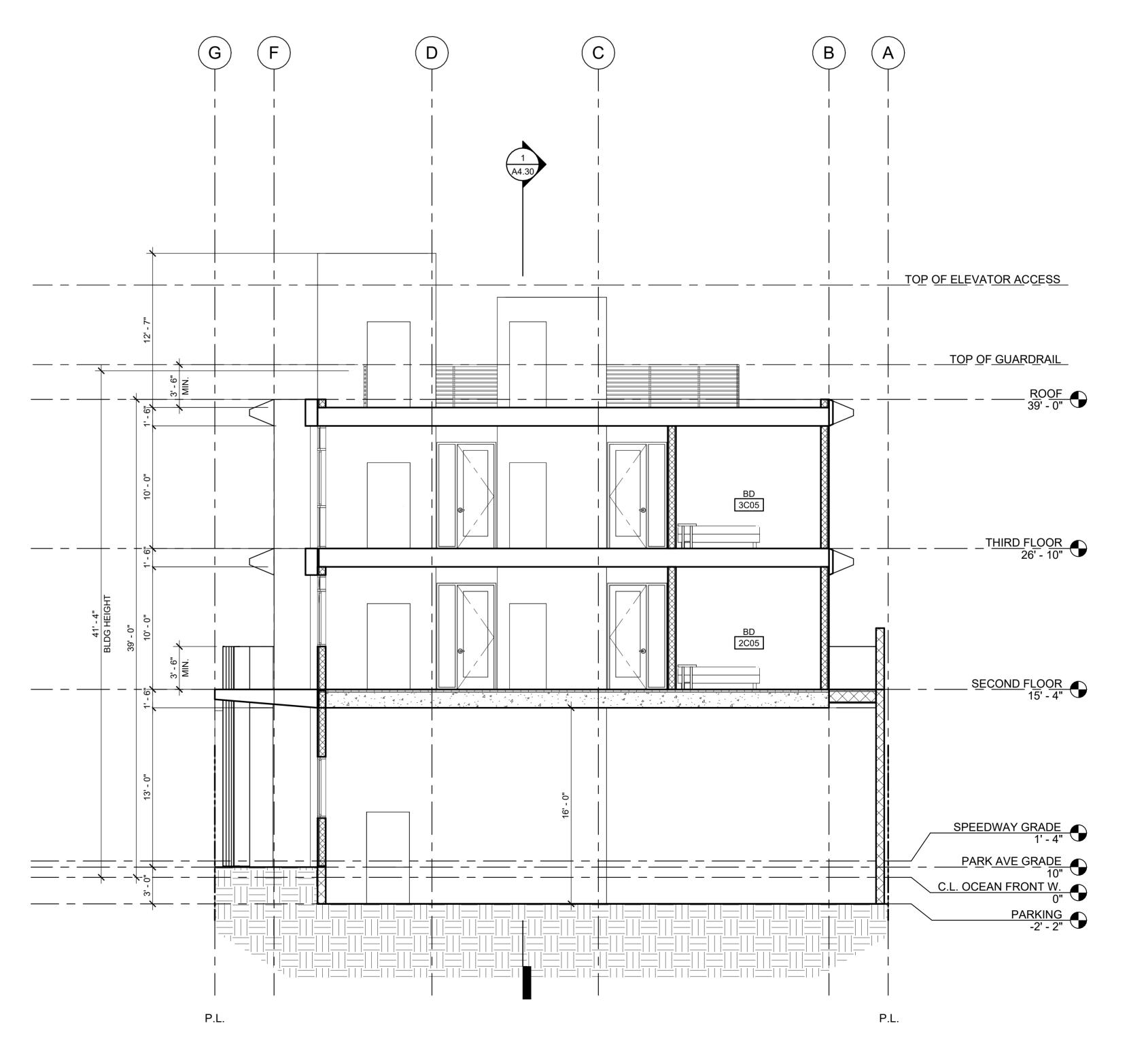






SECTION 1 3/16" = 1'-0"





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723 OCEAN FRONT WALK VENICE, CA 90291

REVISIONS

SECTIONS

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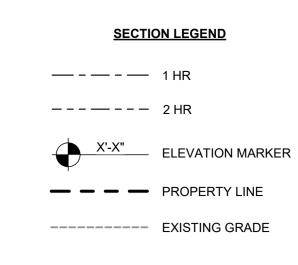
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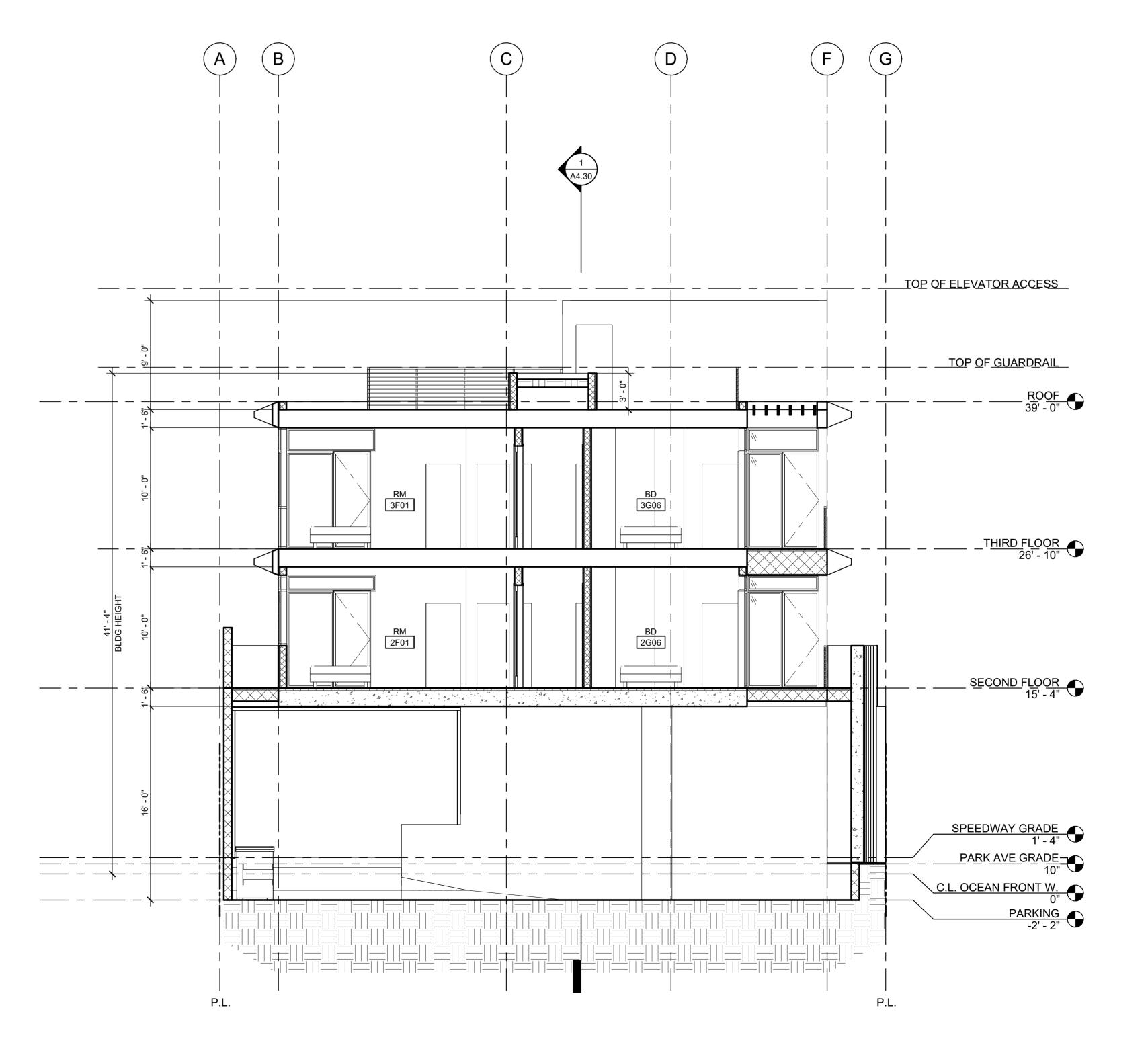
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SECTION 2 3/16" = 1'-0"





