

CALIFORNIA COASTAL COMMISSION

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Th16a

A-5-VEN-21-0011 (Wynkoop Properties, LLC)

December 15, 2022

Third Correspondence



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November 22, 2022

VIA EMAIL

California Coastal Commission
c/o Amrita Spencer
District Supervisor
amrita.spencer@coastal.ca.gov

Re: A-5-VEN-21-001 - Response to comments

Dear Members of the Coastal Commission:

We are writing on behalf of our client, Wynkoop Properties ("Applicant"), regarding Case A-5-VEN-21-00, a proposed mixed-use hotel project (the "Project") located at 1021-1033 and 1047-1051 South Abbot Kinney Boulevard and 1011 Electric Avenue ("Property"). The Project will provide much needed hotel rooms to the area, including 10 overnight low-cost rooms, expanding access to Coastal resources, reducing strain on illegal short-term rentals, integrating a mix of uses into the existing neighborhood and activating the northwest end of Abbot Kinney. The Project, which is offering an extensive community benefit package, has widespread neighborhood support, with over 1,000 letters and speakers backing the Project during the City process, including the Venice Neighborhood Council and the Venice Chamber of Commerce. This letter responds to comments received by the Coastal Commission.

I. EXECUTIVE SUMMARY

- In litigation challenging the City's approval of the Project, the Court held that the Project is a mixed-use project entitled to a 1.5:1 floor area ratio and that it is mixed-use for purposes of lot consolidation policies. The Court cited to the definition in the Venice Coastal Land Use Plan (LUP) which defines "mixed use" as a development which "provides an on-site mix of housing, retail, jobs, and recreation opportunities". The litigants have dismissed the case and the Court's ruling is final.
- The Court also held that there was no required percentage of residential that must be included in a project to conform to the definition of "mixed-use".
- The office complex proposed at 601 Ocean Front Walk is distinguishable, since it did not involve visitor serving uses, contained a single work-live unit that could be used as an office, did not mitigate impacts, and contributed no community benefits. It is not precedent for this case.

- The Project is consistent with the mass, scale and character of the neighborhood, which is characterized by a diversity of multi-story buildings, including multiple two and three story buildings in the immediate area.
- The Project would not result in a cumulative impact to the neighborhood because there has been a conscious effort to break up the buildings on the Site, to have a variety of materiality and articulation, to incorporate existing buildings at the Site, and to create permeability across the Site. If each of the lots were developed individually, each building could have a zero setback condition, each building could be 30 feet tall, and no pedestrian pathways through the block would be required.
- Abbot Kinney is not a designated historic resource on the local, state or federal register, and the Project will not impact any designated historic resource, as confirmed by GPA Consulting's expert report.
- The Project complies with the LUP by providing 184 parking spaces on-site. The Project will maintain and, during certain hours, increase the amount of-street parking adjacent to the Site. An extensive parking and valet program will protect the neighborhood from intrusion, as will be confirmed by monitoring reports to be submitted to the City.
- As discussed by staff in the substantial issue staff report, this Project is not displacing any housing and there is no evidence that affordable housing was ever located at the Site.
- The Project will not prejudice the ability of the City to implement to LUP or to adopt a Local Coastal Plan (LCP). This Project is unique and unlikely to be repeated. Many of the lots on the Site were previously secured under one ownership and tied together by lot ties in the 1970's. Today, land costs are very high and obtaining a single ownership of eight lots would be very difficult. In addition, only 11% of Venice is commercially zoned, and it is unlikely that another mixed-use hotel project like this could occur, since only three blocks on Abbot Kinney have hotel as a preferred use in the LUP.
- If anything, the Project would serve as a positive precedent for future projects, given its extensive community benefits program, low-cost overnight accommodations, unique design with multiple buildings, permeability, and ample open space, and extensive community support.

II. THE PROJECT IS A MIXED-USE PROJECT PURSUANT TO THE PLAIN LANGUAGE OF THE LUP, AS CONFIRMED BY THE LOS ANGELES SUPERIOR COURT

A. *In litigation on this same issue for this Project, the Los Angeles Superior Court upheld the definition of the Project as mixed-use*

Opponents to the Project wrongly argue that it does not meet the definition of mixed-use for purposes of lot consolidation and a floor area ratio of 1:5:1 under the Venice Coastal Land Use Plan (LUP) and the Venice Coastal Zone Specific Plan ("Specific Plan"). This argument was already rejected by the Los Angeles Superior Court in a lawsuit brought by former opponents Alba Luz Privado, People Organized for Westside Reviewal and UNITE HERE Local 11 (whose appeal to the Commission has been withdrawn) (together, "Former Opponents") challenging the City's approval of the Project. In finding for the City and the applicant, the Court stated:

"[T]he Court is guided by the ordinary meaning of the term "mixed-use", which is bolstered by the definition of "mixed-use" in the Venice Local Coastal Program Land Use Plan ("Venice Coastal Land Use Plan"). The ordinary meaning of "mixed-use" would logically imply a project which had differing uses-commercial, residential, and office uses. The Venice Coastal Land Use Plan supports such ordinary meaning of the term "mixed-use". ...The Venice Coastal Land Use Plan defines "mixed use" as a development which "provides an on-site mix of housing, retail, jobs, and recreation opportunities". (Resp. RJN, Ex. I at p. 058.) Thus, pursuant to the ordinary meaning of "mixed-use", as well as the corresponding definition provided in the Venice Coastal Land Use Plan, the Court finds the term "mixed-use" within Venice Coastal Specific Plan section 9(A)(1)(e)(4) is not ambiguous, and the purposes of the Section need not be referenced. Accordingly, for the purposes of awarding the entitlement contemplated within Venice Coastal Specific Plan section 9(A)(1)(e)(4) (i.e., consolidation of two or more lots), City was merely required to find the Project contained a mix of housing, retail, office, and recreational opportunities. **The Court finds City's award of an entitlement pursuant to Venice Coastal Specific Plan section 9(A)(1)(e)(4) was not clearly erroneous as the Project contains residential, office, and retail uses....** (Exhibit A, pp. 19-20, emphasis added.)

The Court also rejected Former Opponents argument that "residential" means "predominantly residential." "[T]he Court refrains to read requirements into Venice Coastal Specific Plan sections 9(A)(1)(e)(4) and 11(B)(1) which do not appear within the statutory text. To be sure, Venice Coastal Specific Plan sections 9(A)(1)(e)(4) and 11(B)(1) do not provide any conditional language with respect to the term "residential". The Court refuses to mandate requirements which do not appear within the plain text of Venice Coastal Specific Plan sections 9(A)(1)(e)(4) and 11(B)(1)." (Order, p. 20.)

Opponents make identical arguments to the Coastal Commission, despite the Court's ruling on this issue. The language in the Land Use Plan allowing lot consolidation and a 1.5:1 floor area ratio (FAR) are virtually identical in the LUP and in the Specific Plan¹. Indeed, the Court even cites to the Land Use

¹ Compare LUP Policy I. B. 7 with Specific Plan Section 9(A)(1)(e)(4) and 11(B)(1).

Plan to support its conclusion. Because the Project contains a mix of recreational uses (i.e. hotel rooms), retail and housing, it constitutes a mixed use project.

Former Opponents letter, which remains in the file, also argues that City of Los Angeles legislative history and the Los Angeles Municipal Code (LAMC) require a different interpretation than used by the Court and the City. The Court found that it was not necessary to look any further than the plain meaning of the term “mixed-use”, thus those arguments must also be rejected. (Exhibit A, p. 19.) Moreover, the history cited by Former Opponents is that of the City, not of the Coastal Commission.

B. The office project proposal at 601 Ocean Front Walk is distinguishable from this primarily visitor serving project

The City’s action in the 601 Ocean Front Walk case (which case was never considered by the Coastal Commission) is inapposite. In that case, the applicant sought to develop an office project on Ocean Front Walk. The City found that “[t]he insertion of an office complex would be a violation of the community character of the area...” (November 16, 2016 Letter of Determination, p. 1.) The central reasoning behind denial of the project was the incompatibility of the office use – a non-recreation, non-visitor serving use on the Boardwalk which is a “special community known for its ocean front recreation features.” (*Id.*) Moreover, the applicant sought a conditional use permit for tandem parking and the project failed to incorporate any mitigation to address the potential impacts, which could have negatively impacted the area. The applicant also sought other deviations from the City’s commercial corner guidelines. The project at 601 Ocean Front Walk only involved one live-work unit, which could have primarily been used for work.

The Project is very different than the 601 Ocean Front Walk case. Unlike office, hotels are a visitor-serving use and increase access to coastal resources in accordance with Coastal Act § 30252 and LUP Policy I.B.6. Indeed, the Project is the first to provide low-cost overnight accommodations as part of a new mixed-use hotel project in Venice, thereby increasing the access to coastal resources to a larger diversity of the population as mandated by Coastal Act § 30213. The Project also has ample parking, as discussed below, and incorporates significant pedestrian and traffic features to ensure that no cumulative impacts occur. (See Transportation PDFs in Exhibit B, pp. 14-19.) Further, the four residential units are mandated by the City entitlements to be for long-term stays, unlike the single “work-live” unit in the other case which could have been used primarily for work. The Project co-locates the dwelling units with hotel and neighborhood serving retail and restaurants that will minimize use of coastal access roads pursuant to Section 30252 of the Coastal Act. That the CUP includes alcohol for those units is a function of a Master CUP, which included all areas of the property, including those units. It was not meant to suggest that those units would be used for short-term stays, as such stays are prohibited.

III. THE PROJECT IS CONSISTENT WITH THE LOT CONSOLIDATION POLICIES IN THE LUP

Appellants assert that the Project violates the lot consolidation policies of the LUP and Specific Plan and that the Project consolidates eight lots. These comments are belied by the site plan and configuration of the Project. Even if they were true, which they are not, the Project meets the qualifications for consolidation of lots.

“Lot consolidation occurs when: (1) one or more structures are built over a lot line that divided two existing lots; or (2) a lot line is abandoned, a lot line is adjusted, lots are merged, or other action is

taken, for the purpose of allowing a structure to be built extending over what were previously two or more separate lots.” (LUP, p. I-15.) The LUP further states:

“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.

Exception: Lot consolidation of more than two lots shall be permitted for mixed-use projects which conform to the existing scale and character of the surrounding community and provide adequate on-site parking.”(LUP, p. II-22, emphasis added.)

The Project is designed as a collection of four buildings separated by walkways and open space. The Site is designed to be permeable for pedestrians, with pathways traversing the ground floor and communal areas throughout. This will provide more access through the Site than exists today, and is actually more permeable than most blocks on Abbot Kinney, which have few openings on each block. In addition, the architectural design of the buildings differentiates the massing and scale of the building, with articulation, use of a variety of materials, and building separations to enhance the look of the multiple buildings.

Three of the buildings cross only one lot line, and the fourth crosses only two. (Exhibit C.) Each structure independently meets California Building Code and Fire Department exiting requirements, and none of the lot lines have been abandoned or adjusted for the Project. Additionally, the distance between the buildings created by the passageways is significantly greater than what is required (the LAMC allows buildings to be separated by only inches, and neither the LUP nor the Specific Plan require minimum side setbacks, allowing for buildings to be built up to the lot line). Accordingly, the Project has gone beyond the LUP, the Specific Plan and the LAMC requirements to meet both the letter and spirit of the lot consolidation regulations, voluntarily creating passageways to break up the site and establish a pedestrian oriented environment. (Exhibit D) Even if the Project was consolidating more than three lots, which is not the case, such consolidation would be permitted because the Project is classified by the City as a mixed-use project, as ruled by the Los Angeles Superior Court, and conforms to the character of the community, as discussed herein.

Finally, the Project will not create a precedent with regards to lot consolidation. It is highly unlikely that another project like this could be built; the commercially zoned areas of Venice are largely built out and in separate ownerships. Many of the lots on the Site were previously secured under one ownership and tied together by lot ties in the 1970’s. Given the high cost of land and land value, the likelihood of someone being able to do this again is low. In addition, only 11% of Venice is commercially zoned, and only mixed-use projects that comply with the LUP are allowed to consolidate more than three lots. It is unlikely that another mixed-use hotel project like this could occur, since only three blocks on Abbot Kinney have hotel as a preferred use.

IV. THE PROJECT IS CONSISTENT WITH THE MASS, SCALE AND CHARACTER OF THE NEIGHBORHOOD

Appellants raise concerns regarding the Project based on its mass, scale and character. Substantial evidence regarding the development pattern around the Project site, which is characterized by a mix of one-, two-, and three-story buildings, demonstrates the Project's consistency with the mass, scale and character of the surrounding community. This was confirmed by the Coastal Commission substantial issue staff report dated February 25, 2022 (the "SI Staff Report") which states that the Project is "consistent with the general character of the area with regarding to structural mass and scale."

A. The Project area is characterized by many two and three story buildings, with a diversity of uses, floor areas and designs that are compatible with the Project

Numerous buildings within 1,000 feet of the Property measure approximately 30 in height feet and/or three stories tall. The two blocks of Electric Avenue immediately southeast of the Property are developed with three-story residential buildings for the entirety of the southern block face; the building directly to the west on the corner of Abbot Kinney and Broadway is approximately 30 feet in height, as is another on that same block; at the corner of Abbot Kinney and Main, only a block away, another large structure exceeds 29 feet. Within 1,000 feet of the Project there are multiple two and three story residential and commercial buildings, or a combination of both. Exhibit E provides maps and photographs which visually demonstrate the Project's consistency with the surrounding community. Similarly, within 1,000 feet, FARs range between 1.0 and 2.30, with many of these structures covering more than two-thirds of the property on which they are located (see Exhibit E). Exhibit F provides renderings of the Project demonstrating the care taken to integrate the design with the existing fabric of the community.

The maximum height of the Project is 30 feet and the maximum FAR is 1.5:1. Each of the four buildings in the Project has a distinct appearance mirroring the pattern along Abbot Kinney Blvd, Electric Ave, and the surrounding neighborhood. Given that there are no established criteria or development standards governing character, mass, and scale in the VCZSP, the Project's design is based on a conscious decision to break up the building from a large singular building as was originally supported by the Venice Neighborhood Council, into a collection of smaller, architecturally distinct structures.

The façade along Abbot Kinney has 13-, 15-, 20-, 25-, and 30-foot-high building elevations and maintains consistency with the neighborhood character through preservation of the existing buildings and businesses at the northern end of the site and through incorporation of new buildings with similar materials, architecture, and design as the existing block. All of the structures conform to the development standards in the VCZSP, as the buildings are designed with varying vertical sections of façade that mimic the materiality and aesthetic of the surrounding neighborhood. By incorporating a variety of design elements, materials, and massing, the buildings are consistent with and exemplify the appearance and character of the community.

B. The Project would not create a cumulative impact on the overall scale of development

The Project would not result in a cumulative impact to the neighborhood because there has been a conscious effort to break up the buildings on the Site, to have a variety of materiality and articulation, to incorporate existing buildings at the Site, and to create permeability across the Site. As noted above, if each of the lots were developed individually, each building could have a zero setback condition, each

building could be 30 feet tall, and no pedestrian pathways through the block would be required. The Project is not seeking any deviations from the development standards in the LUP; it is not seeking permissions to exceed what is already permitted by the LUP and what is already developed along Abbot Kinney. Thus, approval of the Project will not result in cumulative impacts.

V. NO HISTORIC RESOURCES WILL BE IMPACTED BY THE PROJECT

As discussed in the SI Staff Report, GPA conducted an extensive historical resources analysis for the Site and determined that none of the nine buildings on the Site are listed under any local, state, or national landmark or historic district programs, nor are any listed as potentially historic under SurveyLA², the City's historic survey. GPA also determined that the Project would not impact any historic resources in the area. (See Exhibit G the "GPA Report"). Neither the entirety of Abbot Kinney, nor all of its facades, were identified as potential historic resources in SurveyLA nor are the street or the facades listed in any federal, state or local historic registry. Opponents' argument that it should be preserved has no basis in expert testimony or evidence and is pure speculation.

Opponents base their argument on the list in LUP Policy I.F.1. However, that list does not meet the requirements of section 5024.1(g) of the Public Resource Code, which section establishes the California Historic Register and identifies criteria to qualify as a historic resource.³ The properties and streets identified in the LUP have not been classified as a potential historical resource in accordance with current cultural resource management standards, nor do they appear to have been formally evaluated using national, state, and local criteria and standards for evaluation in a survey or other professional evaluation. State historical resource inventory forms were not prepared nor was any other type of analysis provided. A few of the properties listed are designated local monuments or are listed in the National Register, and others were identified by SurveyLA as individually eligible as a potential historical resource or as a contributor to a potential historic district. However, other properties listed in the LUP, including "Abbot Kinney Boulevard between Venice Boulevard and Brooks Avenue," are not currently listed under national, state, or local landmark or historic district programs nor were they identified by SurveyLA as potential historical resources. Indeed, the GPA Report notes that SurveyLA analyzed the street as a potential historic district and found that it did not retain sufficient integrity or cohesion to qualify as a historic district. (GPA Report, p. 24.)

LUP Policy I.F.1 states that historical and cultural resources should be "identified, protected and restored where appropriate" (emphasis added). The LUP then goes on to note that the "following buildings, streets and trees" (emphasis added) have been identified as architectural, historical and cultural landmarks in the Coastal Zone. Abbot Kinney Boulevard is one of two street listings in Policy I.F.1. This mention of streets is the basis for staff's conclusion that Abbot Kinney as a commercial street, not individual buildings or architecture, is its important feature. Indeed, Policy I.F.1 specially calls out buildings it considered to be important. None of the buildings from the Site are listed.

² SurveyLA, the City's comprehensive list of potentially historical buildings was completed in March of 2015, 14 years after certification of the LUP by the Coastal Commission. In the intervening years, experts had the opportunity to examine buildings along Abbot Kinney and to identify historic district and multi-property resources.

³ The LUP does not define the term "historic and cultural resources." Thus, it is appropriate to defer to local state and federal definitions, including those in the California Environmental Quality Act (CEQA)– which is what GPA did in its analysis – when implementing the LUP.

GPA did determine that three bungalows may be eligible for the local register based solely on one local criterion – bungalow style architecture. However, because the structures are not actually listed, there is no obligation under the LUP to preserve them. Moreover, LUP Policy I.F.2 states that historic structures should be reused when “possible” to preserve the character of the area. The bungalows have been behind a tall fence for many many years, and have not contributed to the character of Abbot Kinney. In contrast, in accordance with the LUP policy, the Venice Place building is being preserved and integrated into the Project because it is a well-known feature along the commercial boulevard.

Opponents mention that one of the buildings is mentioned in one of SurveyLA’s context statements regarding Black history. However, that alone does not make a building significant. 1031 Abbot Kinney is not designated in any federal, state or local resource, nor is it a contributor to any historic district or any historic overlay zone.

VI. THE PROJECT IS COMPLIANT WITH THE COASTAL ACT AND THE LUP WITH REGARDS TO PARKING AND ACCESS

A. The applicant is increasing the amount of parking on-site

The Project contains 184 parking spaces, consistent with the Coastal Commission’s methodology for calculating parking. Even so, it is important to note that the parking requirements for the Project do not take into account the overlap between restaurant patrons and hotel patrons, the overlap between hotel patrons and event patrons, and the overlap between pedestrians and restaurant and café patrons. Precedent can be found for this concept in the Coastal Commission’s approval of the Miramar Hotel (Exhibit H). In that case, the staff report stated that restaurant patrons were likely to come from the hotel and the project was designed to draw in pedestrians and bicyclists. Here, Abbot Kinney is a pedestrian oriented area and the Project has been designed with permeable openings across the site to draw in pedestrians. Several restaurants and the retail area are located on Abbot Kinney and much of the clientele will arrive by foot or bicycle. The Project will provide 56 bicycle parking spaces to accommodate these patrons. The Project also incorporates a robust Transportation Demand Management Plan to encourage forms of transportation besides single occupancy vehicles for staff and patrons. Therefore, the Project complies with LUP Policies II.A.3 and II.A.4.

B. The Project will increase, not decrease, on-street parking

The Project will comply with the LUP and the Coastal Act with regards to parking supply and access to the coast because it provides ample parking for the Project that will increase the supply of parking in the area.

Opponents raise unfounded allegations that the Project will constrain the supply of street parking in the area. In fact, the Project maintains the existing number of spaces on the street and, during some hours, increases the number of on-street parking spaces. As demonstrated in Exhibit I, today there are 21 on-street parking spaces. Upon development of the Project, 21 on-street parking spaces will exist at all times. In addition, the Project may be able to increase the supply of on-street parking by three spaces on Westminster, if approved by the Los Angeles Department of Transportation Department during the plan check process.

The Environmental Impact Report (EIR) for the Project also extensively analyzed parking supply for the Project, as set forth in pages 51-53 of Exhibit J.

C. Applicant volunteered conditions will ensure that parking and valet operations will not adversely impact access to coastal resources and the community

Consistent with Coastal Act § 30252 and LUP policies II.A.3 and II.A.4, the Applicant volunteered to provide compliance reports focusing on parking and valet operations to the City, the first within 18 months after issuance of the certificate of occupancy and the second within three years of the certificate of occupancy. The reports will demonstrate the extent to which the parking and valet operations comply with the standards set forth in the conditions of approval, as based on the requirements of the LUP, and as analyzed in the Environmental Impact Report. Should operations not be consistent with the conditions, any operational modifications necessary to comply with the conditions will be implemented to the satisfaction of the Department of City Planning, in consultation with the Department of Transportation (LADOT). These new monitoring provisions will ensure that the automated parking garage and the valet program are operating as planned, that no unreasonable queuing occurs and that impacts to the community are minimized. The full language of these conditions is set forth in Exhibit K.

One opponent attempts to confuse and misinterpret the strict conditions of approval – which are based on a study by expert traffic engineers. These conditions require that, during peak hours, if special events are held, they may only be done if certain parking and valet conditions are met. The conditions are clear: events of a certain size and during certain hours must have additional parking and valet workers. Events are a typical function at hotels, and hotel parking ratios usually contemplate those events. While the LUP does not actually require separate or additional parking for events, it was offered by the Applicant to alleviate any concerns by the community. Of course, no good deed goes unpunished and the opponent then objects to the additional non-required parking for private hosted events, arguing that it is not permitted by LUP Policy I.B.7. All parking will be valet, with a pick up either on Abbot Kinney (where it currently exists) or in the port-cochere, i.e. on-site. The Coastal Commission has the discretion to approve the proposed parking plan, which is the most protective of the community. The vast majority of parking will be in the underground garage, all parking will be valet, and it will be strictly controlled. As shown in detail in the parking analysis (Exhibit J, pp. 51-54), the Project will have adequate parking consistent with the LUP and in accordance with the Coastal Act.

This same opponent, then misapplies Policy II.A.10.c, arguing that any valet program that utilizes public space as part of its parking program, must open its private parking area for beach access. Again, the LUP does not have a requirement for the occasional events, so this condition would not apply. Even if it did apply, it does not mean that the Project parking would need to be open to the public. Further, as noted above, the Coastal Commission may determine how to best apply this policy.

VII. THERE IS NO EVIDENCE THAT ANY AFFORDABLE HOUSING WAS EVER ON THE PROPERTY

As discussed in the SI Staff Report, the Housing Section of the Coastal Commission's Environmental Justice policy is inapplicable in this case. On February 13, 2012, the City issued a State Mello Act Determination for Property Located at 1047-1051 Abbot Kinney Boulevard ("Determination"). The Determination established that the structures were no longer being used as residences and that their conversion to a Day Care Center complied with California Government Code Sections 65590 and 65590.1, commonly known as the Mello Act. The City found that the structures located at 1047 Abbot Kinney Blvd.,

1049 Abbot Kinney Blvd., and 1051 Abbot Kinney Blvd. “have not been continuously used by residential occupants,” and that “it would not be economically feasible to convert the three detached buildings back into single family homes.” (Determination, p. 2-3).

The Determination also noted, “Ecole Claire Fontaine Day Care Center has been in operation on the subject site since 2004....As stated in the lease, the property owner rented the property as a commercial space, not as residential units.” (Id., p. 1). At the time the Determination was published, the day care center had been continuously using the structures for eight years, and it has continued to continuously occupy those structures for the seven years since. In total, the Ecole Claire Fontaine Day Care Center has been using the buildings for fifteen consecutive years, and during that time there have been no residential uses at those sites.

Because 1) the City determined in 2012 that the structures were no longer identified for residential use, 2) the Determination established that their change in use was consistent with the Mello Act, and 3) they have continuously been used by the same entity since the Determination was made, further analysis regarding housing as related to Environmental Justice is unwarranted. The structures have not been considered residential in character for at least fifteen years, and the City has already determined that converting the buildings back into a residential use is infeasible.

One opponent cites to Government Code § 65915(c)(3)(B)(i), a part of the State density bonus law, for the proposition that replacement housing is required. That Government Code section is irrelevant; the City did not issue a density bonus approval for the Project under LUP Policy I.A.13 nor has the Applicant sought such an entitlement. The increase to the FAR is pursuant to the terms of the LUP and Specific Plan, not Government Code § 65915 .

VIII. THE PROJECT WILL NOT PREJUDICE FUTURE IMPLEMENTATION OF THE LUP OR TO ADOPT AN LCP

Opponents wrongly claim that approval of the Project would prejudice the ability of the City to prepare an LCP or to implement the LUP. The Project is unique and is unlikely to serve as precedent unless another project could provide the extensive community benefit (contributions to community organizations, bicycles for employees and guest, arts and aesthetic features on Electric Avenue, green design, local hire, contributions to affordable housing fund and more), special design that separates the buildings and provides extensive pedestrian and outdoor amenities, visitor serving uses, overnight low cost accommodation, and neighborhood serving uses such as restaurants and retail. The Project is nothing like 601 Ocean Front Walk, which provided no community benefits, no visitor serving uses, and a single residential unit that was a work-live unit (i.e. could have been used as an office). While that could have understandably served as precedent because it was an ubiquitous project, that is not the case for the Project. For all of the reasons stated above, the Project does not constitute lot consolidation, it conforms to all of the LUP’s policies, conforms with the character of the community, and furthers the goals of the Coastal Act. If anything, the Project would actually serve as a positive precedent for the extensive community benefit, community support, high quality residential design and as the first new hotel in Venice to provide low cost overnight accommodations.

Also, as discussed above, the likelihood of another project of this type is low. The commercially zoned areas of Venice are largely built out and in separate ownerships. Many of the lots on the Site were previously secured under one ownership and tied together by lot ties in the 1970’s. Today, the land costs

are very high and obtaining a single ownership of eight lots would be very difficult. In addition, only 11% of Venice is commercially zoned, and it is unlikely that another mixed-use hotel project like this could occur, since only three blocks on Abbot Kinney have hotel as a preferred use.

With regards to concerns about “cumulative impacts”, opponents arguments must also fail. All projects considered by the Coastal Commission and the City are done so on a case-by-case basis within the context of the entire area. To use the Project as precedent, the Coastal Commission would look at all of the circumstances, including the significant community benefits and special design considerations in this case.