723 OCEAN FRONT WALK VENICE, CA 90291

REVISIONS

SECTIONS

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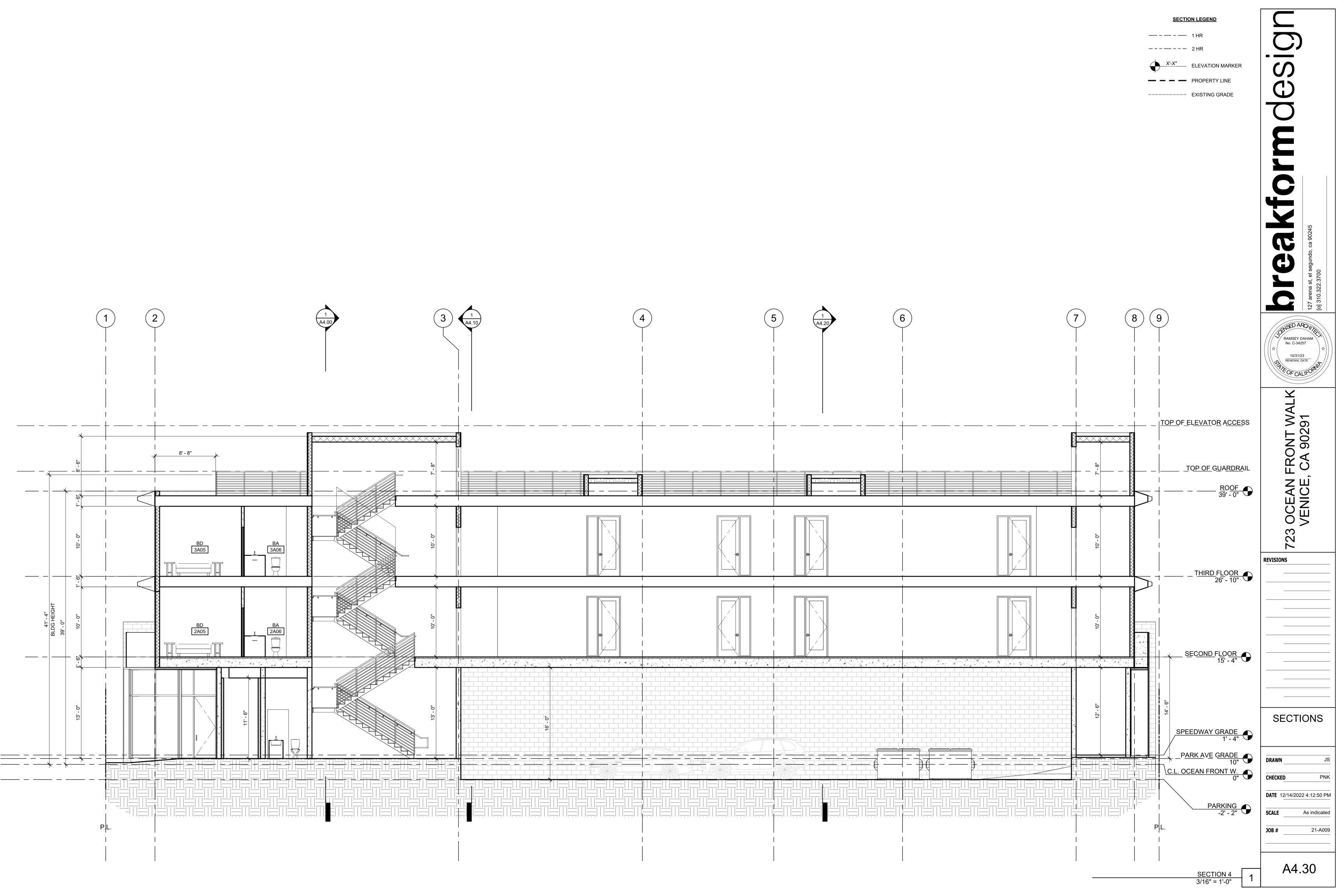
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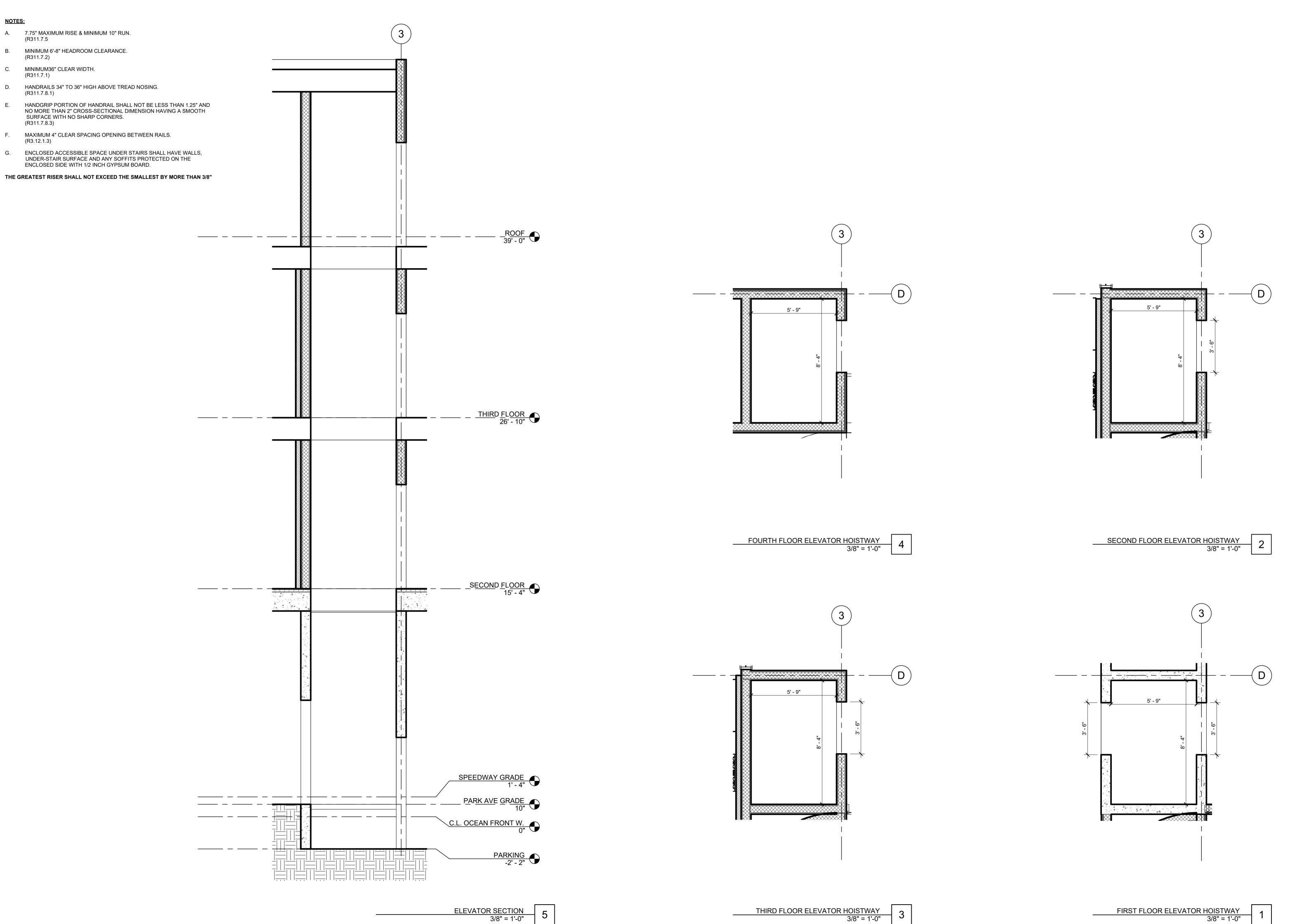
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SECTION 3 3/16" = 1'-0"





akformdesign

RAMSEY DAHAM
No. C-34257

10/31/23
RENEWAL DATE

723 OCEAN FRONT WAL VENICE, CA 90291

REVISIONS

VERTICAL CIRCULATION

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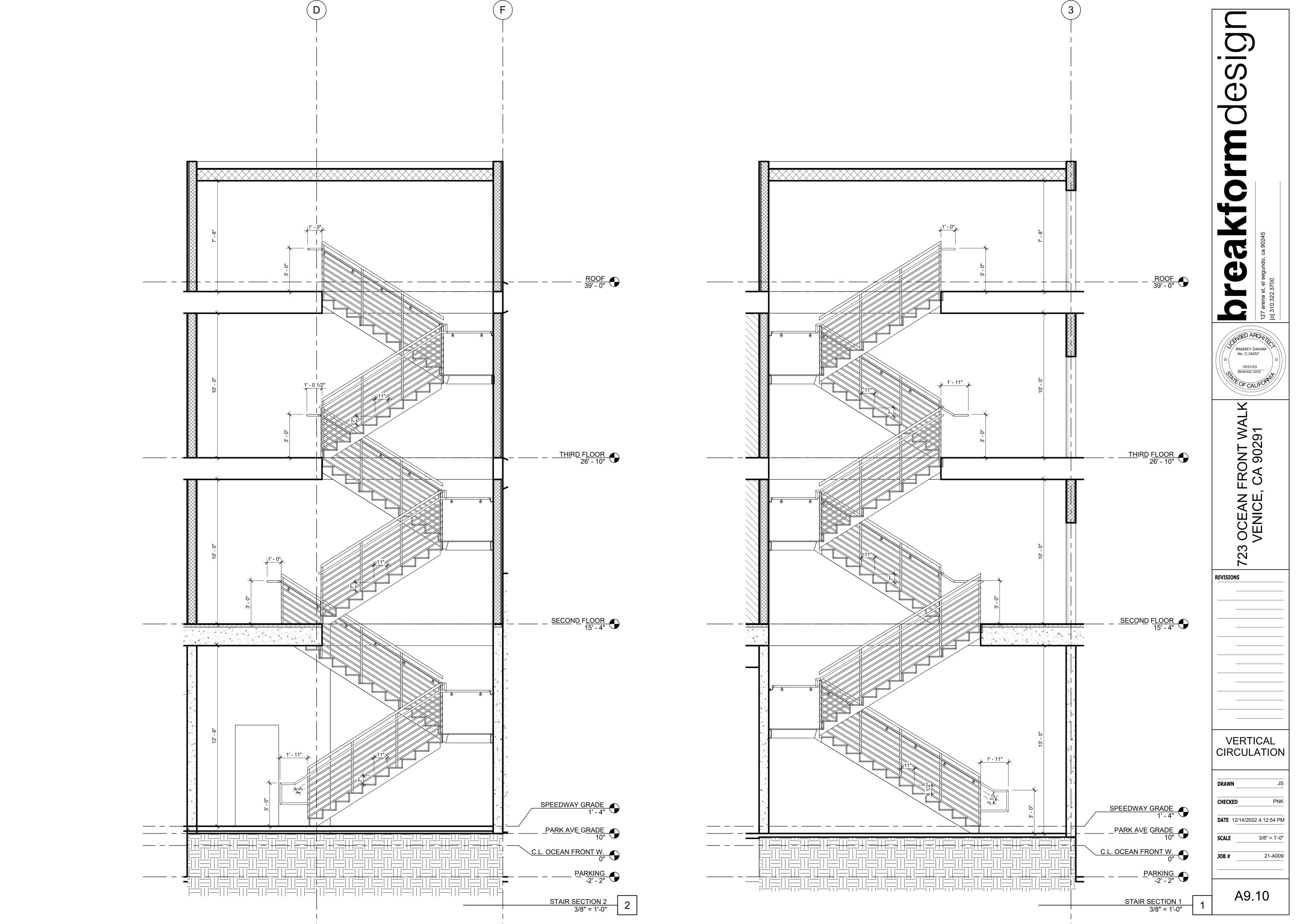
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OB # 21-A00

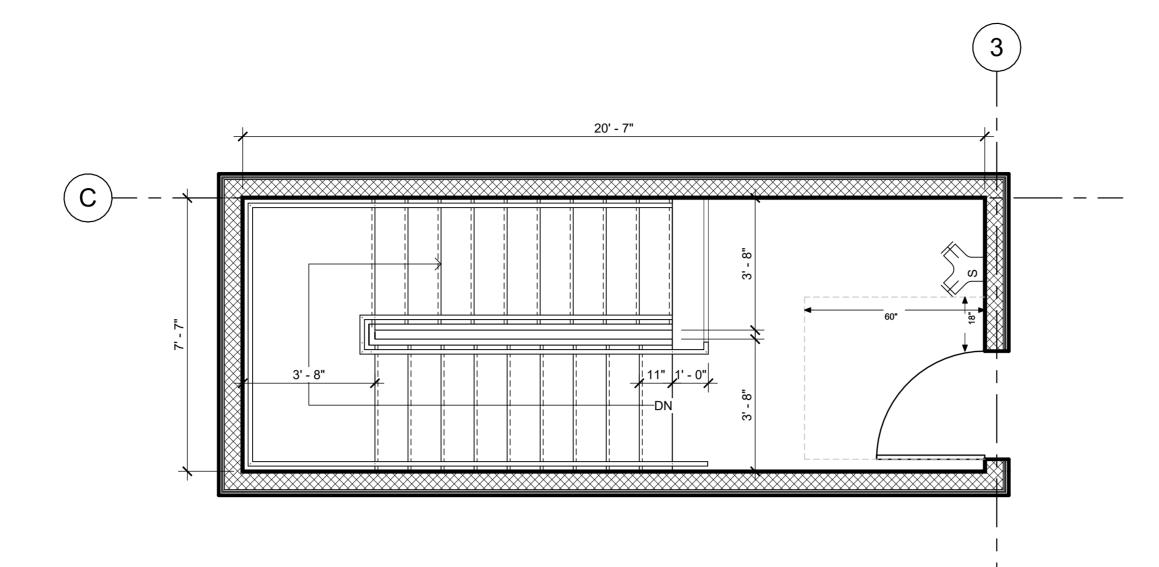
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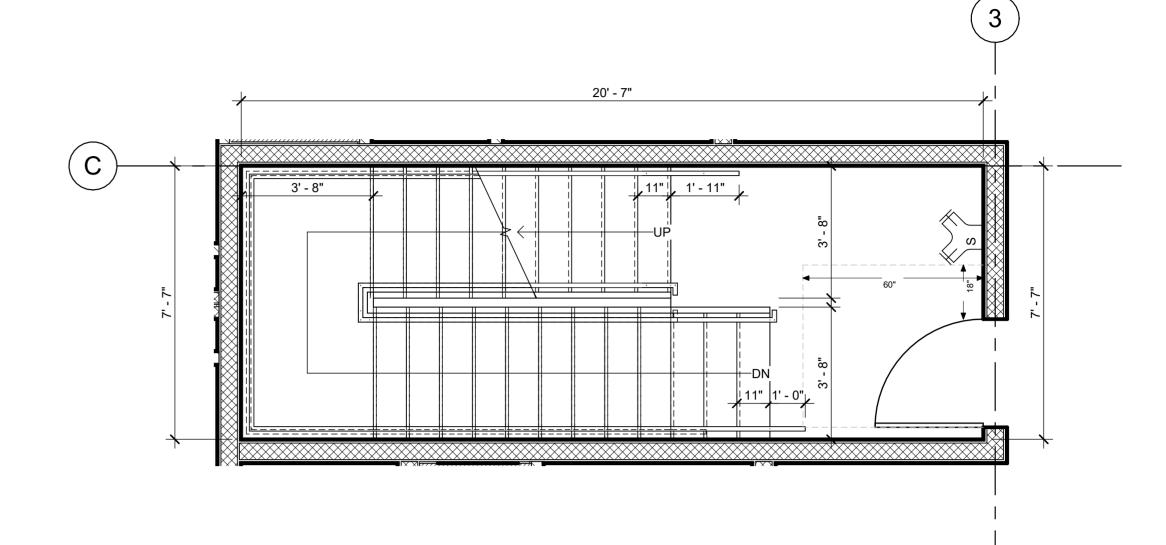