IX. THE PROJECT HAS PRIORITIZED PEDESTRIAN SAFETY AND WORKED CLOSELY WITH LAUSD

The Project contains many design features to ensure the safety of the community and school children, despite opponents’ claims. The Project performed a thorough pedestrian safety study which identified that most of the foot traffic on Broadway flows to the opposite side of the street, where the crosswalk and crosswalk signal are located, and away from where loading activities are planned and anticipated. The Project has incorporated TRANS-PDF-3 to ensure loading hours occur outside of typical school commute times. Construction conditions are in place to maximize safety of students and pedestrians on the surrounding sidewalks. Additionally, TRANS-PDF-1 (Construction Management Plan), TRANS-PDF-5 (Circulation and Access), TRANS-PDF-7 (Construction Activity Near Westminster Elementary School), AND TRANS-PDF-8 (Schools affected by Haul Route) exemplify the priority the Project has placed on the safety of students and the larger pedestrian community. (Exhibit B.) The Project team has worked closely with LAUSD to develop these measures.

Sincerely yours,

Elisa Paster

Elisa Paster
Managing Partner
of RAND PASTER & NELSON, LLP

EP

Exhibits

- Exhibit A – July 22, 2022 Minute Order
- Exhibit B – Mitigation Monitoring and Reporting Program
- Exhibit C – Lot consolidation
- Exhibit D – Permeability of site
- Exhibit E – Mass, scale and character analysis
- Exhibit F - Renderings
- Exhibit G – GPA report
- Exhibit H – Excerpt from approved Miramar Hotel Coastal Commission report
- Exhibit I – On-street parking diagrams

California Coastal Commission

November 22, 2022

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Exhibit J – Parking supply analysis

Exhibit K – Parking monitoring and operations conditions

SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES

Civil Division

Northeast District, Alhambra Courthouse, Department X

21STCP00177

ALBA LUZ PRIVADO, et al. vs CITY OF LOS ANGELES

July 22, 2022

3:46 PM

Judge: Honorable Joel L. Lofton
Judicial Assistant: None
Courtroom Assistant: None

CSR: None
ERM: None
Deputy Sheriff: None

APPEARANCES:

For Plaintiff(s): No Appearances

For Defendant(s): No Appearances

NATURE OF PROCEEDINGS: Court Order

There are no appearances.

The Court having issued its Tentative Statement of Decision on June 28, 2022 and after reading and considering the objections filed by the petitioners Alba Luz Privado, People Organized for Westside Renewal and Unite Here Local 11 plus the responses filed thereto by the respondents Wynkoop Properties and City of Los Angeles, hereby issues its FINAL Statement of Decision and Judgment a copy of which is included herein with this minute order.

Counsel for the prevailing party shall give notice and prepare a judgment consistent with the Court's decision.

A copy of this minute order and statement of decision are mailed this date to the parties of record as listed on the certificate of mailing. Certificate of Mailing is attached.

JUL 22 2022

SUPERIOR COURT OF CALIFORNIA
COUNTY OF LOS ANGELES – NORTHEAST DISTRICT
DEPARTMENT X

Sherril R. Carter, Executive Officer/Clerk
BY *Maria Vegerano-Nunez*, Deputy
Maria Vegerano-Nunez

ALBA LUZ PRIVADO; PEOPLE
ORGANIZED FOR WESTSIDE
RENEWAL; and UNITE HERE LOCAL 11,

Petitioners,

vs.

CITY OF LOS ANGELES; and DOES 1
through 5,

Respondents.

WYNKOOP PROPERTIES, LLC; and DOES
6 through 10,

Real Parties in Interest.

Case No.: 21STCP00177

Trial Date: May 31, 2022

Time: 1:30 p.m.

ORDER RE:

PETITION FOR WRIT OF MANDATE
AND INJUNCTIVE RELIEF

Courts Statement of Decision and Judgment

After reviewing Petitioner’s objections filed on July 8, 2022, and the respective responses from both the City and Real Party in Interest filed on July 14th and 15th, 2022 the court adopts its tentative ruling as its final ruling. The court reminds the parties that the purpose of objections is not to reargue the merits of the case but rather to identify inconsistencies between the courts ruling and the document that embodies and explains that ruling. *Golden Eagle Ins. Co. v Foremost Ins. Co.* (1993) 20 Cal. App. 4th 1372, 1380

PETITIONER’S PETITION FOR WRIT OF MANDATE IS DENIED

INTRODUCTION

1 On January 22, 2021, Alba Luz Privado, People Organized for Westside Renewal, and
2 Unite Here Local 11 (collectively, “Petitioners”) commenced the present action by filing a
3 Petition for Writ of Mandate and Injunctive Relief (“Petition”) against City of Los Angeles
4 (“City”) and Wynkoop Properties, LLC (“Real Party in Interest”). Petitioners challenge City’s
5 approval of a construction project in Venice, California (“Project”), and request the issuance of a
6 peremptory writ of mandate, pursuant to Code of Civil Procedure section 1095.4, instructing City
7 to set aside various land use approvals and entitlements. (Petition, Prayer ¶ 1.)

8 Petitioners’ Writ of Mandate asserts two causes of action against City. Petitioners’ First
9 Cause of Action for Zoning Violations alleges City erroneously granted the Project an exemption
10 under Los Angeles Municipal Code section 12.22.A.23, subdivision (d)(1), which excuses a
11 construction project from incorporating a landscaped (planted), five-foot width, perimeter along
12 all street frontages and parking areas, if City finds the project constitutes “[a] Mixed Use Project
13 as defined in Section 13.09 B.3. that consists of predominantly residential uses and does not
14 contain commercial uses enumerated in Section 12.24 W.27.” (L.A. Mun. Code, § 12.22.A.23,
15 subd. (d)(1).) Petitioners allege City’s finding that the Project is “predominantly residential” was
16 clearly erroneous, and contrary to the plain language of Los Angeles Municipal Code section
17 13.09.B.3. (*Id.*, § 13.09.B.3.) Petitioners’ First Cause of Action, further, alleges City
18 erroneously granted the Project entitlements under Venice Coastal Specific Plan section
19 9(A)(1)(e)(4), which allows projects characterized as “mixed-use” to consolidate more than two
20 lots for development purposes, and section 11(B)(3), which permits a floor ratio of 1.5 to 1 for
21 projects which constitute “retail and/or office and residential” projects. (Venice Coastal Specific
22 Plan, §§ 9(A)(1)(e)(4), 11(B)(3).) Petitioners allege City’s finding that the Project is a “mixed-
23 use” project is contrary to legislative intent, and therefore, clearly erroneous. Petitioners’ Second
24 Cause of Action for California Environmental Quality Act (“CEQA”) Violations alleges City
25 violated CEQA as the Environmental Impact Report issued with respect to the Project did not
26 disclose or analyze the conflict and inconsistency between the Project’s awarded exemptions and
27 entitlements, and the Los Angeles Municipal Code and Venice Coastal Specific Plan.

1 On January 13 and 14, 2022, respectively, Real Party in Interest and City filed an Answer
2 to Petitioners' Petition. Subsequently, on February 14, 2022, Petitioners filed an Opening Brief,
3 a Request for Judicial Notice, and Errata to Petitioners' Opening Brief to Include Table of
4 Authorities. Thereafter, on March 25, 2022, City and Real Party in Interest filed a Joint
5 Opposition Brief, and a Request for Judicial Notice. Additionally, on April 19, 2022, Petitioners
6 filed a Reply Brief, and a Supplemental Request for Judicial Notice. On April 27, 2022, City
7 and Real Party in Interest filed Objections to Petitioners' Supplemental Request for Judicial
8 Notice. On April 29, 2022, Petitioners filed a Response to Objections to Supplemental Request
9 for Judicial Notice.

10 On May 31, 2022, Petitioners' Petition came before the Court for a one-day Court Trial.
11 Gideon Kracov and Jordan R. Sisson of *Law Offices of Gideon Kracov* appeared and argued on
12 behalf of Petitioners. Trevor L. Rusin of *Best Best & Krieger* appeared and argued on behalf of
13 City. Edward J. Casey of *Alston & Bird* appeared and argued on behalf of Real Party in Interest.
14 The Court now renders a Statement of Decision following the one-day Court Trial upon
15 Petitioners' Petition.

16 **I. STATEMENT OF FACTS**

17 **A. The Project and Project Site**

18 The Project is located upon multiple property lots in Venice, California, totaling,
19 collectively, approximately 46,877 square feet. (AR 293.) Specifically, the Project is located
20 upon 1201, 1201 ½, 1203, 1023 ½, 1025, 1027, 1029 ½, 1031, 1033, 1047, 1049, and 1051
21 Abbot Kinney Boulevard and 1011 Electric Avenue ("Project Site"). (AR 293.) Presently,
22 approximately 11,672 square feet of the Project Site is developed, and includes three restaurants,
23 a private nurse school, office space, a surface parking lot, a sculpture garden, a temporary
24 vegetable garden, and a temporary private pop-up park. (AR 314.) The Project proposes
25 demolishing one of the restaurants, the private nurse school, portions of the office space, and
26 the surface parking lot, and thereafter, constructing three new three-story structures and one new
27 two-story building. (AR 3064.) The new structures and building will be comprised of four
28

1 dwelling units, a hotel with seventy-eight guest rooms and a hotel restaurant, retail space, and
2 office space. (AR 3065.)

3 The Project Site is located within the planning boundary of the Venice Community Plan,
4 Venice Coastal Zone-Specific Plan, Venice Coastal Land Use Plan, and the Los Angeles Coastal
5 Transportation Corridor. (AR 315.) Under the Venice Community Plan, the Project Site is
6 designed for Community Commercial uses. (AR 315.) The Project Site is zoned C2-1-CA
7 (Commercial Zone, Height District 1, Commercial and Artcraft). (AR 315.) The Commercial
8 Zone permits a wide array of land uses, such as retail stores, offices, hotels, schools, parks, and
9 theatres. (AR 315.) The C2 Zone allows any land use permitted in the C1.5 and C1 zones,
10 which include multiple dwelling units. (AR 315.)

11 **1. Environmental Review and Discretionary Approvals**

12 On January 7, 2019, City's Department of Planning issued a Draft Environmental Report
13 concerning the Project. (AR 279-2795.) On January 10, 2019, City circulated the Draft
14 Environmental Impact Report for a 46-day review period. (AR 234.) City responded to public
15 comment, and published a Final Environmental Impact Report on July 3, 2019. (AR 234-235,
16 2796-2805.)

17 On August 1, 2019, City's Associate Zoning Administrator held a public hearing
18 concerning the Project. (AR 25.) Subsequently, on March 12, 2020, City's Associate Zoning
19 Administrator issued a Notice of Determination certifying the Final Environmental Impact
20 Report, approving the Project, and issuing various land use entitlements permitting the
21 demolition and construction proposed by the Project. (AR 7-87.)

22 **2. Appeal from Associate Zoning Administrator's Notice of Determination**

23 On March 25, 2020, Petitioners filed an Appeal to City's Associate Zoning
24 Administrator's Notice of Determination. (AR 3133-3138.) Petitioners' Appeal maintained that
25 City's Associate Zoning Administrator's Notice of Determination failed to address the Project's
26 inconsistency with City's "zoning Code and applicable land use plans, and also is inconsistent
27 with CEQA requirements for" Environmental Impact Reports. (AR 3137.) Petitioners
28 contended approval of the Project's seventy-eight guest room hotel as a permissible "Apartment

1 Hotel” was contrary to the provisions of the Los Angeles Municipal Code as the Code specifies
2 guest rooms are to be used for long-term tenancies (longer than thirty days), and the Associate
3 Zoning Administrator’s Letter of Determination fails to ensure the Project’s hotel limits use to
4 long-term tenancies only. (AR 3066.)

5 On July 15, 2020, City’s West Los Angeles Area Planning Commission held a hearing
6 upon Petitioners’ Appeal. (AR 89, 19188-19191.) City’s Department of City Planning prepared
7 an Appeal Recommendation Report in preparation for the July 15, 2020 hearing upon
8 Petitioners’ Appeal, which ultimately recommended that City’s West Los Angeles Area Planning
9 Commission deny Petitioners’ Appeal. (AR 3061-3062.) The Appeal Recommendation Report
10 found Petitioners failed to identify the Los Angeles Municipal Code section which requires the
11 Project to provide long-term tenancy (longer than thirty days) only, with respect to guest rooms
12 of the hotel. (AR 3067.) On August 7, 2020, City’s West Los Angeles Area Planning
13 Commission denied Petitioners’ Appeal, and upheld City’s Associate Zoning Administrator’s
14 Notice of Determination. (AR 89-90, 5488.)

15 **3. Appeal from West Los Angeles Planning Commission’s Denial of Appeal**

16 On August 18, 2020, Petitioners appealed City’s West Los Angeles Area Planning
17 Commission’s denial of Petitioners’ March 25, 2020 appeal. (AR 5488, 13698-13700.) On
18 December 3, 2020, the Planning and Land Use Committee of the City Council held a hearing
19 upon Petitioners’ appeal. (AR 275-276.) City’s Planning and Land Use Committee
20 recommended that the City Council deny Petitioners’ appeal and, thereafter, approve the Project.
21 (AR 275-276.) On December 6, 2020, the City Council abided by the recommendation of City’s
22 Planning and Land Use Committee, and denied Petitioners’ administrative appeal, certified the
23 Final Environmental Impact Report, and approved the Project. (AR 4, 277.)

24 **II. REQUESTS FOR JUDICIAL NOTICE**

25 Petitioners’ Request for Judicial Notice, submitted in conjunction with Petitioners’
26 Opening Brief, requests judicial notice of excerpts of the Los Angeles Municipal Code and a
27 Notification issued by the California Coastal Commission. Petitioners’ Request for Judicial
28 Notice is GRANTED, pursuant to Evidence Code section 452, subdivisions (b) and (c). (Evid.

1 Code, § 452, subd. (b), (c) [“Judicial notice may be taken of the following matters . . . : ¶(b)
2 Regulations and legislative enactments issued by or under the authority of the United States or
3 any public entity in the United States. ¶(c) Official acts of the legislative, executive, and judicial
4 departments of the United States and of any state of the United States.”].)

5 City’s and Real Party in Interest’s Request for Judicial Notice, submitted in conjunction
6 with the Joint Opposition Brief, request judicial notice of excerpts of the Los Angeles Municipal
7 Code and Venice Coastal Zone Land Use Plan. City’s and Real Party in Interest’s Request for
8 Judicial Notice is GRANTED, pursuant to Evidence Code section 452, subdivisions (b) and (c).
9 (Evid. Code, § 452, subd. (b), (c).)

10 Petitioners submit a Supplemental Request for Judicial Notice, in conjunction with
11 Petitioners’ Reply Brief. Petitioners’ Supplemental Request for Judicial Notice requests judicial
12 notice of excerpts from legislative history surrounding Los Angeles Municipal Code section
13 12.22.A.23. The Court is not inclined to permit judicial notice of such evidence, submitted for
14 the first time, with Petitioners’ Reply Brief. (*Jay v. Mahaffey* (2013) 218 Cal.App.4th 1522,
15 1537-1538 [holding, “[t]he general rule of motion practice, which applies here, is that new
16 evidence is not permitted with reply papers[,]” and “ ‘[t]he inclusion of additional evidentiary
17 matter with the reply should be allowed in the exceptional case . . . ’ and if permitted, the other
18 party should be given the opportunity to respond.”].)

19 III. STANDARD OF REVIEW

20 Petitioners’ Petition for Writ of Mandate and Injunctive Relief centers upon City’s
21 interpretation of Los Angeles Municipal Code section 12.22.A.23, subdivision (d)(1), and Venice
22 Coastal Specific Plan sections 9(A)(1)(e)(4) and 11(B)(3). Petitioners First Cause of Action for
23 Zoning Violations and Second Cause of Action for CEQA Violations, collectively, allege City
24 erroneously interpreted the Los Angeles Municipal Code and Venice Coastal Specific Plan, and
25 incorrectly determined that the Project was subject to an exemption pursuant to Los Angeles
26 Municipal Code section 12.22.A.23, subdivision (d)(1), and two entitlements pursuant to Venice
27 Coastal Specific Plan sections 9(A)(1)(e)(4) and 11(B)(3).

1 Code of Civil Procedure section 1094.5, subdivision (b) provides, the relevant issues for
2 review with respect to an administrative writ of mandate include, (1) whether the respondent has
3 proceeded without, or in excess of jurisdiction, (2) whether there was a fair trial, and (3) whether
4 there was any prejudicial abuse of discretion. (Code Civ. Proc., § 1094.5, subd. (b).) An abuse
5 of discretion is established if the respondent has not proceeded in the manner required by law,
6 the order or decision is not supported by the findings, or the findings are not supported by the
7 evidence. (*Ibid.*)

8 The standard for judicial review of an agency's interpretation of the law is the
9 independent judgment of the Court. (*Yamaha Corp. of America v. State Bd. of Equalization*
10 (1998) 19 Cal.4th 1, 8.) The ultimate interpretation of a disputed law or statute is a question of
11 law, for which the Court is to decide using independent judgment. (*Terminal Plaza Corp. v. City*
12 *and County of San Francisco* (1986) 186 Cal.App.3d 814, 826; *County of Madera v. Superior*
13 *Court* (1974) 39 Cal.App.3d 665, 668 ["The proper interpretation of statutory language is a
14 question of law for the court . . ."].) The Court's " 'fundamental task in interpreting a statute is
15 to determine the Legislature's intent so as to effectuate the law's purpose.' " (*Hensel Phelps*
16 *Construction Co. v. Superior Court* (2020) 44 Cal.App.5th 595, 607, citing *Coalition of*
17 *Concerned Communities, Inc. v. City of L.A.* (2004) 34 Cal.4th 733, 737.) The Court first
18 examines the statutory language, which is the "most reliable indicator" of legislative intent,
19 giving it a plain and commonsense meaning. (*Ibid.*; *High Sierra Rural Alliance v. County of*
20 *Plumas* (2018) 29 Cal.App.5th 102, 112 [" 'We begin as always with the statute's actual words,
21 the 'most reliable indicator' of legislative intent, 'assigning them their usual and ordinary
22 meanings, and construing them in context.' " " " "].) If the statutory language is clear, "courts
23 must generally follow its plain meaning unless a literal interpretation would result in absurd
24 consequences the Legislature did not intend." (*Ibid.*; *Terminal Plaza Corp., supra*, 186
25 Cal.App.3d at p. 827 [" 'If the words of the statute are clear, the court should not add or alter
26 them to accomplish a purpose that does not appear on the face of the statute . . . ' "].) "If the
27 statutory language permits more than one reasonable interpretation, courts may consider other
28 aids, such as the statute's purpose, legislative history, and public policy." (*Ibid.*)

1 *However*, where the question of statutory interpretation before the Court involves the
2 interpretation employed by an administrative agency, which is charged with the statute’s
3 enforcement, the Court continues to exercise independent judgment, but gives deference and
4 great weight to the agency’s interpretation. (*Yamaha Corp. of America, supra*, 19 Cal.4th at p. 6-
5 7 [“ ‘The standard for judicial review of agency interpretation of law is the independent
6 judgment of the court, giving deference to the determination of the agency appropriate to the
7 circumstances of the agency action.’ ”].) “ ‘While the ultimate interpretation of a statute is an
8 exercise of the judicial power [citation], when an administrative agency is charged with
9 enforcing a particular statute, its interpretation of the statute will be accorded great respect by the
10 courts “and will be followed if not clearly erroneous. [Citations.]” [Citation.]’ ” (*No Oil, Inc. v.*
11 *City of Los Angeles* (1987) 196 Cal.App.3d 223, 246; *Bodinson Mfg. Co. v. California E. Com.*
12 (1941) 17 Cal.2d 321, 325-326 [An “administrative interpretation . . . will be accorded great
13 respect by the courts and will be followed if not clearly erroneous.”]; *Terminal Plaza Corp.*,
14 *supra*, 186 Cal.App.3d at p. 826 [“We recognize that the interpretation of the resolution by the
15 administrative agency charged with enforcing it is entitled to great weight and should be
16 followed unless clearly wrong.”]; *Friends of Davis v. City of Davis* (2000) 83 Cal.App.4th 1004,
17 1015 [“Under well-established law, an agency’s view of the meaning and scope of its own
18 ordinance is entitled to great weight unless it is clearly erroneous or unauthorized.”] An
19 agency’s interpretation of a statute “will be reverse only if . . . a reasonable person could not
20 have reached the same conclusion.” (*No Oil, Inc., supra*, 196 Cal.App.3d at p. 243.)

21 **IV. DISCUSSION**

22 The parties concede, and indeed agree, that the relevant legal issue before the Court is
23 whether City’s interpretation and reading of Los Angeles Municipal Code section 12.22.A.23,
24 subdivision (d)(1), and Venice Coastal Specific Plan sections 9(A)(1)(e)(4) and 11(B)(3), as
25 applied to the Project, was clearly erroneous. (R.T. 3:7-10, 40:6-11 [Reporter’s Transcript].)
26 The Court considers City’s interpretation of each ordinance in dispute, in turn, respectively.

27 **A. First Cause of Action for Zoning Violations**

28 1. Los Angeles Municipal Code section 12.22.A.23, subdivision (d)(1)

1 Petitioners' First Cause of Action for Zoning Violations alleges City erroneously granted
2 the Project an exemption under Los Angeles Municipal Code section 12.22.A.23, subdivision
3 (d)(1), which excuses a construction project from incorporating a landscaped (planted), five-foot
4 width, perimeter along all street frontages and parking areas, if City finds the project constitutes
5 "[a] Mixed Use Project as defined in Section 13.09 B.3. that consists of predominantly
6 residential uses and does not contain commercial uses enumerated in Section 12.24 W.27."
7 (L.A. Mun. Code, § 12.22.A.23, subd. (d)(1).) Petitioners allege City's finding that the Project
8 consists of "predominantly residential" uses was clearly erroneous, and contrary to the plain
9 language of Los Angeles Municipal Code section 13.09.B.3. (*Id.*, § 13.09.B.3.)

10 The Court begins with a recitation of the plain language of the relevant ordinance, Los
11 Angeles Municipal Code section 12.22.A.23. Los Angeles Municipal Code section 12.22.A.23,
12 subdivision (a)(10)(i) requires a "Mini-Shopping Center or Commercial Use Development" to
13 have "[a] landscaped, planted area having a minimum inside width of five feet . . . along all street
14 frontages of the lot and on the perimeters of all parking areas of the lot which abut a residential
15 zone or use." (L.A. Mun. Code, § 12.22.A.23, subd. (a)(10)(i); Respondent's Request for
16 Judicial Notice ("Resp. RJN"), Ex. E at p. 002.) However, Los Angeles Municipal Code section
17 12.22.A.23, subdivision (d)(1), provides a project will not be subject to the above landscaping
18 requirement if the project constitutes, "[a] Mixed Use Project as defined in Section 13.09 B.3.
19 that consists of *predominantly residential* uses and does not contain commercial uses enumerated
20 in Section 12.24 W.27." (L.A. Mun. Code, § 12.22.A.23, subd. (d)(1) [italics added]; Resp.
21 RJN, Ex. E at p. 003 [italics added].)

22 Petitioners argue City's finding that the Project consists of "predominantly residential
23 uses" was clearly erroneous, and contrary to the expressed language of Los Angeles Municipal
24 Code section 12.22.A.23, subdivision (d)(1). The crux and focus of Petitioners' argument may
25 be summarized as follows. Petitioners maintain City erroneously interpreted the term
26 "predominantly residential" by referring to the definition for "Hotel" provided within Los
27 Angeles Municipal Code section 12.03, as opposed to referring to the definitions provided in Los
28 Angeles Municipal Code section 13.09.B.3. Petitioners contend, while Los Angeles Municipal

1 Code section 12.03 defines the term “Hotel” as “[a] residential building”, City erroneously
2 employed this definition for “Hotel” in order to support a finding that the Project, which includes
3 a seventy-eight guest room hotel and only four dwelling units, constitutes a “predominantly
4 residential” Project. Petitioners maintain City’s reference to the definition of “Hotel” provided
5 within Los Angeles Municipal Code section 12.03 was not reasonable for the purposes of
6 ascertaining whether the Project consists of “predominantly residential uses”. Rather, Petitioners
7 contend City should have employed the definitions provided in Los Angeles Municipal Code
8 section 13.09.B.3, as this Section of the Municipal Code is directly referenced within the
9 statutory text of the exemption presently in dispute. (L.A. Mun. Code, § 12.22.A.23, subd. (d)(1)
10 [providing, a project will not be subject to the above landscaping requirement if the project
11 constitutes, “[a] Mixed Use Project as defined in *Section 13.09 B.3.* that consists of
12 *predominantly residential* uses and does not contain commercial uses enumerated in Section
13 12.24 W.27.”]; Resp. RJN, Ex. E at p. 003.) Petitioners provide, Los Angeles Municipal Code
14 section 13.09.B.3 defines a “Mixed Use Project” as “a Project which combines one or more
15 Commercial Uses and multiple dwelling units in a single building” (L.A. Mun. Code, §
16 13.09.B.3; Resp. RJN, Ex. G at p. 002.) Los Angeles Municipal Code section 13.09.B.3 defines
17 “Commercial Uses” as “those uses as first permitted in the CR, C1, C1.5, C2, C4, or C5 zones,
18 including *guest* rooms and *hotels* as defined in Section 12.03 and Community Facilities as
19 defined by this section.” (L.A. Mun. Code, § 13.09.B.3 [emphasis added]; Resp. RJN, Ex. G at
20 p. 001 [emphasis added].) Petitioners contend, pursuant to the definitions provided in Section
21 13.09.B.3, the Project is not “predominantly residential”, but instead is predominantly
22 commercial, as the Project includes a seventy-eight guest room hotel (“hotels” and “guest
23 rooms” are “Commercial Uses” under Section 13.09.B.3) and only four dwelling units.
24 Accordingly, Petitioners maintain the Project did not qualify for the landscaping exemption, as
25 articulated within Section 12.22.A.23, subdivision (d)(1).

26 City heavily disputes Petitioners’ contentions. City argues City’s interpretation of the
27 term “predominantly residential uses” pursuant to employing the definition of “Hotel” found
28 within Los Angeles Municipal Code section 12.03 was not a clearly erroneous interpretation.

1 Rather, City maintains the plain language and statutory construction of the Los Angeles
2 Municipal Code warranted such a reasonable interpretation. Initially, City identifies that the
3 relevant exemption is found within Article 2, Section 12.22 of the Los Angeles Municipal Code.
4 (L.A. Mun. Code, § 12.22 [“Exemptions”]; Resp. RJN, Ex. B at p. 002.) City further identifies
5 that the Los Angeles Municipal Code provides specific definitions for the terms which appear in
6 the statutory sections falling under Article 2. Such applicable definitions are articulated within
7 Article 2, Section 12.03 of the Los Angeles Municipal Code. (L.A. Mun. Code, § 12.03
8 [“Definitions”]; Resp. RJN, Ex. B at p. 001.) Given the statutory construction of the Los
9 Angeles Municipal Code, City reasonably interpreted the term “predominantly residential uses”,
10 which is articulated in Article 2, Section 12.22.A.23, subdivision (d)(1), by applying the
11 definitions governing Article 2 and Section 12.22—which are those definitions articulated within
12 Article 2, Section 12.03. Additionally, City argues the plain language of Section 12.22.A.23,
13 subdivision (d) includes no indication City should deviate from the applicable definitions
14 articulated within Section 12.03. While Section 12.22.A.23, subdivision (d)(1) provides the
15 relevant exemption would only apply if the Project constitutes “[a] Mixed Use Project as defined
16 in Section 13.09 B.3.”, City argues the Legislature provided no instruction that Section 13.09.B.3
17 should also be consulted for the purposes of ascertaining whether a Project is “predominantly
18 residential”. City argues, in the event the Legislature intended City to deviate from the
19 applicable definitions found in Article 2, Section 12.03, the Legislature would have indicated
20 such an instruction within the plain language of the exemption.