NOTES:

- A. 7.75" MAXIMUM RISE & MINIMUM 10" RUN. (R311.7.5
- B. MINIMUM 6'-8" HEADROOM CLEARANCE. (R311.7.2)
- C. MINIMUM36" CLEAR WIDTH. (R311.7.1)
- D. HANDRAILS 34" TO 36" HIGH ABOVE TREAD NOSING. (R311.7.8.1)
- E. HANDGRIP PORTION OF HANDRAIL SHALL NOT BE LESS THAN 1.25" AND NO MORE THAN 2" CROSS-SECTIONAL DIMENSION HAVING A SMOOTH SURFACE WITH NO SHARP CORNERS. (R311.7.8.3)
- F. MAXIMUM 4" CLEAR SPACING OPENING BETWEEN RAILS. (R3.12.1.3)
- G. ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER-STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2 INCH GYPSUM BOARD.

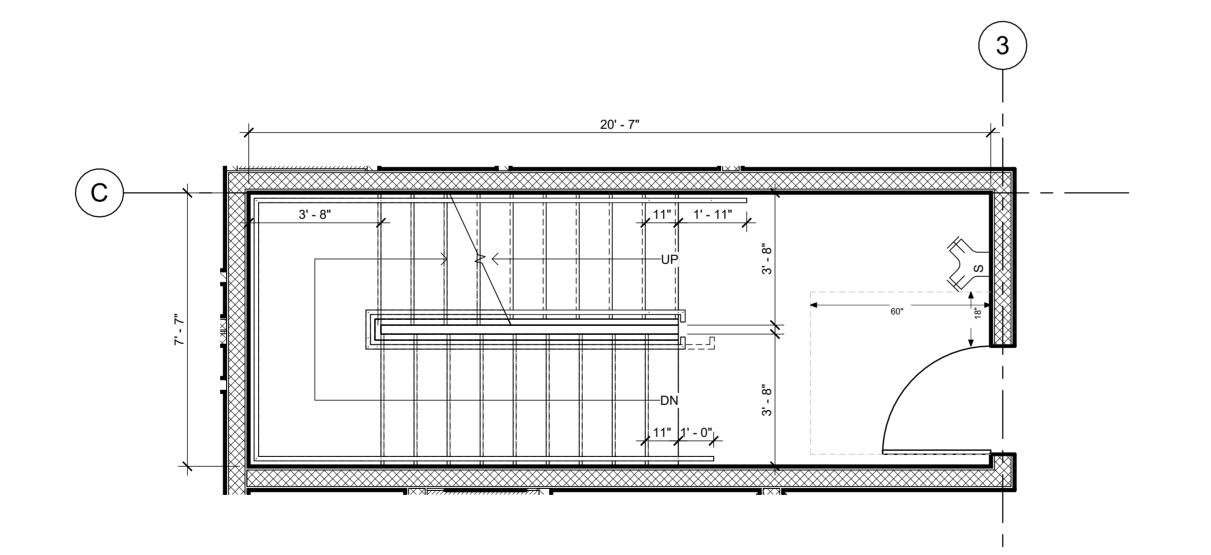
THE GREATEST RISER SHALL NOT EXCEED THE SMALLEST BY MORE THAN 3/8"

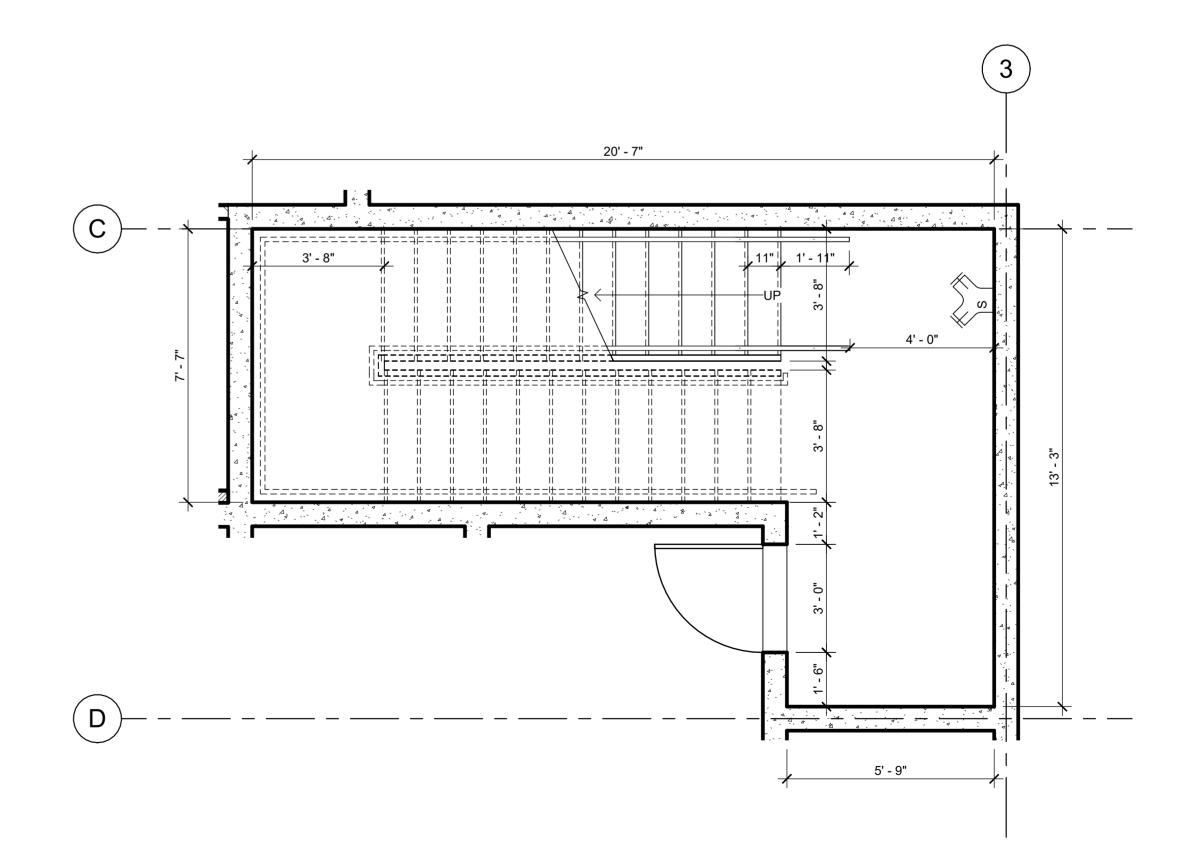




ROOF STAIR 1 3/8" = 1'-0"

SECOND FLOOR STAIR 1 3/8" = 1'-0" 2





Dreakform design

RAMSEY DAHAM
No. C-34257

10/31/23
RENEWAL DATE

723 OCEAN FRONT WA VENICE, CA 90291

REVISIONS

VERTICAL CIRCULATION

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SCALE 3/8" = 1'-0"

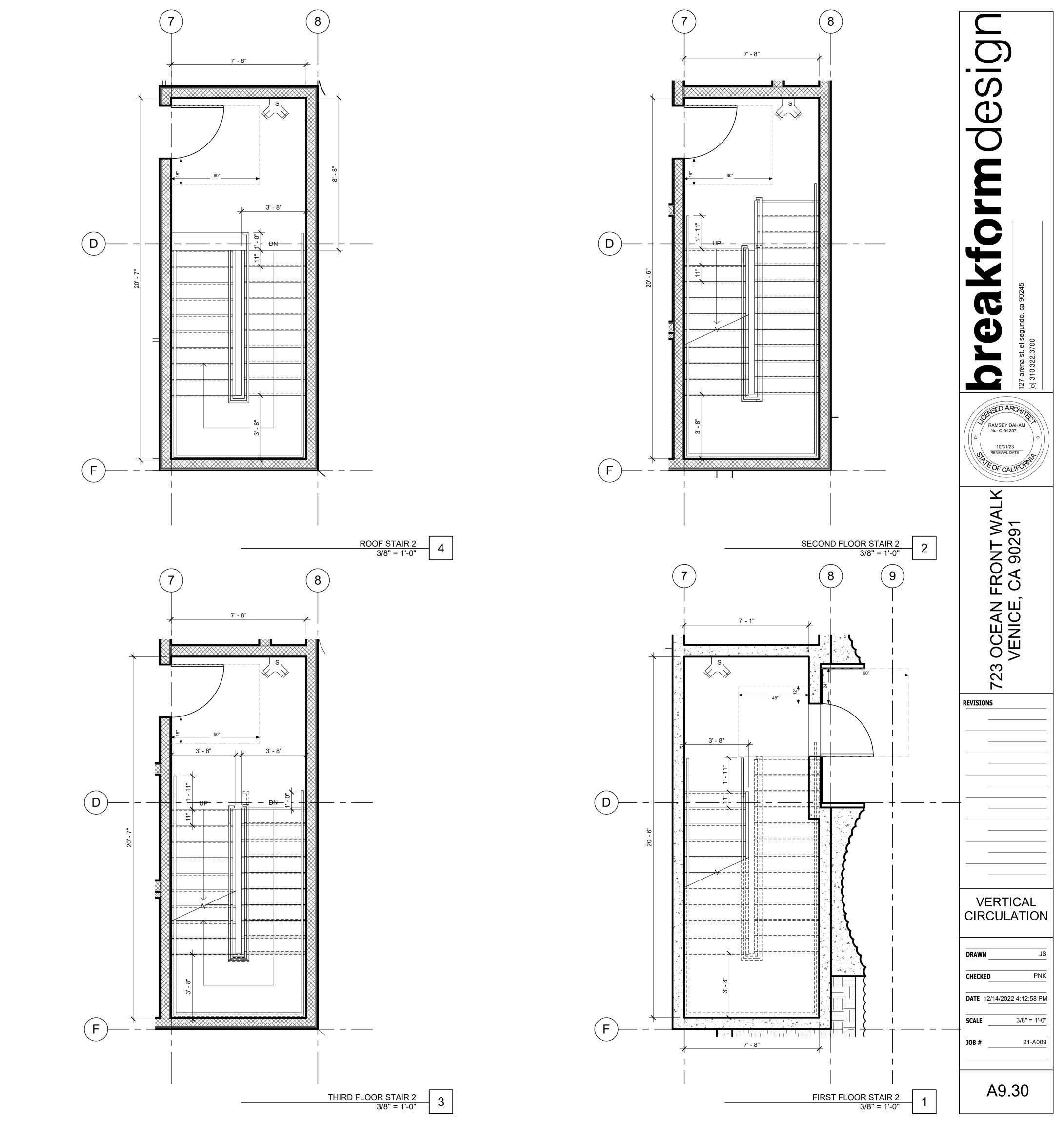
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NOTES.