21 Here, following a consideration of the Petition, the parties’ Opening, Opposing, and
22 Reply briefs, as well as the parties’ arguments advanced during trial, the Court finds, exercising
23 its independent judgment, that City’s application of the definitions provided within Section 12.03
24 of the Los Angeles Municipal Code for the purposes of determining whether the Project
25 constitutes one of “predominantly residential uses”, was not clearly erroneous. Rather, the Court
26 determines that City’s application of the definitions provided within Section 12.03, as opposed to
27 Section 13.09, was reasonable considering the construction of the Los Angeles Municipal Code,
28 as well as the plain language of the relevant exemption, articulated within Los Angeles

1 Municipal Code section 12.22.A.23, subdivision (d)(1). Initially, the Court observes the
2 definitions provided within Section 12.03 are directly applicable for the purposes of interpreting
3 the various statutory sections included within Article 2 of the Los Angeles Municipal Code,
4 including Section 12.22.A.23, subdivision (d)(1). (L.A. Mun. Code, § 12.03 [“For the purposes
5 of Article 2 . . . certain terms and words are herewith defined as follows”]; Resp. RJN, Ex. D at
6 p. 001.) As Section 12.22.A.23, subdivision (d)(1) of the Los Angeles Municipal Code required
7 City to ascertain whether the Project consists of “predominantly residential uses”, City
8 reasonably and logically referenced the portion of the Los Angeles Municipal Code which
9 outlines the definitions applicable to Section 12.22.A.23, subdivision (d)(1)—that is, the
10 definitions provided within Section 12.03. (L.A. Mun. Code, §§ 12.03, 12.22.A.23, subdivision
11 (d)(1); Resp. RJN, Ex. D at p. 001, Ex. E at p. 003.)

12 Further, the plain language of Section 12.22.A.23, subdivision (d)(1) demonstrates the
13 fact that the Legislature knew how to provide instruction for the purposes of deviating from the
14 applicable definitions articulated within Section 12.03, but opted not to instruct such a deviation
15 with respect to the term “predominantly residential”. (LA. Mun. Code, § 12.22.A.23,
16 subdivision (d)(1); Resp. RJN, Ex. E at p. 003.) Los Angeles Municipal Code section
17 12.22.A.23, subdivision (d)(1) provides, a Project may be exempt from certain landscaping
18 requirements if the Project is “[a] Mixed Use Project as defined in Section 13.09 B. 3. that
19 consists of predominantly residential uses and does not contain commercial uses enumerated in
20 Section 12.24 W.27.” (LA. Mun. Code, § 12.22.A.23, subdivision (d)(1); Resp. RJN, Ex. E at p.
21 003.) The Legislature instructed which Section of the Los Angeles Municipal Code should be
22 consulted for the purposes of defining “Mixed Use Project” and “commercial uses”, but refused
23 to deviate from the definitions provided within Section 12.03 with respect to the term
24 “predominantly residential”. (*Ibid.*) Accordingly, the Court finds City was reasonable in
25 applying the definition for “Hotel”, provided within Section 12.03, for the purposes of
26 determining whether the Project was “predominantly residential”. Based on these findings, the
27 Court determines City’s interpretation of Los Angeles Municipal Code section 12.22.A.23,
28 subdivision (d)(1), as the Section applied to the Project, was not clearly erroneous.

1 **2. Cases cited by Petitioner at trial regarding erroneous standard**

2
3 The four cases cited by Petitioners do not assist in guiding the Court to a contrary
4 conclusion. The first case referenced by Petitioners, *Stolman v. City of Los Angeles* (2003) 114
5 Cal.App.4th 916 (*Stolman*), is entirely distinguishable from the present case. In *Stolman v. City*
6 *of Los Angeles* (2003) 114 Cal.App.4th 916 (*Stolman*), Theodore Stolman (“Stolman”)
7 challenged City’s issuance of a variance which permitted Brian Clark’s (“Clark”) operation of an
8 automobile detailing service in a residential zone in Santa Monica Canyon. (*Stolman, supra*, 114
9 Cal.App.4th at p. 919.) Stolman challenged the variance, arguing City erroneously determined
10 Clark satisfied two requirements mandated by the Los Angeles Municipal Code with respect to
11 the issuance of the requested variance. (*Ibid.*) One such requirement mandated that City find
12 “the variance is necessary for the preservation and enjoyment of a substantial property right or
13 use generally possessed by *other property in the same zone and vicinity* but which, because of
14 special circumstances and practical difficulties or unnecessary hardships, is denied to the
15 property in question”. (*Id.* at p. 927 [emphasis in original].) The Los Angeles Municipal Code
16 does not provide a definition for “zone” and “vicinity”. (*Id.* at p. 928.) The Court concluded
17 City’s finding that Clark’s operation of an automobile detailing service constitutes a use
18 “generally possessed by *other property in the same zone and vicinity*” was clearly erroneously.
19 (*Id.* at p. 930.) The Court observed City absurdly interpreted the term “same zone and vicinity”
20 by, practically, ignoring the latter part of the phrase (i.e., vicinity), and finding the above
21 requirement would be satisfied if there was evidence of an automobile detailing service operating
22 in *any* residential zone across City, regardless of proximity to Santa Monica Canyon. (*Id.* at p.
23 929.) Specifically, the Court found,

24 The zoning administrator’s finding is based upon an absurd interpretation of the
25 phrase “same zone and vicinity.” Recognizing that there are no comparable
26 properties in the “immediate area”, she based her comparison upon other similarly
27 situated properties located throughout the City where businesses are permitted to
28 operate pursuant to variance approvals. Thus, the zoning administrator’s
interpretation of the phrase ‘same zone and vicinity’ completely ignores the term
“vicinity”. Fairly read, a parcel of property in “same zone and vicinity” as the
gasoline station on Entrada Drive cannot mean a parcel of property anywhere in
Los Angeles. The City of Los Angeles is well over four hundred square miles in

1 size. The gasoline station on Entrada Drive should not be compared to other
2 properties potentially located 20 or more miles away. If, as here, there is no
3 evidence of any comparable properties within reasonably close proximity of
4 Entrada Drive, the third finding cannot be made and the variance should be
5 denied.

6 (*Ibid.*) The present case is distinguishable from *Stolman* as City, here, has not erroneously
7 ignored any part of the relevant phrase—“predominantly residential”. Rather, City has
8 interpreted the phrase pursuant to those definitions which are directly applicable to the Section of
9 the Municipal Code in which the phrase is found. (L.A. Mun. Code, §§ 12.03, 12.22.A.23,
10 subdivision (d)(1); Resp. RJN, Ex. D at p. 001, Ex. E at p. 003.) City’s interpretation of the
11 phrase “predominantly residential” does not disregard any expressed phrases within the term.
12 Therefore, the Court is unpersuaded *Stolman* provides any justification to alter the Court’s
13 determination.

14 The second, *Horwitz v. City of Los Angeles* (2004) 124 Cal.App.4th 1344 (*Horwitz*), and
15 third, *Van Wagner Communications, Inc. v. City of Los Angeles* (2000) 84 Cal.App.4th 499 (*Van*
16 *Wagner*), cases cited by Petitioner are similarly distinguishable from the present case. Both
17 *Horwitz* and *Van Wagner* concern instances where City interpreted portions of the Los Angeles
18 Municipal Code in direct contradiction to the expressed language articulated therein—a situation
19 which is not present in the present scenario.

20 In *Horwitz*, City erroneously granted a construction and building permit to Mehr and
21 Vickey Beglari (“Beglari’s”), for the purposes of enlarging the Beglari’s home, which
22 improperly calculated the required front-yard setback. (*Horwitz, supra*, 124 Cal.App.4th at p.
23 1348.) Los Angeles Municipal Code section 12.07.01 C.1 provides that the front yard set back is
24 calculated by “measuring the distance from the property line at the street to the *closest existing*
25 *building* on the subject lot”. (*Id.* at p. 1348-1349.) The Code specifies, when there is a house
26 with a detached garage, the front yard set-back is measured by measuring from the property line
27 to the house, “not the property line to the detached structure that is closer to the street.” (*Id.* at p.
28 1349.) City calculated the front yard set-back by measuring from the Beglari’s detached garage
to the property line, in direct contravention of the language of the Los Angeles Municipal Code.

1 (*Id.* at p. 1353.) City, apparently, attempted to justify such a measurement by referring to an “in
2 line theory”, which was not found within the language of the Los Angeles Municipal Code.
3 (*Ibid.*) The Court found such a calculation by City was erroneous, and constituted an abuse of
4 discretion, as City failed to follow the clear directions within the Code. (*Ibid.* [“ ‘If the words of
5 the statute are clear, the court should not add to or alter them to accomplish a purpose that does
6 not appear on the face of the statute’ [Citation.] Here, the words of section 12.07.01 [C.1.]
7 of the Zoning Ordinance are clear in stating the method by which the prevailing front yard
8 setbacks are to be determined. The in line theory as an alternative method of calculating the
9 prevailing front yard setback is not supported by any reasonable interpretation of the governing
10 provisions of the Municipal Code.”].)

11 In *Van Wagner*, City erroneously denied Van Wagner Communication, Inc.’s (“Van
12 Wagner”) application to erect a billboard pursuant to City’s improper interpretation of Los
13 Angeles Municipal Code section 91.6218.4, subdivision (b). (*Van Wagner, supra*, 84
14 Cal.App.4th at p. 510.) Los Angeles Municipal Code section 91.6218.4, subdivision (b),
15 requires 600-feet of space between signs of a particular size “that are located on *the same side of*
16 *the same street.*” (*Ibid.* [emphasis added].) Van Wagner applied to City to erect a billboard on
17 the corner of Bentley Avenue and Little Santa Monica Boulevard, in Los Angeles, California.
18 (*Ibid.*) City denied Van Wagner’s application, citing Los Angeles Municipal Code section
19 91.6218.4, subdivision (b), finding the proposed billboard was less than 600-feet from another
20 billboard located on a *different street*, specifically Sepulveda Boulevard. (*Id.* at pp. 502-505.)
21 The Court found City erroneously denied Van Wagner’s application as it was undisputed Van
22 Wagner’s proposed billboard was on a different street than the billboard on Sepulveda
23 Boulevard. (*Id.* at p. 510.) The Court found the language of the Code Section was clear, and
24 City may not prevent the construction of a billboard which is not expressly prohibited by the
25 Code. (*Ibid.* [“The ordinance unambiguously states that it applies only to signs that are located
26 on the same side of the same street, which these signs are not.”].)

27 The present case is distinguishable from *Horwitz* and *Van Wagner*. While Petitioners
28 argue otherwise, City has not interpreted the term “predominantly residential” in direct

1 contravention of the plain language of Section 12.22.A.23, subdivision (d)(1). (L.A. Mun. Code,
2 § 12.22.A.23, subdivision (d)(1); Resp. RJN, Ex. E at p. 003.) Unlike the Los Angeles
3 Municipal Code Sections in dispute in *Horwitz* and *Van Wagner*, Section 12.22.A.23,
4 subdivision (d)(1) does not expressly direct or instruct City to interpret “predominantly
5 residential” by referring to the definitions provided in Section 13.09. (*Ibid.*) No such instruction
6 is provided within the plain language of the Section. Given an absence of such instruction, City
7 reasonably applied the definitions which govern Section 12.22.A.23, subdivision (d)(1)—the
8 definitions articulated in Section 12.03. Accordingly, unlike City’s erroneous actions in *Horwitz*
9 and *Van Wagner*, here, City has not acted contrary to the expressed provisions and plain
10 language of Section 12.22.A.23, subdivision (d)(1).

11 Lastly, the fourth case cited by Petitioners, *Tower Lane Properties v. City of Los Angeles*
12 (2014) 224 Cal.App.4th 262 (*Tower Lane*), similarly, does not support Petitioners’ position, but,
13 indeed, strengthens this Court’s findings. *Tower Lane* involved the issue of whether or not Los
14 Angeles Municipal Code section 91.7006.8.2 was applicable to construction projects which
15 would *not* be subdivided. (*Tower Lane, supra*, 224 Cal.App.4th at p. 268.) Los Angeles
16 Municipal Code section 91.7006.8.2 provides, no grading is permitted upon any hillside areas
17 having an area in excess of 60,000 square feet *unless a tentative tract map has been approved by*
18 *the advisory agency.* (*Id.* at p. 267, fn. 2 [emphasis added].) Tower Lane Properties (“Tower
19 Lane”) applied to City for a grading permit for the purposes of constructing a three-residence
20 family compound over three contiguous hillside lots totaling 85,000 square feet. (*Ibid.*) Citing
21 Los Angeles Municipal Code section 91.7006.8.2, City conditioned the grading permit upon the
22 City Planner’s approval of a tentative tract map. (*Ibid.*) The Court found such a condition by
23 City was erroneous as Los Angeles Municipal Code section 91.7006.8.2 was not applicable to
24 Tower Lane’s proposed construction, because the construction was not a subdivision. (*Id.* at p.
25 272.) The Court noted that, while Los Angeles Municipal Code section 91.7006.8.2 does not
26 expressly state that the requirements articulated therein were only applicable to subdivisions, the
27 Court was guided by the statutory framework of the Los Angeles Municipal Code. (*Id.* at p. 273
28 [“The statutory framework surrounding the Ordinance supports our conclusion that the City

1 intended the Ordinance to apply to subdivisions only.”].) The Court noted that the disputed
2 Section was nested below the Section of the Los Angeles Municipal Code titled, Subdivision
3 Map Act, and such organization of the Code demonstrates the Legislature’s intent that the
4 Section should operate only where a project involves land subdivision. (*Id.* at pp. 273-274.)