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THE GREATEST RISER SHALL NOT EXCEED THE SMALLEST BY MORE THAN 3/8"



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A10.00



WEST FAÇADE - OCEAN FRONT WALK



SOUTH FAÇADE DETAIL



SOUTH WEST CORNER - OCEAN FRONT WALK & PARK AVE.



SOUTH EAST CORNER - PARK AVE. & SPEEDWAY



SOUTH FAÇADE - PARK AVE.



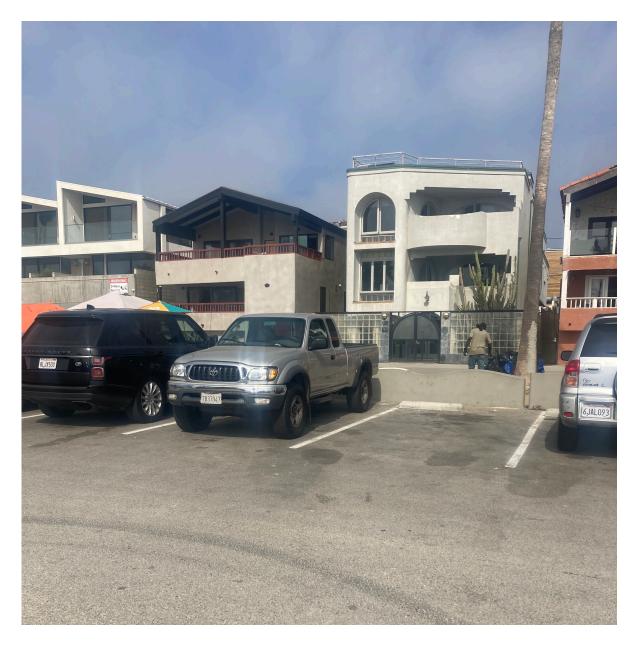
Appendix B







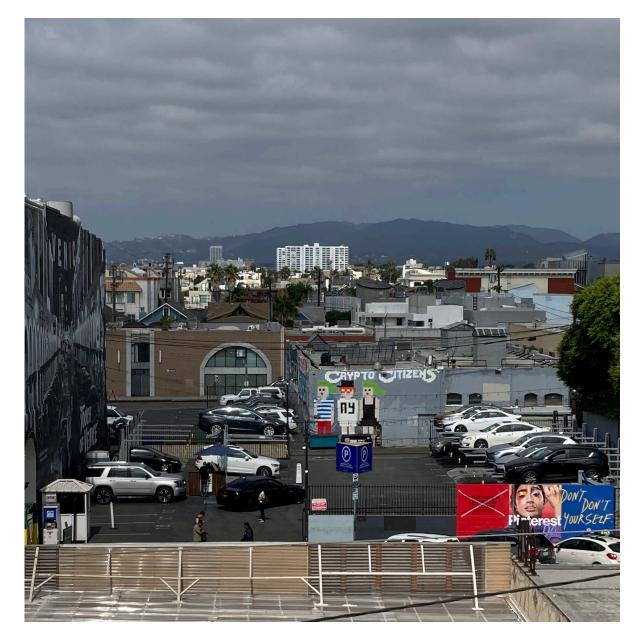




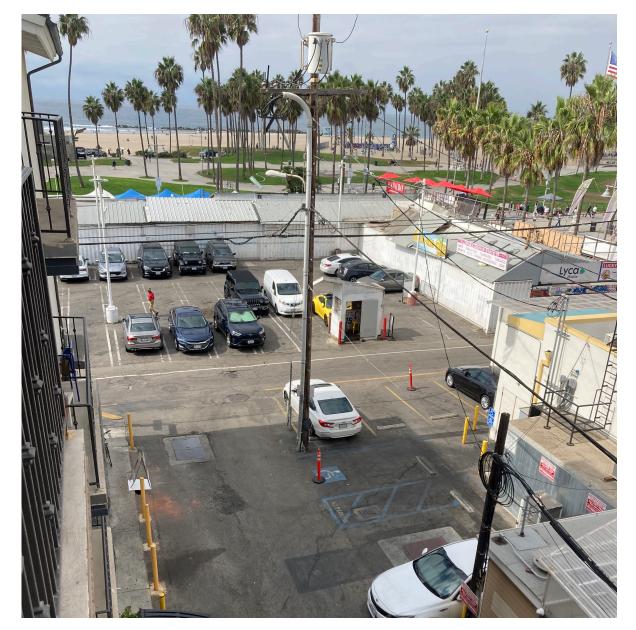




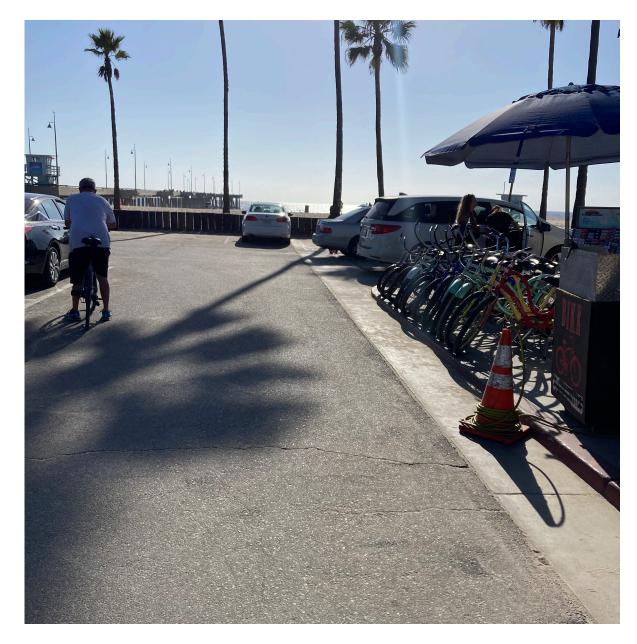


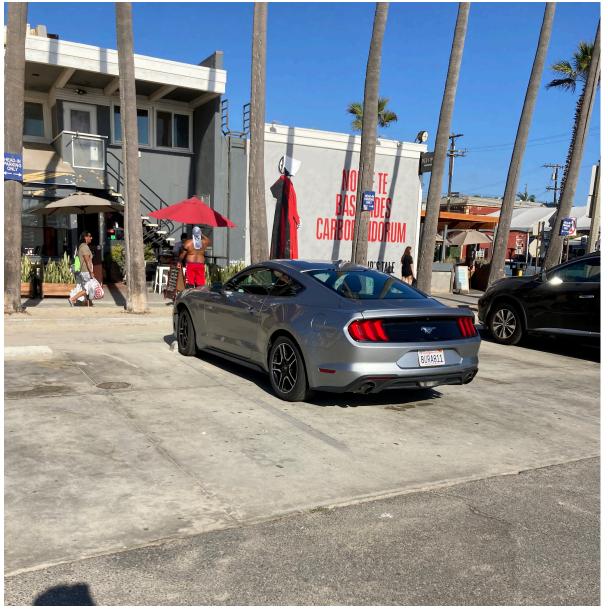




















Geotechnical • Geologic • Coastal • Environmental

5741 Palmer Way • Carlsbad, California 92010 • (760) 438-3155 • FAX (760) 931-0915 • www.geosoilsinc.com

January 29, 2022

Benjamin Schonbrun 35 West 94th Street, Apt. 2 New York, NY 10025

SUBJECT: Coastal Hazard and Wave Runup Study for Development at 723 Ocean

Front Walk, Venice Beach, City of Los Angeles, California

Dear Sirs:

GeoSoils Inc. (GSI) is pleased to provide the following report in response to your request for a current coastal hazard and wave runup study for the property located at 723 Ocean Front Walk, Venice Beach, City of Los Angeles, California. The hazard analysis is based upon site elevations, existing published reports concerning the local coastal processes, our site inspection, and knowledge of local coastal conditions. This report constitutes an investigation of the wave and water level conditions (including the 2018 California Coastal Commission [CCC] Sea Level Rise [SLR] Guidance) expected at the site in consequence of extreme storm and wave action. The design life of the proposed residence is 75 years. It also provides conclusions and recommendations regarding the susceptibility of the property and proposed development to wave attack and shoreline erosion.

INTRODUCTION

The purpose of this wave runup study is to determine if the proposed development will be subject to wave runup and other coastal hazards over the typical life (75 years) of the development, and to provide the necessary hazard information for the CCC project review. If the property will be subject to wave runup, the analysis will discuss how frequently it will occur, what the predicted water volume and water height will be on the property, and how, if necessary, to manage the overtopping waters. The analysis also determines if the property will be subject to direct wave attack over the project life. If the property is subject to wave attack, then the analysis will include design parameters for wave forces. The analysis uses design storm conditions typical of the January 18-19, 1988 and winter of 1982-83 type storm waves and beach conditions.

The subject site, 723 Ocean Front Walk, Venice Beach, is a rectangular parcel with approximately 55 feet of frontage along Ocean Front Walk, a coastal public boardwalk. The site was previously developed which was lost to fire in 2021 and the site is currently vacant. Figure 1 is an aerial photograph of the site and adjacent properties, downloaded from the internet. The proposed development is to construct a new mixed use development (retail and residential). The site is fronted by a concrete public boardwalk, a concrete and landscaped strip, a bike path, a very wide sandy beach (total distance approximately 880

feet wide to the mean high tide line), and the Pacific Ocean. The shoreline of Venice Beach lies within the Santa Monica Littoral Cell. A littoral cell is a coastal compartment that contains a complete cycle of littoral sedimentation including sources, transport pathways, and sediment sinks. The Santa Monica Littoral Cell extends from Point Dume to Palos Verdes, a distance of 40 miles. The source of beach sediment for the cell is bluff erosion, numerous seasonal streams and creeks, and artificial beach nourishment from major civil works projects such as the dredging of Marina Del Rey. The sink for sediments is the Redondo Submarine Canyon, with the coastal harbors/marinas serving as a temporary sink for beach sediments. The beach sediment is moved along the shoreline by wave action. The predominant wave energy comes from the southwest and west, with some energy from the northwest. As a result of the wave energy direction, the beach sands move from both to the east and to the west as they travel along the shoreline.



Figure 1. Subject site, boardwalk, bike path, and wide beach.

The US Army Corps of Engineers 1994 study (USACOE, 1994) characterized this reach of shoreline (Reach 14) as "stable to slow erosion." Reach 14 extends from the Santa Monica Pier to Marina del Rey. The USACOE (1994) reports a 100-year return period vertical scour of 7 feet and a 100 year recurrence horizontal erosion of 150 feet along this coastal reach. The maximum wave runup for 100 year return probability is +15 feet MLLW. These are general estimates for Reach 14 and may not take into account the site specific conditions at 723 Ocean Front Walk. The sand beaches along this reach do experience seasonal erosion and accretion and are subject episodic extreme oceanographic conditions and resulting short-term erosion.