5 Here, in congruence with the Court’s Opinion in *Tower Lane*, City was guided by the
6 statutory framework surrounding Los Angeles Municipal Code section 12.22.A.23, subdivision
7 (d)(1). In harmony with the Court’s Opinion in *Tower Lane*, City applied those definitions
8 which are applicable to the terms expressed within Section 12.22.A.23—those definitions
9 expressed within Section 12.03. As noted previously, the definitions articulated within Section
10 12.03 of the Los Angeles Municipal Code are directly applicable to all Sections provided in
11 Article 2, including Section 12.22.A.23, subdivision (d)(1). Accordingly, *Tower Lane* is
12 inapposite to Petitioners’ contentions.

13 Based on the Court’s findings above, the Court concludes City’s interpretation of the
14 term “predominantly residential” was not clearly erroneous.

15 **3. Venice Coastal Specific Plan sections 9(A)(1)(e)(4) and 11(B)(3)**

16 As additionally asserted within Petitioners’ First Cause of Action for Zoning Violations,
17 Petitioners’ contend City’s granting of two entitlements, under Venice Coastal Specific Plan
18 sections 9(A)(1)(e)(4) and 11(B)(3), with respect to the Project was clearly erroneous. The Court
19 begins analysis upon Petitioners’ contentions by reference to the expressed language of the
20 statutory sections presently in dispute.

21 Venice Coastal Specific Plan section 9(A)(1)(e)(4) is entitled, “Mixed-Use and Multi-
22 Family Residential Venice Coastal Development Projects”, and provides that “more than two
23 lots” may be consolidated “for *mixed-use* and multi-family residential Venice Coastal
24 Development Projects” (Venice Coastal Specific Plan, § 9(A)(1)(e)(4) [emphasis added].)
25 Relying upon Venice Coastal Specific Plan section 9(A)(1)(e)(4), and following a finding that
26 the Project contained a mix of various commercial and residential uses, City granted the Project
27 an entitlement, permitting the Project to consolidate more than two lots for the purposes of
28

1 operating a seventy-eight room hotel, four dwelling units, and a hotel restaurant, retail space, and
2 office space. (AR 2824-2825.)

3 Venice Coastal Specific Plan section 11(B)(3) is entitled “Floor Area Ratio”, and
4 provides, “[i]n all commercial zones, floor area ration (FAR) shall be limited to: ¶ 1.5 to 1 for
5 retail and/or office and residential”. (Venice Coastal Specific Plan, § 11(B)(3).) Relying upon
6 Venice Coastal Specific Plan section 11(B)(3), and following a finding that the Project contained
7 “office and residential” components, City permitted a FAR of 1.5 to 1 with respect to the Project.
8 (AR 2824-2825.)

9 Petitioners’ First Cause of Action for Zoning Violations challenge City’s granting of
10 entitlements to the Project, pursuant to Venice Coastal Specific Plan sections 9(A)(1)(e)(4) and
11 11(B)(1). Petitioners advance two arguments for the purposes of contending City erred in
12 granting the two entitlements. First, Petitioners argue the purpose of the Venice Coastal Specific
13 Plan is to “create residential housing”, and as the Project only implements four dwelling units,
14 the Project is contrary to the purposes of the Venice Coastal Specific Plan and City should have
15 refrained from permitting entitlements under Venice Coastal Specific Plan sections 9(A)(1)(e)(4)
16 and 11(B)(1). Second, relying upon Petitioners arguments made with respect to the sections of
17 the Los Angeles Municipal Code, Petitioners argue, the Court should promote harmony between
18 the Venice Coastal Specific Plan sections 9(A)(1)(e)(4) and 11(B)(1), and Los Angeles
19 Municipal Code sections 12.22.A.23, subdivision (d)(1) and 13.09, and find that, because the
20 Project arguably is not “predominantly residential” under Los Angeles Municipal Code sections
21 12.22.A.23, subdivision (d)(1) and 13.09, the Court should similarly find the same with respect
22 to Venice Coastal Specific Plan sections 9(A)(1)(e)(4) and 11(B)(1).

23 Here, following review of the Petition, the parties’ Opening, Opposing, and Reply briefs,
24 as well as the parties’ arguments advanced during trial, the Court finds, exercising its
25 independent judgment, that City’s interpretation and application of Venice Coastal Specific Plan
26 sections 9(A)(1)(e)(4) and 11(B)(1), was not clearly erroneous. Initially, the Court notes it will
27 only reach the purpose of the disputed Sections of the Venice Coastal Specific Plan, where the
28 text is ambiguous. (*Terminal Plaza Corp.*, *supra*, 186 Cal.App.3d at p. 827 [“ ‘If the words of

1 the statute are clear, the court should not add or alter them to accomplish a purpose that does not
2 appear on the face of the statute’ ”].) The Court refrains from entertaining legislative
3 history for the purposes of revealing the legislative purpose of the disputed Sections of the
4 Venice Coastal Specific Plan as the language of each Section is clear.

5 With respect to Venice Coastal Specific Plan section 9(A)(1)(e)(4), the Court notes that
6 the Venice Coastal Specific Plan does not include a definition of “mixed-use”. However, the
7 absence of a definition does not render the language ambiguous so as to warrant reference to the
8 purpose of the Section. Rather, the Court is guided by the ordinary meaning of the term “mixed-
9 use”, which is bolstered by the definition of “mixed-use” in the Venice Local Coastal Program
10 Land Use Plan (“Venice Coastal Land Use Plan”). The ordinary meaning of “mixed-use” would
11 logically imply a project which had differing uses—commercial, residential, and office uses.
12 The Venice Coastal Land Use Plan supports such ordinary meaning of the term “mixed-use”.
13 The Venice Coastal Specific Plan and the Venice Coastal Land Use Plan are, each, components
14 of the Local Coastal Program, which “consists of a local government’s [relevantly, Venice’s]
15 land use plans, zoning district maps, and other implementing actions which implement the
16 provisions and policies of the California Coastal Act at the local level.” (Resp. RJN, Ex. I at p.
17 006.) The Venice Coastal Land Use Plan defines “mixed use” as a development which “provides
18 an on-site mix of housing, retail, jobs, and recreation opportunities”. (Resp. RJN, Ex. I at p.
19 058.) Thus, pursuant to the ordinary meaning of “mixed-use”, as well as the corresponding
20 definition provided in the Venice Coastal Land Use Plan, the Court finds the term “mixed-use”
21 within Venice Coastal Specific Plan section 9(A)(1)(e)(4) is not ambiguous, and the purposes of
22 the Section need not be referenced. Accordingly, for the purposes of awarding the entitlement
23 contemplated within Venice Coastal Specific Plan section 9(A)(1)(e)(4) (i.e., consolidation of
24 two or more lots), City was merely required to find the Project contained a mix of housing, retail,
25 job, and recreational opportunities. The Court finds City’s award of an entitlement pursuant to
26 Venice Coastal Specific Plan section 9(A)(1)(e)(4) was not clearly erroneous as the Project
27 contains residential, office, and retail uses. Indeed, Petitioners do not dispute this fact—but
28 concede that the Project contains residential (i.e., four dwelling units), retail (i.e., spa and

1 restaurant), jobs (i.e., hotel, restaurant and spa employees), and recreational opportunities (i.e.,
2 outdoor, ground-level open space and a rooftop pool). (AR 2825.)

3 The Court finds similarly with respect to the language of Venice Coastal Specific Plan
4 section 11(B)(1). The language of this Section is, similarly, unambiguous and, therefore, the
5 legislative purpose need not be entertained. Venice Coastal Specific Plan section 11(B)(1)
6 provides a FAR of 1.5 to 1 where the uses of the development are “retail and/or office and
7 residential”. (Venice Coastal Specific Plan, § 11(B)(1).) The Court finds the City’s award of an
8 entitlement pursuant to Venice Coastal Specific Plan section 11(B)(1) was not clearly erroneous
9 as, stated above, as the Project contains residential, office, and retail uses.

10 Further, the Court takes issue with Petitioners’ secondary argument. Petitioners urge this
11 Court to find the statutory requirements which appear and are articulated within Los Angeles
12 Municipal Code sections 12.22.A.23, subdivision (d)(1) and 13.09 (i.e., requirement that
13 “residential” means “predominantly residential”) are, additionally applicable with respect to
14 Venice Coastal Specific Plan sections 9(A)(1)(e)(4) and 11(B)(1). However, the Court refrains
15 to read requirements into Venice Coastal Specific Plan sections 9(A)(1)(e)(4) and 11(B)(1)
16 which do not appear within the statutory text. To be sure, Venice Coastal Specific Plan sections
17 9(A)(1)(e)(4) and 11(B)(1) do not provide any conditional language with respect to the term
18 “residential”. The Court refuses to mandate requirements which do not appear within the plain
19 text of Venice Coastal Specific Plan sections 9(A)(1)(e)(4) and 11(B)(1).

20 Based on the foregoing, the Court finds City’s interpretation and application of Venice
21 Coastal Specific Plan sections 9(A)(1)(e)(4) and 11(B)(1) was not clearly erroneous.

22 Therefore, Petitioners’ Petition with respect to the First Cause of Action for Zoning
23 Violations is DENIED.

24 **B. Second Cause of Action for CEQA Violations**

25 Petitioners’ Second Cause of Action for CEQA Violations alleges City violated CEQA as
26 the Environmental Impact Report issued with respect to the Project did not disclose or analyze
27 the conflict and inconsistency between the Project’s awarded exemptions and entitlements, and
28 the Los Angeles Municipal Code and Venice Coastal Specific Plan.

1 Petitioners concede Petitioners' Second Cause of Action for CEQA Violations is
2 derivative of Petitioners' First Cause of Action for Zoning Violations, and, in order to succeed
3 upon Petitioners' Second Cause of Action for CEQA Violations, Petitioners must be successful
4 upon Petitioners' First Cause of Action for Zoning Violations. (RT 69:13-23.)

5 Here, as Petitioners' Petition for Writ of Mandate has been denied with respect to
6 Petitioners' First Cause of Action for Zoning Violations, the Court concludes similarly with
7 respect to Petitioners' Second Cause of Action for CEQA Violations.

8 **CONCLUSION**

9 Based on the foregoing, Petitioners' Writ of Mandate is DENIED, in full.
10 City shall give notice and prepare a judgment consistent with the court's decision.
11 IT IS SO ORDERED.

12
13 DATED: June 28, 2022

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16 _____
17 Joel L. Lofton
18 Judge of the Superior Court
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SUPERIOR COURT OF CALIFORNIA COUNTY OF LOS ANGELES	Reserved for Clerk's File Stamp
COURTHOUSE ADDRESS: Alhambra Courthouse 150 West Commonwealth Avenue, Alhambra, CA 91801	FILED Superior Court of California County of Los Angeles 07/22/2022
PLAINTIFF/PETITIONER: ALBA LUZ PRIVADO et al	Sherri R. Carter, Executive Officer / Clerk of Court By: <u>M. Vegerano-Nunez</u> Deputy
DEFENDANT/RESPONDENT: CITY OF LOS ANGELES	
CERTIFICATE OF MAILING	CASE NUMBER: 21STCP00177

I, the below-named Executive Officer/Clerk of the above-entitled court, do hereby certify that I am not a party to the cause herein, and that on this date I served the Minute Order (Court Order) of 07/22/2022, Statement of Decision upon each party or counsel named below by placing the document for collection and mailing so as to cause it to be deposited in the United States mail at the courthouse in Alhambra, California, one copy of the original filed/entered herein in a separate sealed envelope to each address as shown below with the postage thereon fully prepaid, in accordance with standard court practices.

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Sherri R. Carter, Executive Officer / Clerk of Court

Dated: 07/22/2022

By: M. Vegerano-Nunez
Deputy Clerk

CERTIFICATE OF MAILING

**SUPERIOR COURT OF CALIFORNIA
COUNTY OF LOS ANGELES**

NORTHEAST DISTRICT-ALHAMBRA COURTHOUSE
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IV. Mitigation Monitoring Program

1. Introduction

This Mitigation Monitoring Program (MMP) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a “reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” In addition, Section 15097(a) of the State CEQA Guidelines requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6 and Section 15097 of the CEQA Guidelines.

The City of Los Angeles is the Lead Agency for the Project and therefore is responsible for administering and implementing the MMP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation; however, until mitigation measures have been completed, the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

An Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the Project. The evaluation of the Project’s impacts in the EIR takes into consideration the project design features (PDF) and applies mitigation measures (MM) needed to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the PDFs and MMs identified for the Project.

2. Organization

As shown on the following pages, each identified project design feature and mitigation measure for the Project is listed and categorized by environmental impact area, with accompanying identification of the following:

- Enforcement Agency: the agency with the power to enforce the PDF or MM.
- Monitoring Agency: the agency to which reports involving feasibility, compliance, implementation, and development are made.
- Monitoring Phase: the phase of the Project during which the PDF or MM shall be monitored.
- Monitoring Frequency : the frequency at which the PDF or MM shall be monitored.
- Action Indicating Compliance: the action by which the Enforcement or Monitoring Agency indicates that compliance with the identified PDF or required MM has been implemented.