Despite efforts to control the movement of sand through beach nourishment and coastal structures (groins and breakwaters) along the shoreline, the shoreline at this section of Venice Beach area does experience short-term erosion. The erosion is temporary, usually the result of an energetic winter. As stated before, there is no clear evidence of any long-term erosional trend (USACOE, 1994). The wide sandy beach in front of the subject site is normally over 800 feet wide and has provided more than adequate protection for the property over at least the last several decades. In the past 50 years, no wave runup has reached the site. This time period includes the winter storms of 1982 -83 and January 1988, the coastal engineering design storms for southern California.

DATUM & DATA

The datum used in this report is North American Vertical Datum 1988 (NAVD88) which is about 2.6 feet lower than Mean Tide Level (MTL). In the open ocean waters of the Santa Monica Bay, Mean High Water (MHW) is 4.5 feet above NAVD88. Site elevations were taken from the site topographic map prepared by Pacific Land Consultants, Inc, dated 9-19-21. The topographic elevations were relative to NAVD88. Proposed project plans were provided by breakform design, the project architect. The National Oceanographic and Atmospheric Administration (NOAA) Ocean Survey tidal data station closest to the site is the Santa Monica Station #9410840 (NOAA, Website). The elevations are as follows:

Highest Water November 30, 1982	8.30 feet
Mean Higher High Water	5.23 feet
Mean High Water	4.50 feet
Mean Tide (MTL)	2.62 feet
Mean Low Water	0.74 feet
North American Vertical Datum (NAVD88)	0.0 feet
Mean Lower Low Water (MLLW)	-0.19 feet

SITE BEACH EROSION & WAVE ATTACK

In order to determine the potential for future wave runup, beach erosion, and flooding to impact the site, historical aerial photographs over the last five decades were reviewed. None of the photographs showed that wave runup reached the site over the five-decade time frame. There is no record of the beach eroding back to anywhere near the site, nor has wave runup reached the site. Our review of the annual aerial photographs over the last 50 years, shows a wide beach seaward of the site even though the photos were taken in the winter and spring, when the beach is seasonally the narrowest. Based upon review of the aerial photographs, it is highly unlikely that the shoreline will erode back to or near the site allowing direct wave attack on the proposed development.

The California Coastal Commission Sea Level Rise Guidance (CCCSLRG) suggests the use of the highest erosion rate nearby available for the predication of the future shoreline erosion due to SLR (Appendix B, page 237). The United States Geological Survey

(USGS, 2006) performed a comprehensive assessment of shoreline change including this section of coastline. Figure 2 is portion of a figure from USGS 2006 (Figure 37, page 60) and shows no short-term or long-term erosion near or at the subject site. It shows significant building out of the beach, accretion. The highest nearby short-term erosion rate is estimated to be ~1 ft/yr. Even if the short-term rate was used as the long-term rate (this would be very conservative analysis), the retreat would be 75 feet over the 75 year life of the development. The site is currently about 880 feet from the shoreline. If the beach retreats 75 feet in the next 75 years then the site will be ~800 feet from the shoreline. A beach width of 200 feet or greater is recognized as sufficient to protect the back shore from extreme events. The site is safe from shoreline erosion over the design life of the development due to the significant setback from the current shoreline and future shoreline in consideration of SLR. The proposed development will not need shore protection over the life of the development.

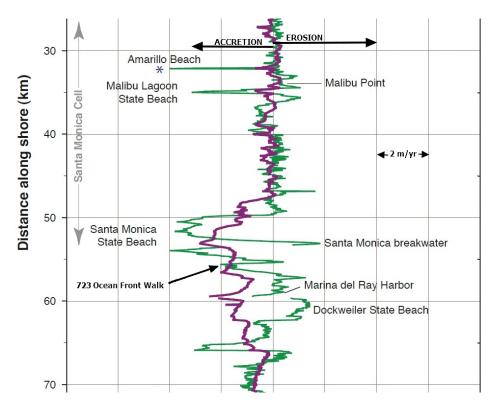


Figure 2. Shoreline change rate in meters per year from USGS 2006.

SEA LEVEL RISE

The CCCSLRG is based upon the California Ocean Protection Council (COPC) update to the State's Sea-Level Rise Guidance in March 2018. These COPC estimates are based upon a 2014 report entitled "Probabilistic 21st and 22nd century sea-level projections at a global network of tide-gauge sites" by Kopp, et al., 2014. The Kopp et al. paper used

2009 to 2012 SLR modeling by climate scientists for the probability analysis, which means the "best available science" used by the CCC is about 10 years old. The SLR models used as the basis for the COPC and CCCSLRG have been in place for about two decades. The accuracy of any model can be determined by comparing the measured SLR (real time data) to the model predicted SLR (model prediction). If the model does not predict, with any accuracy, what has happened in the approximate last two decades, it is very unlikely that the model will increase in accuracy when predicting SLR over the next 100 years. Simply put, if the model is not accurate now, it will be even less accurate in the future.

The National Oceanic and Atmospheric Administration (NOAA) has been measuring SLR globally, and specifically in Santa Monica. The NOAA Santa Monica SLR rate is 1.54 mm/yr as shown in Figure 3. The rate can be used to calculate a sea level rise of 33.88 mm (0.111 ft) over the last 22 years (2000 through December 2021). If we assume that the Santa Monica rates do not change significantly in the next 8 years (which is likely), the amount of Santa Monica SLR will be about 0.15 feet.

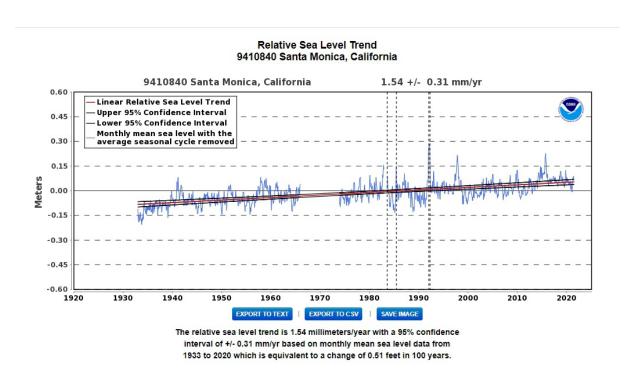
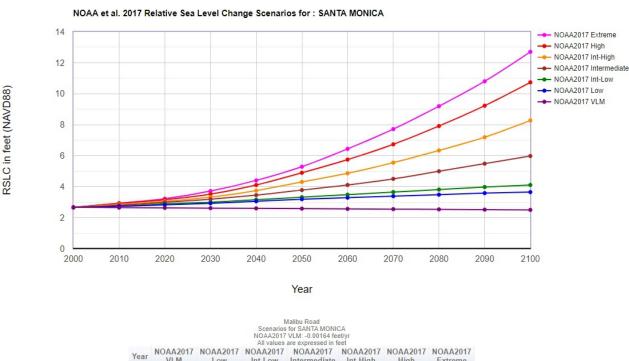


Figure 3. Latest measure SLR at Santa Monica from NOAA.

NOAA also provides plots of the most current SLR model projections (best available science) over time starting in the year 2000. Figure 4, is the model projections taken NOAA, which is more current SLR science than from the COPC used models. To see which model is more accurately predicting SLR, the data for Santa Monica can be either plotted onto the curves or estimated from the table below the curves.



VLM Low Int-Low Intermediate 2000 2.66 2.66 2.66 2.66 2.66 2.66 2010 2 65 2 73 2 73 2 80 2.86 2 93 2 93 2020 2.63 2.83 2.89 2.99 3.06 3.16 3.22 2030 2.61 2.93 2.99 3.19 3.32 3.52 3.71 2040 2.60 3.06 3.16 3.45 3.75 4.11 4.40 2050 2.58 3.19 3.32 3.78 4.30 4.90 5.29 2060 2.57 3.29 4.11 4.86 2070 2.55 3.39 7.72 3.65 4.50 5.55 6.73 2080 2.53 3 48 3.81 4 99 6.34 7 91 9 19 2090 2.52 3.58 3.98 5.49 7.19 9.23 10.80 2.50 3.65 4.11 5.98 8.27 10.73 12.70

Figure 4. NOAA 2021 SLR projections for Santa Monica.

Recognizing that in the year 2000 the SLR zero line is 2.66 feet, and using the current Santa Monica SLR data (trends), Santa Monica SLR should be (2.66 + 0.15 feet) 2.81 feet in the year 2030. Looking at the table in Figure 4 for the year 2030 (8 years from now) reveals that Santa Monica SLR is tracking below the NOAA 2017 Low SLR model curve. The Low model predicts a SLR rise total in the year 2100 of about 1 foot.

The CCCSLRG document recommends that a project designer determine the range of SLR using the "best available science." GSI respectfully points out that the CCCSLRG is "advisory and not a regulatory document or legal standard for review" (see page 5 of the Guidance). The CCCSLRPG clearly states that it is "not a checklist." The California Ocean Protection Council (COPC) adopted an update to the State's Sea-Level Rise Guidance in March 2018. These new estimates are based upon a 2014 report entitled "Probabilistic 21st and 22nd century sea-level projections at a global network of tide-gauge sites" (Kopp, et al., 2014). This update included SLR estimates and probabilities for Santa Monica, the closest SLR estimates to Malibu. The NOAA SLR information provided above

is more current than the CCC SLR Guidance. Figure 5 provides the March 2018 COPC data (from the Kopp, et al., 2014 report) with the latest SLR adopted estimates (in feet), and the probabilities of those estimate to meet or exceed the 1991-2009 mean, based upon the best available science. The checking of the models is the "best available science" for SLR prediction and is required to be used.

Probabilistic Projections (in feet) (based on Kopp et al. 2014)										
о сн	N-20 (20 CH	HANC	ICE	1-11	N-200	O CHAI	NCE		+ scenario veet et al.
66% probability sea-level rise is between 5% probability sea-level rise me or exceeds		se mee	eets	0.5% probability s sea-level rise meets or exceeds		eets	2017) *Single scenario			
							ım - High Aversion			Extreme k Aversion
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4.5 3.8	4. 3. 5.	4.5 3.8 5.2	3				7.2			

Figure 5. Latest SLR estimates from the State of California, 2018.

In contrast to the measured SLR at Santa Monica, the model the CCC is requiring to be analyzed is the high emissions scenario and the 0.5% probability shown in Figure 5. For the year 2030, the CCC required SLR is 0.8 feet, which is over 5 times greater than the 0.15 feet that is being measured. Over the 75-year life of the development, this results in significant difference in the SLR that the CCC requires and what is currently occurring. The best available science using current SLR data shows that the Santa Monica SLR trend is tracking more closely to the "likely range" than the low probability 0.5% range.