3. Administrative Procedures and Enforcement

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each PDF and MM and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

4. Program Modification

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the

PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

5. Mitigation Monitoring Program

a) Aesthetics

(1) Project Design Features

AES-PDF-1 The Project Applicant shall ensure through appropriate posting and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways and that such temporary barriers and walkways are free of trash, graffiti, peeling postings, and are of uniform paint color or graphic treatment throughout the construction period.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Filed inspection during construction

Action Indicating Compliance: Field inspection sign-off

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

b) Air Quality

(1) Project Design Features

Air-PDF-1 The construction contractor will coordinate with the administrator of the Westminster Elementary School to minimize student and staff exposure to air pollution during construction. The School will be provided with the name and phone number of one member of the construction team to act as the liaison. Control measures that may be enacted at the request of the School administrator to minimize pollutant exposure include but are not limited to:

- Watering beyond the requirements of South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust).

- Reduced earthwork activity during high wind conditions in the direction of Westminster Elementary School, which the SCAQMD defines as 25 miles per hour gusts.
- Maintaining construction equipment in accordance with manufacturer specifications. The contractor will keep documentation on-site demonstrating compliance.
- Turning off construction truck and vehicle engines when idling will exceed five minutes.

Enforcement Agency: South Coast Air Quality Management District

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Field inspection during construction

Action Indicating Compliance: Field inspection sign-off

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

c) Cultural Resources

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

CUL-MM-1 1. Recordation

Prior to the issuance of a demolition permit, a Historic American Building Survey (HABS) Level II report documenting the architectural and historical significance of 1047, 1047A, and 1047B S. Abbot Kinney Boulevard shall be prepared. One original copy of the report shall be assembled and distributed to the Southern California Information Center at California State University Fullerton, the Los Angeles Conservancy, the Los Angeles Central Library, and the City of Los Angeles Office of Historic Resources. Before submitting any documents, each repository must be contacted to ensure that they are willing and able to accept the items. The report shall be created by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards for

history or architectural history with demonstrated experience in creating HABS Level II documentation. The report shall include:

- a. A written report according to the HABS narrative format, which includes historical and descriptive information, index to photographs, and photo key plan.
- b. Duplicates of historic photographs, if available.
- c. Duplicates of original drawings, if available.
- d. Large format (4" x 5" or larger) black and white photographs based on HABS guidelines. The photographs shall be keyed to a site plan to show the location of each photograph taken. Views shall include the setting of the district and exterior views of at least half of the contributing buildings.

Enforcement Agency: City of Los Angeles Department of City Planning, Office of Historic Resources

Monitoring Agency: City of Los Angeles Department of City Planning, Office of Historic Resources

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, prior to issuance of demolition permit

Action Indicating Compliance: Submittal of compliance documentation

CUL-MM-2 2. Salvage and Reuse

The Project Applicant shall create a salvage and reuse plan identifying elements and materials that can be saved prior to the issuance of a demolition permit. The plan shall be prepared by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards for architectural history or historic architecture with demonstrated experience in developing salvage and reuse plans. The plan shall be submitted to the City of Los Angeles Office of Historic Resources. Elements and materials that may be salvageable include: decorative elements, framing members, light fixtures, plumbing fixtures, and flooring materials such as tiles and hardwood. The salvageable items shall be removed in the gentlest, least destructive manner possible. The plan shall identify an indoor, weather-controlled space where items can be stored. The Applicant shall identify individuals, organizations, or businesses interested in receiving salvageable items in consultation with the City of Los Angeles Office of Historic Resources.

Enforcement Agency: City of Los Angeles Department of City Planning, Office of Historic Resources

Monitoring Agency: City of Los Angeles Department of City Planning, Office of Historic Resources

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, prior to issuance of demolition permit

Action Indicating Compliance: Submittal of compliance documentation

CUL-MM-3 3. Relocation

Prior to obtaining a final certificate of occupancy, the Project Applicant shall make 1047, 1047A, and 1047B S. Abbot Kinney Boulevard available to third parties for relocation and/or salvage at no cost for the structures (the third party shall be responsible for costs associated with the relocation and/or salvage activities). No earlier than 90 days before the commencement of construction of the Project, the Project Applicant shall publicize the availability of these structures for relocation and/or salvage by publishing a notice in a newspaper of general circulation and by directly informing potentially interested parties. Any relocation and/or salvage activities undertaken by third parties shall be fully completed prior to the commencement of Project construction.

Enforcement Agency: City of Los Angeles Department of City Planning, Office of Historic Resources

Monitoring Agency: City of Los Angeles Department of City Planning, Office of Historic Resources

Monitoring Phase: Pre-operation

Monitoring Frequency: Once, prior to issuance of final certificate of occupancy

Action Indicating Compliance: Submittal of compliance documentation

d) Geology and Soils

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

e) Greenhouse Gas Emissions

(1) Project Design Features

GHG-PDF-1 The project shall include at least twenty (20) percent of the total code required parking spaces provided for all types of parking facilities, but in no case less than one location, shall be capable of supporting future electric vehicle supply

equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating capacity. Of the 20 percent EV Ready, five (5) percent of the total code required parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the 20 or 5 percent results in a fractional space, round up to the next whole number. A label stating “EVCAPABLE” shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check; once during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

GHG-PDF-2 The design of the new buildings shall incorporate features to be capable of achieving at least a Silver certification under the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED®) or equivalent. Such LEED features shall include energy-efficient buildings, a pedestrian and bicycle-friendly site design, and water conservation measures, among others.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check; once during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

f) Hazard and Hazardous Materials

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

g) Land Use Planning

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

h) Noise

(1) Project Design Features

PDF-NOI-1 Outdoor amplified sounds systems shall be designed as to not exceed a maximum noise level of 64 dBA Leq. A noise consultant shall provide written documentation that the design of the system complies with these maximum noise levels.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; Pre-operation

Monitoring Frequency: Once at plan check; Once, prior to issuance of final certificate of occupancy

Action Indicating Compliance: Plan approval and issuance of applicable building permit, issuance of certificate of occupancy

PDF NOI-2 Non-squeal paving finishes (i.e. paving finishes that are not smooth, often referred to as “broom finishes”) shall be used within the Project’s valet parking area.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodically during construction

Action Indicating Compliance: Field inspection sign-off

PDF-NOI-3 The central courtyard area would accommodate up to 200 individuals and permit non-amplified music. The courtyard operating hours will be from 7:00 a.m. to 1:00 a.m.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-operation

Monitoring Frequency: Once, prior to issuance of final certificate of occupancy

Action Indicating Compliance: Submittal of compliance documentation

(2) Mitigation Measures

NOI-MM-1 Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodically during construction

Action Indicating Compliance: Field inspection sign-off

NOI-MM-2 Project construction shall not include the use of driven (impact) pile systems.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodically during construction

Action Indicating Compliance: Field inspection sign-off

NOI-MM-3 Grading and construction contractors shall use rubber-tired equipment rather than metal-tracked equipment.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodically during construction

Action Indicating Compliance: Field inspection sign-off

NOI-MM-4 When possible, the construction contractor shall use on-site electrical or solar sources to power equipment rather than diesel generators. Solar generator and electric generator equipment shall be located as far away from sensitive uses as possible.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodically during construction

Action Indicating Compliance: Field inspection sign-off

NOI-MM-5 Noise and vibration construction activities whose specific location on the project site may be flexible (e.g., operation of compressors and generators) shall be conducted as far away as possible from the nearest sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses. The construction contractor shall locate construction staging areas away from noise-sensitive uses.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodically during construction

Action Indicating Compliance: Field inspection sign-off

NOI-MM-6 Barriers, such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected around the project site to minimize the amount of noise during construction on the nearby noise-sensitive uses located offsite. These barriers shall be capable of reducing noise levels by at least 10 dBA.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodically during construction

Action Indicating Compliance: Field inspection sign-off

NOI-MM-7 Flexible sound control curtains shall be placed around jackhammers, drilling apparatuses, and drill rigs used within the project site to the extent feasible. These sound curtains shall be capable of reducing noise levels by at least 10 dBA.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodically during construction

Action Indicating Compliance: Field inspection sign-off

NOI-MM-8 A “noise disturbance coordinator” shall be established. The disturbance coordinator shall be responsible for responding to local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodically during construction

Action Indicating Compliance: Field inspection sign-off

NOI-MM-9 Haul routes shall be located on major arterial roads within nonresidential areas. If not feasible, haul routes shall be reviewed and approved by Los Angeles Department of Transportation before the haul route can be located on arterial roads in residential areas.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Pre-construction

Monitoring Frequency: Once at plan check; Once, prior to issuance of final certificate of occupancy

Action Indicating Compliance: Plan approval and issuance of applicable building permit

NOI-MM-10 Construction supervisors shall be informed of project-specific noise requirements, noise issues for sensitive land uses adjacent to the construction site, and/or equipment operations to ensure compliance with the required regulations, best practices, and other restrictions placed on the Project to conform with the required mitigation measures.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodically during construction

Action Indicating Compliance: Field inspection sign-off

NOI-MM-11 Prior to initiating construction activity, the construction contractor shall coordinate with the site administrator for the Westminster Avenue Elementary School to discuss construction activities that generate high noise levels. The School shall be provided with the name and phone number of one member of the construction team to act as the liaison. Coordination between the site administrator and the construction contractor shall continue on an as-needed basis throughout the construction phase of the project to mitigate potential disruption of classroom activities. Should the administrator indicate that the school is being impacted by noise issues during construction, the contractor shall implement additional control measures that may include but are not limited to:

- Ceasing disruptive construction activities during noise-sensitive school activities (e.g., state testing and graduation ceremonies).
- Improving noise barriers with additional acoustical materials or other methods, as reasonable and practical.
- Temporarily shifting the disruptive activity to an area of the project site that would not result in disruption until the termination of the special event.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodically during construction

Action Indicating Compliance: Field inspection sign-off

NOI-MM-12 Non-amplified music and live entertainment on roof decks shall be positioned on the south side of the decks. The location shall be as far as possible from residences on Electric Avenue.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodically during construction

Action Indicating Compliance: Field inspection sign-off

NOI-MM-13 Prior to commencement of construction activity, a qualified structural engineer shall survey the existing foundation and other structural aspects of adjacent commercial buildings located on the same block as the Project. The qualified structural engineer shall hold a valid license to practice structural engineering in the State of California. The qualified structural engineer shall submit a pre-construction survey letter establishing baseline conditions. These baseline conditions shall be forwarded to the lead agency and to the mitigation monitor prior to issuance of any foundation only or building permit for the Project. At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-on letter describing damage, if any, to adjacent buildings. The letter shall include recommendations for any repair, as may be necessary. Repairs shall be undertaken prior to issuance of any temporary or permanent certificate of occupancy for the new building.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodically during construction

Action Indicating Compliance: Field inspection sign-off

i) Population and Housing

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

j) Public Services

(1) Project Design Features

POL-PDF-1 Prior to the issuance of a grading permit and prior to the issuance of a certificate of occupancy, the Project Applicant or its successor will submit a diagram of the Project Site to the LAPD Pacific Division Commanding Officer that includes access routes and any additional information that might facilitate police response.

Enforcement Agency: City of Los Angeles Police Department, City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Police Department, City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-operation

Monitoring Frequency: Once prior to the issuance of Certificate of Occupancy

Action Indicating Compliance: Submittal of compliance documentation and subsequent issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

k) Transportation

(1) Project Design Features

TRANS-PDF-1 Construction Management Plan

Prior to the start of construction, the Project Applicant will prepare a Construction Management Plan (CMP) and submit it to LADOT for review and approval. The CMP shall include a Worksite Traffic Control Plan to facilitate vehicle and pedestrian movement, and minimize potential conflicts between construction activities, vehicle traffic, bicyclists and pedestrians. The CMP and Worksite Traffic Control Plan will include, but not be limited to the following measures:

- Maintain access for land uses in the vicinity of the Project Site during construction;
- Control truck and vehicle access to the Project Site with flagmen;

- Prepare a haul truck route program that specifies the construction truck routes to and from the Project Site;
- Schedule construction activities to reduce the effect on traffic flow on arterial streets;
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers.
- Schedule construction-related deliveries other than concrete and earthwork-related deliveries, to reduce travel during peak travel periods.
- No bus stops would be relocated and no bus lines would be rerouted due to Project construction.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check prior to issuance of grading or building permit; once during field inspection

Action Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

TRANS-PDF-2 Transportation Demand Management (TDM) Program

The Project Applicant will prepare and implement a TDM Program that includes strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips. As appropriate, these measures would be designed to provide incentives for use of transit and rideshare, to reduce the number of vehicle trips, and facilitate LADOT's First and Last Mile Program. The TDM Program will be subject to review and approval by the Department of City Planning and LADOT. The TDM Program strategies could include the following:

- Implementing vehicle trip reduction incentives and services;
- Providing on-site education on alternative transportation modes;
- Implementing flexible/alternative work schedules and telecommuting programs;
- Providing bicycle amenities such as bicycle racks and lockers for employees;
- Providing subsidized transit passes;
- Providing bicycles for patrons and employees to use;

- Providing airport shuttle for patrons;
- Providing on-site facilities to encourage use of alternative forms of transportation; and
- Providing a pick-up/drop-off area for taxis and shared-ride services.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check prior to issuance of grading or building permit; once during field inspection

Action Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

TRANS-PDF-3 Loading Zone Operational Hours

The Project loading zone will only be operated Monday through Friday, 7:00 AM to 6:00 PM; Saturday, 10:00 AM to 4:00 PM; except as follows: There shall be no deliveries 45 minutes prior to Westminster Elementary School commencement time and 15 minutes after school commencement time. No deliveries will be permitted until one hour after the end of Westminster Elementary School's school day. No deliveries on Sunday will require the use of the loading zone.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check prior to issuance of grading or building permit; once during field inspection

Action Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

TRANS-PDF-4 On-street Loading Zone

The Project includes the installation of a loading zone on Broadway, adjacent to the Project Site. The installation of on-street loading zone shall require the review and approval by LADOT's Western District Office. Since the Project is located within the California's Coastal Zone, an establishment of on-street loading zone would also require the approval by the California Coastal Commission.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check prior to issuance of grading or building permit; once during field inspection

Action Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

TRANS-PDF-5 Circulation and Access

Install signage to prohibit U-turn movements westbound on Abbot Kinney Boulevard at Broadway.