Figure 5 illustrates that SLR in the year 2097 (interpolated) for the likely range, and considering the high emissions, is about 1.45 feet to 3.45 feet above the 1991-2009 mean. The very low probability SLR (0.5%) for the year 2097(interpolated), low emissions, SLR is 5.2 feet, and the high emissions, SLR is 6.5 feet. Based upon the current best available SLR science, the likely SLR is about 1.45 feet and the unlikely SLR is about 6.5 feet. For the analysis the SLR estimate is coupled with the highest historical (1%) water elevation,

the largest wave for runup, and eroded beach conditions. The probability of the cooccurrence of a particular SLR, the 1% water elevation, the largest runup wave, and
eroded beach conditions is the product of all of the probabilities of the individual events.
In other words, the probability of the oceanographic conditions considered in this wave
runup analysis will be much less than 1%. The proposed project has a "design life" of 75
years. Based on the discussion above, (the best available science), the range in the
year ~2097 (at the end of the project's 75-year design life) is between 1.45 feet and
6.5 feet. This is the sea level rise range that the project could experience. The highest
recorded water elevation on record in the vicinity of the site is 8.3 feet NAVD88. If 1.45
and 6.5 feet are added to this 8.3 feet NAVD88 elevation, then future design maximum
water levels of 9.75 feet NAVD88, and 14.8 feet NAVD88, are determined.

WAVE RUNUP AND OVERTOPPING ANALYSIS

Wave runup and overtopping for the proposed project is calculated using the USACOE Automated Coastal Engineering System, ACES. ACES is an interactive computer based design and analysis system in the field of coastal engineering. The methods to calculate runup and overtopping implemented within this ACES application are discussed in greater detail in Chapter 7 of the Shore Protection Manual (1984) and the Coastal Engineering Manual (2004). Figure 6 taken from the ACES manual shows the runup variables.

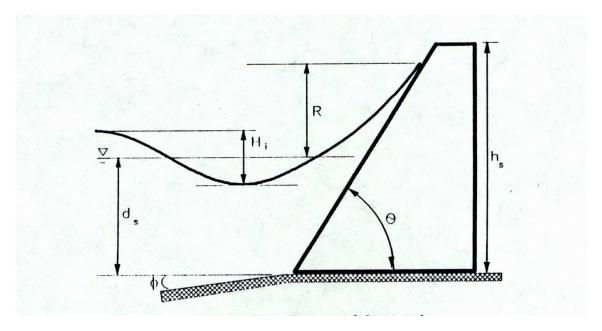


Figure 6. Wave runup terms from ACES manual.

The ACES analysis was performed on oceanographic conditions that represent a typical 75- to 100-year recurrence storm with the highest design SLR. The wave that has the greatest runup, is the wave that has not yet broken when it reaches the toe of the beach.

The larger waves break offshore of the beach and lose most of their energy before reaching the shoreline. If the total water depth is 13.1 feet, based upon a maximum scour depth at the toe of the beach (~+1.7 feet NAVD88) and a water elevation of +14.8 feet NAVD88, then the design wave height will be about 10.2 feet. The average height of the beach berm is about +15 feet NAVD88. The slope of the beach is about 1/11 (V to H) and the near-shore slope was estimated to be 1/80. **TABLE I** is the ACES output for the highest SLR design conditions.

TABLE I

ACES Mode: Single Case Functional Area: Wave - Structure Interaction											
Applic	cation: Wave Runup and	d Overtoj	pping on Impe	ermeable Stru	ıctures						
	Item		Unit	Value	Smooth Slope Runup and						
Incide	ent Wave Height	Hi:	ft	10.200	Overtopping						
Wave 1	Period	T:	sec	18.000							
	of Nearshore Slope (80.000	723 Ocean						
	Depth at Structure To		ft	13.100							
	of Structure Slope (11.000	Front Walk						
Struc	ture Height Abo∨e Toe	hs:	ft	14.000	Venice						
					venice						
Wave 1	Runup	R:	ft	11.849	Beach						
Onsho	re Wind Velocity	U:	ft/sec	3.376							
Deepw	ater Wave Height	HO:	ft	6.724							
	i∨e Height	ds/H0:		1.948	6.5 FT SLR						
		(gT^2):		0.000645	0.5 II SLK						
	opping Coefficient	α:		0.080000							
	11 5	lstar0:		0.040000							
Overto	opping Rate	Q:	ft^3/s-ft	16.090							

The calculated overtopping rate for 6.5 feet SLR, and the eroded beach conditions, is 16.1 ft³/s-ft. For the calculated overtopping rate, the height of water and the velocity of this water can be calculated using the following empirical formulas provided by the USACOE (Protection Alternatives for Levees and Floodwalls in Southeast Louisiana, May 2006, equations 3.1 and 3.6), based upon the calculated overtopping rate Q for each SLR case.

$$v_c = \sqrt{\frac{2}{3}gh_1}$$

Therefore, for SLR of 6.15 feet with an overtopping rate of 16.1 ft³/s-ft, the water height h_1 = 3 feet and the velocity, v_c = 8 ft/sec. The USACOE Coastal Engineering Manual (2002) discusses that overtopping waters are reduced about 1 foot in elevation for every ~25 feet to 50 feet of horizontal travel across the beach. Currently, the site is about 880 feet from the shoreline. Therefore, overtopping waters will not reach the seaward side of the public walkway/bike path under the extreme design conditions.

CoSMoS

The United States Geological Survey (USGS) Coastal Storm Modeling System for Southern California (CoSMoS) tool is a **non site specific** analysis and is to be used for non-site specific analysis discussion. Like any tool it needs to be used for its intended purpose. The use of CoSMoS is limited by the following disclaimer which restricts the use.

Disclaimer

Inundated areas shown should not be used for navigation, regulatory, permitting, or other legal purposes. The U.S. Geological Survey provides these data "as is" for a quick reference, emergency planning tool but assumes no legal liability or responsibility resulting from the use of this information.

The suggestions and illustrations included in these images are intended to improve coastal-flood awareness and preparedness; however, they do not guarantee the safety of an individual or structure. The contributors and sponsors of this product do not assume liability for any injury, death, property damage, or other effects of coastal flooding.

Restated, CoSMoS is to be used as a quick reference and not a site specific analysis for "permitting." However, the modeling does show interesting results. In addition to SLR and the 100-year waves, the modeling assumes that the shoreline can move (no shore protection device). Using the modeling program, the erosion vulnerability of the project site to different SLR scenarios can be assessed. Figure 7 is the CoSMoS output for the project site with 6.6 feet (200 cm) of SLR, and allowing the shoreline to move (no stabilization or nourishment).

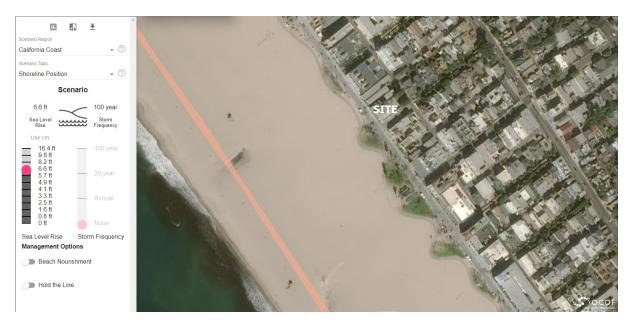


Figure 7. USGS CoSMoS modeling for the site for 6.6 feet SLR.

•

Figure 7 shows that under 200 cm (6.6 feet) of SLR, and allowing for shoreline erosion, that the shoreline is still over 700 feet from the proposed development. This assumes that NO nourishment takes place and the shoreline can erode. This is in agreement with the discussion of shoreline erosion provided herein. It is unlikely that the shoreline will erode back towards the site and impact the proposed development.

The CoSMoS output of 5.7 feet of SLR shows the threshold amount of SLR, and the 100-year storm, that will begin to impact the site (Figure 8). It should be noted that the the entire site is not flooded and that all of the habitable portions of the building are on the second and third floors. A closer examination of the area where the finger of ocean water reaches back to the Ocean Front Walk and then floods/moves laterally to the site, shows that there is a low lying city storm drain in this area that cuts across the beach, and allows wave runup (ocean water) across the beach. If the storm drain area is not low lying then wave runup would not reach the site under this 5.7 feet SLR and 100-year storm scenario. Figure 9, from Google Earth, shows the storm drains across the beach at and near the site.



Figure 8. Threshold of site flooding under 5.7 feet SLR and the 100-year storm.



Figure 9. Low lying storm drains across the beach near the site.

Using the CoSMoS modeling for various SLR estimates and storm recurrence intervals determines the threshold SLR for the potential for site flooding from the ocean. Figure 10 shows that the proposed development will not be subject to ocean flood waters with about 6.6 feet of SLR under annual storm wave conditions. For the 0.5% SLR probability this is after the year 2097 (>75 years). The adverse impact of the SLR related flooding of coastal properties from ocean terminus storm drains occurs throughout Venice Beach and Santa Monica, and will need to be mitigated by a regional approach. This will eliminate the potential impact of this type of future flooding at the site. Based upon the typically conservative CoSMoS analysis, the site is reasonably safe from shoreline erosion and from wave runup flooding during the 100-year storm over the project life, including 0.5% SLR.

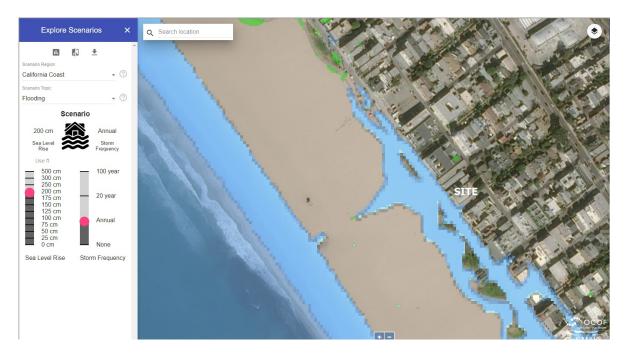


Figure 7. CoSMoS threshold analysis showing that 6.6 feet of SLR will not annually flood the site.

TSUNAMI

The site is mapped within the limits of the California Office of Emergency Services (CalOES) tsunami innundation map, Venice Quadrangle (State of California 2009). The tsunami inundation maps are very specific as to their use. Their use is for evacuation planning only. The limitation on the use of the maps is clearly stated in the **PURPOSE OF THIS MAP** on every quadrangle of California coastline. In addition, the following two paragraphs were taken from the CalOES Local Planning Guidance on Tsunami Response concerning the use of the tsunami inundation maps.

In order to avoid the conflict over tsunami origin, inundation projections are based on worst-case scenarios. Since the inundation projections are intended for emergency and evacuation planning, flooding is based on the highest projection of inundation regardless of the tsunami origin. As such, projections are not an assessment of the probability of reaching the projected height (probabilistic hazard assessment) but only a planning tool.

Inundation projections and resulting planning maps are to be used for emergency planning purposes only. They are not based on a specific earthquake and tsunami. Areas actually inundated by a specific tsunami can vary from those predicted. The inundation maps are not a prediction of the performance, in an earthquake or tsunami, of any structure within or outside of the projected inundation area.

The CalOES maps model the inundation of a tsunami with an approximate 1,000 year recurrence interval (0.1% event). The Science Application for Risk Reduction (SAFRR) tsunami study headed by USGS investigated a tsunami scenario with a 200-240 year recurrence interval. The SAFRR modeling output is shown in Figure 11 and reveals that the site is not within the more probable (0.4% event) tsunami inundation zone. Venice Beach and the County of Los Angeles have clearly marked tsunami evacuation routes for the entire Venice Beach/Santa Monica Bay area.

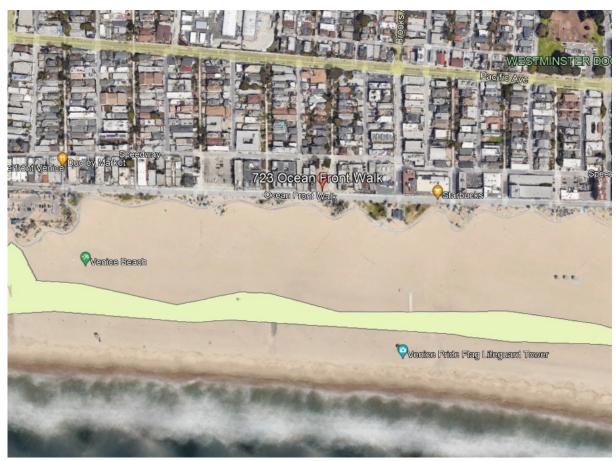


Figure 11. SAFRR tsunami modeling output for the site.

GROUNDWATER & SLR

In general, ocean tides impact groundwater elevations when the site is very near the ocean. The further away the site is from the ocean the driving of the groundwater by the tide is typically attenuated. Since the original hazard report in 2016, a scientific paper in the Journal of Hydrology: Regional Studies (Hoover et al, 2017) provides a study on the impact of sea level rise on groundwater for three California coastal sites, Arcata, Stinson Beach, and Malibu Lagoon. (See, "Sea-level rise and coastal groundwater inundation and shoaling at select site in California, USA," by Daniel Hoover, Kingsley Odigie, Peter Swarzenski, and Patrick Barnard, Journal of Hydrology: Regional Studies, published 2017.)

The paper, available on line, concludes that "additional groundwater emergence/shoaling due to tidal forcing seems unlikely to be a major factor." The study at the Malibu Lagoon included data on well (groundwater) tidal response that suggest only modest response. The report states that significant damping of tidal response with distance from the shoreline, with about 15% of the tidal signal visible in a well 60 meters (200 feet) from the shore and about 1% of the tidal signal visible in a well 115 meters (380 feet) from the shore. The subject site is about 880 feet from the Pacific Ocean. Based upon the groundwater study the impact of SLR on the groundwater at the site would be less than 15% and possibly only about 1% of the SLR range. In other words, with 6.6 feet of sea level rise the expected increase in groundwater at the site would be about 1.0 foot or less.

The report concludes that direct marine innundation will be the dominant mechanism of inundation of low lying areas of the California Coast. This would be in areas where the level of the ocean is above the ground surface elevation and there is a path for ocean waters to travel into the area. The project site is about 880 feet from the ocean and may be as close as 700 feet with 6.6 feet of SLR in 75 years. At this distance the ground water elevation is not significantly driven by the tides. The highest historical groundwater at the site is at about 10 feet below grade (Ocean Front Walk elevation) or elevation +5 feet NAVD88. The proposed lowest commercial/retail use finished floor (FF) is at about 15 NAVD88 with the residences over 15 feet above that. Both of these elevations are above the ocean water elevation with the maximum SLR in 75 years (+14.8 feet NAVD88). There are NO potential hazards (flooding of the businesses) due to SLR primarily due to the setback from the ocean and the elevation of the FF.

If there is up to 6.5 feet of SLR in 75 years, the future maximum groundwater elevation at the site would be the typical groundwater elevation plus about 1 feet (15% of 6.6 feet) or about elevation +6 feet NAVD88. All site grades including Ocean Front Walk are above this elevation and the lowest retail finished floor is about +15 feet NAVD88, which is above both the future maximum ocean water level of +14.8 feet NAVD88 and ground water at +6 feet NAVD88. Figure 12 is the CoSMoS output for 6.6 feet of SLR and the modeled impact on groundwater. The output shows that, while the groundwater will be a few feet below grade, it is not emergent, and will not flood the site.

CCC SLR GUIDANCE INFORMATION

Step 1. Establish the projected sea level rise range for the proposed project's planning horizon using the best available science.

Using the CCC SLR estimate over the project design life that range in the year ~2097 is between 1.4 feet and 6.5 feet. This is the sea level rise range for the proposed project.

Step 2. Determine how physical impacts from sea level rise may constrain the project site, including erosion, structural and geologic stability, flooding, and inundation.

The analysis herein shows that it is unlikely that wave runup will reach the site even with 6.6 feet of SLR. The proposed retail FF elevation of about +15 feet NAVD88 is above the maximum future water elevation of +14.8 feet NAVD88, which includes 6.6 feet of SLR. Site drainage from non-ocean waters is provided by the project civil engineer. The beach is not experiencing any long-term erosion. The CCC Sea-Level Rise Policy Guidance document states, "predictions of future beach, bluff, and dune erosion are complicated by the uncertainty associated with future waves, storms and sediment supply. As a result, there is no accepted method for predicating future beach erosion." The CCC SLR Guidance document provides very little means or methods for predicating shoreline erosion due to SLR. If a future erosion rate due to SLR of 1 ft/yr is used, then the shoreline will move about 75 feet over the life of the development. For a future erosion rate due to SLR of 2 ft/yr, the shoreline will move about 150 feet. The site is over 880 feet from the shoreline. Rather than being inundated by sea level rise, the beach and the nearshore will readjust to the new level over time such that waves and tides will see the same profile that exists today, albeit with the berm at a higher elevation. This is the principle of beach equilibrium and is the reason why we have beaches today even though sea level has risen over 200 feet in the last 10,000 years. The proposed project is reasonably safe from shoreline erosion due to the site distance from the shoreline.

Step 3. Determine how the project may impact coastal resources, considering the influence of future sea level rise upon the landscape as well as potential impacts of sea level rise adaptation strategies that may be used over the lifetime of the project.

The project will not impact coastal resources considering sea level rise.

Step 4. Identify alternatives to avoid resource impacts and minimize risks throughout the expected life of the development.

The project does not impact resources and minimizes flood risk through the project design.

Step 5. Finalize project design and submit CDP application.

The project architect will incorporate this report in the design.

CONCLUSIONS AND RECOMMENDATIONS

There are several facts that indicate that coastal hazards such as erosion, flooding, and wave runup and overtopping should not adversely impact the property over the life of the structure.

- There is a wide (>880 feet) sandy beach in front of the property 99.9% of the time.
- A review of aerial photographs from the early 1970s to the present shows no overall shoreline retreat and a wide sand beach in front of the property, even at times when the beach is seasonally at its narrowest. The past and future stability of the beach

is supported by the USGS shoreline study and by the CoSMoS modeling of shoreline movement with future SLR.

- The property has not been subject to any wave runup attack in the past.
- The mean high tide line is over 880 feet from the site, and it is unlikely that over the life of the structure that the mean high tide line will reach the property.
- The proposed finished first floor is above the highest future potential ocean water elevation. In addition, the site elevation at Ocean Front Walk is above the potential groundwater elevation due to SLR.

In conclusion, coastal hazards in consideration of sea level rise will not significantly impact this property over the life of the proposed improvement. The proposed development will neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or adjacent area. There are no recommendations necessary for wave runup protection and it is very unlikely that any form of shore protection will be needed in the next 75 years. The finished floor height relative to the drainage flow path minimizes risks from flooding.

We appreciate this opportunity to be of service. Should you have any questions, please do not hesitate to contact the undersigned at (760) 438-3155.

Respectfully Submitted,

Dulw Shelly

GeoSoils Inc.

David W. Skelly, MS PE

REFERENCES

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CPC-2022-5893-CU-DB-CDP-SPP-MEL-HCA

Exhibit D: Environmental Clearance ENV-2022-5894-CE

DEPARTMENT OF CITY PLANNING

COMMISSION OFFICE (213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN PRESIDENT

MONIQUE LAWSHE

MARIA CABILDO CAROLINE CHOE ILISSA GOLD HELEN LEUNG KAREN MACK JACOB NOONAN ELIZABETH ZAMORA

CITY OF LOS ANGELES



EXECUTIVE OFFICES

200 N. Spring Street, Room 525 Los Angeles, CA 90012-4801 (213) 978-1271

VINCENT P. BERTONI, AICP

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-2022-5894-CE

On August 4, 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 Categorically Exempt under State CEQA Guidelines, Article 19, Sections 15301 (Class 1) and 15332 (Class 32), Case No. ENV-2022-5894-CE. The project proposes the after-the-fact demolition of a 6,952 square foot, two-story commercial building, and the construction of a three-story, 13,095 square foot mixed-use building with 16 dwelling units, of which three (3) dwelling units will be set aside for Very Low Income Households, and 1,350 square feet of ground floor retail/take-out restaurant space, providing 16 parking spaces. 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 store, motel, office, restaurant, or similar small commercial structure if designed for an occupant load of 30 persons or less. In urbanized areas, the exemption also applies to the demolition of up to three such commercial buildings on sites zoned for such use. The project proposes the after-the-fact demolition of a 6,952 square foot, two-story commercial building and the construction of a three-story, 13,095 square foot mixed use building with 16 dwelling units, of which three (3) dwelling units will be set aside for Low-Income Households, and 1,350 square feet of ground floor retail/ take-out restaurant space, providing 16 parking spaces on-site. The project is located on a commercial corridor 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 unimproved vacant lot. The site is zoned C1-1 and has a General Plan Land Use Designation of Community Commercial. The project proposes the construction of a three-story, 13,095 square foot mixed use building with 16 dwelling units and 1,350 square feet of ground floor retail/ take-out restaurant space 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 723 Ocean Front Walk, 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 subject site was improved with a two-story, 6,952 square foot, two-story commercial building constructed in 1953, and on January 13, 2021, the building was substantially damaged during a fire 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.
- o 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.

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

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

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

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

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 C1-1 and designated Community Commercial. 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 mixed-use structure in an area zoned and designated for such development. The surrounding area is developed with similar residential and commercial uses. The buildings fronting Ocean Front Walk Between Rose Ave and 17th Avenue were constructed from 1910 to 2007 with varying building heights. There are 20 buildings along this length of Ocean Front Walk that range between three and six stories, with 14 buildings exceeding 40 feet in height. The tallest building is 76-feet in height.

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-2022-5893-CU-DB-CDP-SPP-MEL-HCA

Exhibit E: LAHD Replacement Unit Determination letter

Ann Sewill, General Manager Tricia Keane, Executive Officer

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

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

Eric Garcetti, Mayor

DATE: February 1, 2022

TO: 723 Ocean Front Walk, LLC, a California Limited Liability Company, Owner as to an undivided

25% interest as tenants in common

Jabu LLC, a California Limited Liability Company, Owner as to an undivided 25% interest as tenants

in common

BBMS OFW, LLC, a California Limited Liability Company, Owner as to an undivided 50% interest

as tenants in common

FROM: Marites Cunanan, Senior Management Analyst II

Los Angeles Housing Department

SUBJECT: Housing Crisis Act of 2019 (SB 8)

(DB) Replacement Unit Determination

723 South Ocean Front Walk, Los Angeles, CA 90291

Based on the SB 8 Application for a Replacement Unit Determination (RUD) submitted by 723 Ocean Front Walk, LLC, a California limited liability company (Owner as to an undivided 25% interest as tenants in common), Jabu LLC, a California limited liability company (Owner as to an undivided 25% interest as tenants in common) and BBMS OFW, LLC, a California Limited Liability Company (Owner as to an undivided 50% interest as tenants in common), for the property located at 723 South Ocean Front Walk on Golden Bay Tract Lots 319 and 321 (APN 4286-028-017) (Property), the Los Angeles Housing Department (LAHD) has determined that no units are subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 8).

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 projects. The remaining 36% of the units are presumed above-low income. 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 19, 2022, the Owners plan to construct a 3-story, mixed-use building with sixteen (16) apartment units, 1,574 square feet of ground floor retail space and 18 stacked parking spaces on the Property pursuant to Density Bonus (DB) guidelines with discretionary entitlements.

PROPERTY STATUS (AKA THE "PROJECT SITE"):

Owners submitted an Application for a RUD for the Property on January 19, 2022. In order to comply with the required <u>5-year</u> look back period, LAHD collected and reviewed data from January 2017 to January 2022.

Review of Documents:

Pursuant to the Owner's Grant Deed, the Property was originally acquired on July 21, 2004 by 723 Ocean Front Walk, LLC, a California limited liability company. A Quitclaim Deed, dated August 1, 2016, divided the Property into the following: BBMW OFW, LLC, a California limited liability company, as to an undivided 50% interest as

SB 8 Determination – 723 South Ocean Front Walk Page 3

tenants in common: L&M SEPLOW, LLC, a California limited liability company, as to an undivided 25% interest as tenants in common; and JABU, LLC, a California limited liability company, as to an undivided 25% interest as tenants in common. The Owner's Grant Deed dated August 20, 2021 indicates the 25% undivided interest as tenants in common under L&M SEPLOW, LLC, was acquired by 723 Ocean Front Walk, LLC.

Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPAMS), DataTree database, Billing Information Management Systems (BIMS) database, and the Code, Compliance, and Rent Information System (CRIS) database indicate a use code of "1700 - Commercial – One-Story Office Building."

Google Earth, Google Street View, and an internet search on the Property show an office building.

The Los Angeles Department of Building and Safety database indicates that the Owners has applied for a Demolition Permit (21019-10000-00169 issued on 1/15/2021 and finalized on 2/17/2021) but has not yet applied for a new Building Permit.

REPLACEMENT UNIT DETERMINATION:

LAHD has determined that since January 2017, the Property has been used for commercial purposes. Therefore, the proposed housing development does not require the demolition of any prohibited types of housing. Further, the provisions of SB 8 do not apply to commercial properties, therefore no SB 8 replacement affordable units are required.

Please note that this SB 8 determination will also apply if the proposed project is changed to a Transit Oriented Communities (TOC) project.

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 Jeffrey Ho at jeffrey.ho@lacity.org.

cc: Los Angeles Housing Department File

723 Ocean Front Walk, LLC, a California limited liability company, Owner as to an undivided 25% interest as tenants in common

Jabu LLC, a California limited liability company, Owner as to an undivided 25% interest as tenants in common

BBMS OFW, LLC, a California limited liability company, Owner as to an undivided 50% interest as tenants in common

Planning.PARP@lacity.org, Department of City Planning

MAC:jh

CPC-2022-5893-CU-DB-CDP-SPP-MEL-HCA

Exhibit F: Public Correspondence



September 21, 2023

Ira Brown, City Planner ira.brown@lacity.org (213) 978-1453

Dear City Planning Commission,

We are writing to you in support of the proposed 16-unit mixed use development, including 3 affordable units, at 723 South Ocean Front Walk, CPC-2022-5893-CU-DB-CDP-SPP-MEL-HCA. This project, which will replace a 2-story commercial building, is in a great location for housing, right on the beach, with nearby elementary school as well as shopping and bus stops. We urge the city to approve the project.

The greater Los Angeles region is facing a severe housing shortage, particularly affordable housing. Creating new housing in a neighborhood where it is badly needed will help to reduce issues of gentrification and displacement. Abundant Housing LA believes that these housing challenges can only be addressed if everyone in the region does their part. This project is a good project for Los Angeles and for the region and we urge the city to approve it.

Best Regards,

Leonora Camper

AHLA Executive Director

Jaime Del Rio
Jaime Del Rio

AHLA Director of Organizing

Tami Kagan-Abrams

Tami Kagan-Abrams

AHLA Project Director



Ira Brown <ira.brown@lacity.org>

CPC-2022-5893-CU-DB-CDP-SPP-MEL-HCA

1 message

Gail Rogers <rogersgail33@gmail.com>
To: Ira Brown <ira.brown@lacity.org>

Mon, Sep 25, 2023 at 12:24 PM

To: Ira Brown

Gail Rogers here. (The last time I spoke, I joked afterwards how my husband is also an Ira.) I plan to attend the virtual meeting on Wed., September 27 regarding the project located at 723 S. Ocean Front Walk. Because we have only two minutes to speak, I felt the need to also write my speech because I tend to ramble and probably won't finish within the time frame. First, I really appreciate the architect, Brian Silveira and his associate, Jesi Harris. They have been very communicative and helpful keeping the area free from campers. I am okay with the plan but NOT OKAY with the following. They are putting a walk-up restaurant in the front. Well, they did tell us about this in their introductory meeting but now they are putting in TABLES AND CHAIRS ALL ALONG THE PARK AVENUE SIDE. This was not mentioned in the initial meeting nor is it listed as a Waiver. This will now be a restaurant that will encourage bands to play amplified music all day. Look what happened at Dudley Avenue. When the restaurant went in, the amplified music began. Most of the original owners left for higher ground and they now have 13 airbnbs and high fences. We are Park Avenue take pride in our low fences. My suggestion or compromise is that they put a couple of small tables that seat 2 people each in the front. The customers who want to purchase food from the window in front can sit at the little tables, or eat as they walk along or sit on a bench.

Thank you, Gail Rogers Park Avenue resident



re: CPC-2022-5893-CU-DB-CDP-SPP-MEL-HCA, 723 Ocean Front Walk

1 message

Ira Koslow <ikoslow10@gmail.com>
To: Ira Brown <ira.brown@lacity.org>

Tue, Sep 26, 2023 at 9:46 PM

Dear Ira,

The development referenced above has some problems which I will list below:

- . 1. We know that all new buildings must have a commercial component on the Ocean Front Walk and they are suggesting a walk up window for take out to comply. This was discussed at their neighbor meetings. What has now been added are tables and chairs up Park Avenue. This presents a monumental problem of paper, food and other garbage blowing up the block. Everyone understands that the wind always blows west to east away from the ocean.. All the napkins, plates, plastic, food wrappers will cover the walk street. Put the tables, etc. in front of the building.
- 2. I remember that a few years back the city came up with a parklet idea for certain streets to have the area from Speedway to OFW. I believe Westminster has such a configuration like that. There were guidelines that had to be followed and the residents or property owners had to vote approval. Are we now granting developers to willy-nilly override these rules as well. Let's foll those rules as well.
- 3. The current owners have shown through their past actions before and during the pandemic that they are bad neighbors who refused to work with the neighbors to do anything to work together on the homeless encampment on Park Avenue. This doesn't have planning regulation attached, but is most important.

Respectfully submitted, Ira Koslow 33 Park Avenue



Ira Brown <ira.brown@lacity.org>

719 Ocean Front Walk case # CPC-2022-5893-CU-DB-CDP-SPP-MEL-HCA

1 message

james schley <jmschley@hotmail.com>

Wed, Sep 27, 2023 at 10:14 AM

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

Cc: gail ira <rogersgail33@gmail.com>, Cathy Dreyfuss <crdreyfuss@gmail.com>, Mel Scheer <melvin.scheer@verizon.net>, Melba Levick <melbalevick@gmail.com>

Dear Sir,

I, unfortunately was not able to participate in the meeting this morning due to technical issues. I very much wanted to speak but alas it was not to be.

I have issues with the project I will mention without elaboration. First: tables on Park Ave would create a horror for those of us who live here (50+ yrs for me).

They would without doubt attract amplified music which would be relentless and nearly impossible to control. Park Ave adjacent to the project in public land,

emergency access and should not be converted to private use. Height restrictions and well as parking requirements should not deviate from code. That's why we have code restrictions. Again, for the common good. The comment regarding height and parking deviations with the surrounding businesses is somewhat disingenuous as

the majority of the structure in the survey were built well before our current codes came into effect. My present time constraints does not allow for amplification of these issues as well as others of less importance.

I would ask you to forward this comment on to the appropriate individuals.

Thank you, James Schley 18 Park Ave

JAMES MICHAEL SCHLEY

LAWYER
STATE BAR 54512
205 SOUTH BROADWAY
SUITE 905
LOS ANGELES

CA 90012 213.489.5015 Fax 213.680.1905



Venice Neighborhood Council

PO Box 550, Venice, CA 90294 | www.VeniceNC.org





July 1, 2023

Sent via Email to:

Ira Brown (<u>ira.brown@lacity.org</u>)
Los Angeles City Planning Department
200 North Spring Street
Los Angeles, CA 90012-2601

Subject: 723 Ocean Front Walk

CPC-2022-5893-CU-DB-CDP-SPP-MEL-HCA

Dear Mr. Brown:

Please be advised that at a regular public meeting of the Venice Neighborhood Council (VNC) Board of Officers, held on June 20, 2023, the following motion was approved on the Land Use and Planning calendar.

MOTION: The Venice Neighborhood Council recommends approval of the project as

presented.

ACTION: The motion was approved by a vote of:

Yea: 12 / Nay: 1 / Abstain: 0 / Recuse: 1 / Ineligible: 0

Thank you for your attention to this matter.

Very truly yours,

Venice Neighborhood Council

President of the Venice Neighborhood Council

JM/mj

cc: Melissa Diner (<u>secretary@venicenc.org</u>)

Jeff Khau (Jeff.Khau@lacity.org)

Eric Stevens (eric.stevens@coastal.ca.gov)

John Ainsworth (John.Ainsworth@coastal.ca.gov)

YIMBY Law

57 Post St, Suite 908 San Francisco, CA 94104 hello@vimbvlaw.org



11/27/2023

Los Angeles Planning Commision Department of City Planning Los Angeles, CA 90012

Ira Brown - ira.brown@lacity.org Via Email

Re: 723 Ocean Front Walk APN 4286028017

Dear Los Angeles Planning Commision,

YIMBY Law is a 501(c)3 non-profit corporation, whose mission is to increase the accessibility and affordability of housing in California. YIMBY Law sues municipalities when they fail to comply with state housing laws, including the Housing Accountability Act (HAA). As you know, the Planning Commission has an obligation to abide by all relevant state housing laws when evaluating the above captioned proposal, including the HAA. Should the City fail to follow the law, YIMBY Law will not hesitate to file suit to ensure that the law is enforced.

The project would replace an empty lot with a new mixed-use structure that includes 16 residential units, including 3 units reserved for Very Low-Income households, over two ground-floor commercial units (one walk-up window-style restaurant and one small, general retail store). The ground floor also contains 16 automobile parking spaces and 30 bicycle parking spaces.

California Government Code § 65589.5, the Housing Accountability Act, prohibits localities from denying housing development projects that are compliant with the locality's zoning ordinance or general plan at the time the application was deemed complete, unless the locality can make findings that the proposed housing development would be a threat to public health and safety. With the requested concessions and/or waivers available under State Density Bonus Law, this project is zoning and general plan compliant.

Given that the above captioned proposal is zoning compliant and general plan compliant, therefore, your local agency must approve the application, or else make findings to the effect that the proposed project would have an adverse impact on public health and safety, as described above. Should the City fail to comply with the law, YIMBY Law will not hesitate to take legal action to ensure that the law is enforced.

I am signing this letter both in my capacity as the Executive Director of YIMBY Law, and as a resident of California who is affected by the shortage of housing in our state.

Sincerely,

Sonja Trauss Executive Director

YIMBY Law