Install curb extensions or bulbouts at the street corners along Abbot Kinney Boulevard, immediately to the east and west of Broadway. The curb extensions would reduce the pedestrian crossing distance on Abbot Kinney Boulevard, as well as provide narrower travel lanes to potentially reduce speeds along this roadway.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check prior to issuance of grading or building permit; once during field inspection

Action Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

TRANS-PDF-6 Valet Operations

Staff will be present at the inbound driveway to the Main Valet Area at all times, to divert vehicles as needed to the Secondary Valet Area at the south side of the site. The Secondary Valet Area will be staff at 5 PM everyday. Staff at both locations will be able to communicate instantaneously via wireless communication, to enable quick rerouting of inbound vehicles.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Operation

Monitoring Frequency: Once during field inspection

Action Indicating Compliance: Field inspection sign-off

TRANS-PDF-7 Construction Activity Near Westminster Elementary School

- The Project Applicant will maintain ongoing contact with the Westminster Elementary School administration. The school's administrative offices will be notified prior to the start of the Project's construction activities. The Project Applicant will obtain walk and bus routes to the schools from either the school's administration or from the Los Angeles Unified School District's Transportation Branch (213) 580-2950 and if necessary, install temporary barriers and signage to ensure access to the school's walk and bus routes are maintained.
- The Project Applicant will install appropriate traffic signs (e.g., "sidewalk closed") around the site to ensure pedestrian and vehicle safety.
- The Project Applicant will maintain safe and convenient pedestrian routes to Westminster Elementary School. Crossing guards and/or flag men will be provided at the Project Applicant's expense as needed to ensure safe passage.
- Barriers and/or fencing will be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.
- The Project Applicant will provide security patrols to minimize trespassing, vandalism, and short-cut attractions.
- When Westminster Elementary School is in session there will be no staging or parking of construction vehicles, including vehicles to transport workers, on the south side of Abbot Kinney Boulevard, between Broadway and Westminster Avenue.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check prior to issuance of grading or building permit; once during field inspection

Action Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

TRANS-PDF-8 Schools affected by Haul Route

- The Los Angeles Department of Building and Safety (LADBS) will assign specific haul route hours of operation based upon Westminster Avenue Elementary School hours of operation.

- Haul route scheduling will be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks will not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check prior to issuance of grading or building permit; once during field inspection

Action Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

TRANS-PDF-9 Automated Parking

The three lifts in the Main Valet Area will have a total minimum service rate of 80 vehicles per hour (combined input and output) (approximately 27 per hour per lift).

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Operation

Monitoring Frequency: Once during field inspection

Action Indicating Compliance: Field inspection sign-off

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

I) Tribal Cultural Resources

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

TRIBAL-MM-1 Prior to commencing any ground disturbance activities including excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting,

stripping topsoil or a similar activity at the project site, the Applicant, or its successor, shall retain and pay for archeological monitors, determined by the City's Office of Historic Resources to be qualified to identify subsurface tribal cultural resources. The archeological monitors shall observe all ground disturbance activities on the project site beneath the disturbed alluvial soils/fill at all times the ground disturbance activities beneath the disturbed alluvial soils/fill are taking place. If ground disturbance activities beneath the disturbed alluvial soils/fill are simultaneously occurring at multiple locations on the project site, an archeological monitor shall be assigned to each location where the ground disturbance activities are occurring.

Prior to the commencement of any ground disturbance activities at the project site, the Applicant, or its successor, shall notify any California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project that ground disturbance activities, beneath the disturbed alluvial soils/fill, are about to commence and invite the tribes to observe the ground disturbance activities, beneath the disturbed alluvial soils/fill, if the tribes wish to monitor.

In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by the qualified archeologist, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities, beneath the disturbed alluvial soils/fill, and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning, Office of Historic Resources.
2. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
3. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the Applicant, or its successor, reasonably concludes that the tribe's recommendations are reasonable and feasible.

4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation.

5. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the Applicant, or its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may (1) require the recommendation be implemented as originally proposed by the archaeologist; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate any significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation.

6. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by a qualified archaeologist and determined to be reasonable and appropriate.

7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 5 above.

8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.

9. Notwithstanding paragraph 8 above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and shall comply with the City's AB 52 Confidentiality Protocols.

Enforcement Agency: City of Los Angeles Department of City Planning

Monitoring Agency: City of Los Angeles Department of City Planning

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, prior to construction

Action Indicating Compliance: Submittal of compliance documentation prepared by certified archaeologist

m) Utilities and Service Systems

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

n) Energy Conservation

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

LOT CONSOLIDATION

- Q. **Lot Consolidation.** Lot consolidation occurs when: (1) one or more structures are built over a lot line that divided two existing lots; or (2) a lot line is abandoned, a lot line is adjusted, lots are merged, or other action is taken by the City, for the purpose of allowing a structure to be built extending over what were previously two or more separate lots.

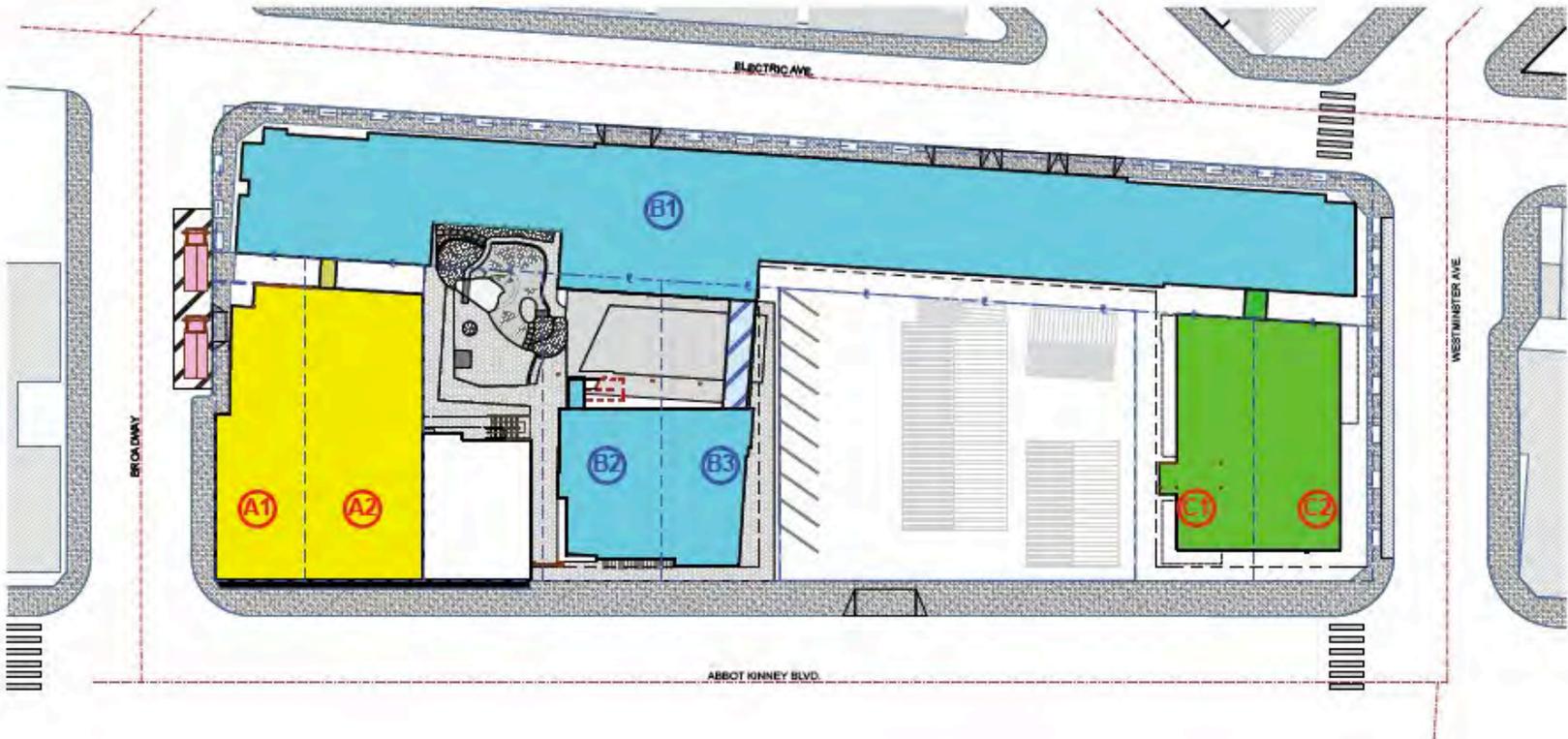


Existing Development





- LOT CONSOLIDATIONS ON ELECTRIC AVE.
- LOT CONSOLIDATIONS ON ABBOT KINNEY
- THE ELECTRIC
- THE WESTMINSTER
- THE BROADWAY



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VENICE PLACE PROJECT
 1033 ABBOT KINNEY BLVD., VENICE, CA 90291

CASE#: ZA-2012-3354-CUB-CU-CDP-MEL-WDI-SPP-SPR

OWNER/APPLICANT:
 WYNKOOP PROPERTIES, LLC

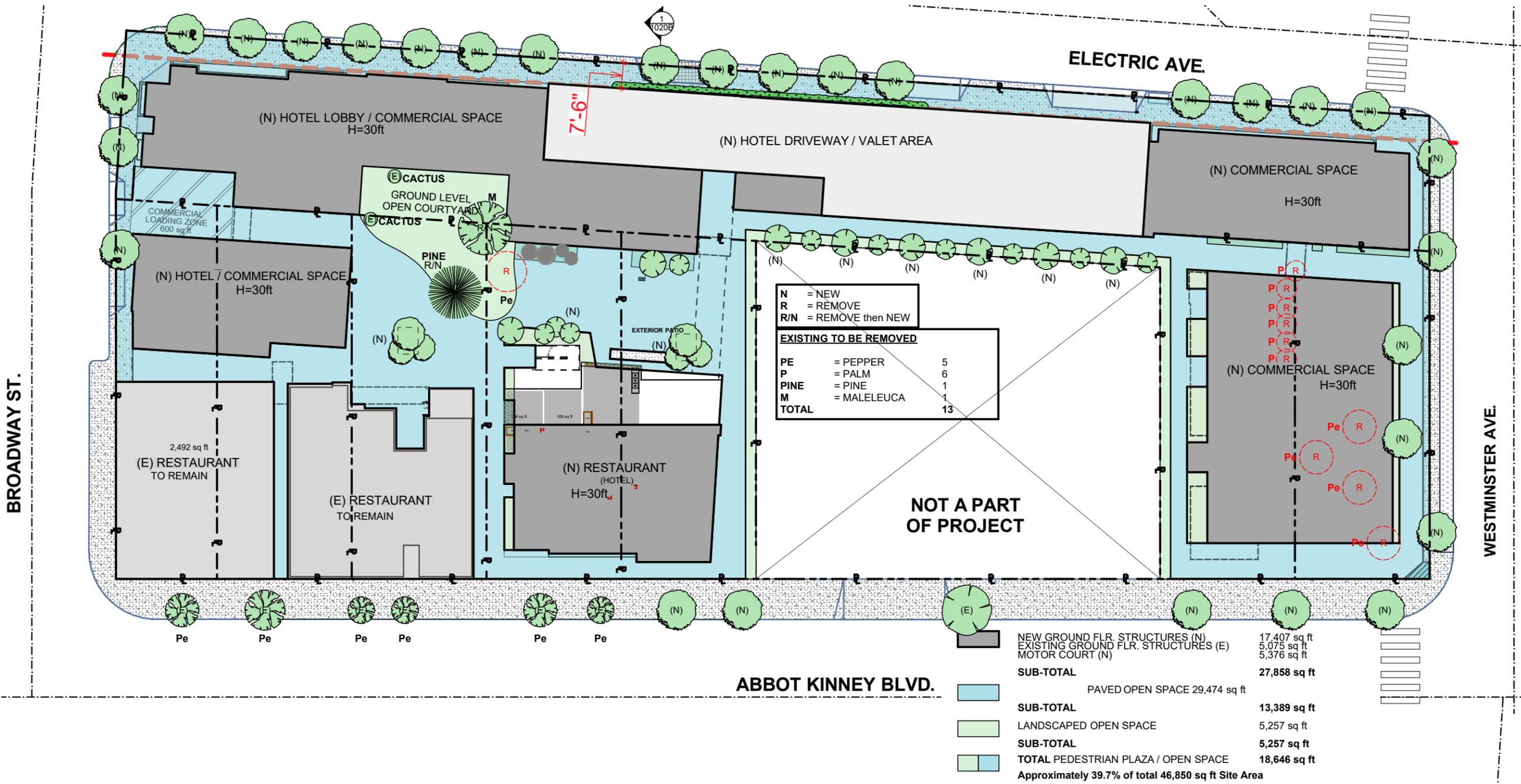
SHEET TITLE:
OPEN SPACE PLAN

PROJECT NO:
 1111D

PRINT DATE:
 3/12/2021

SHEET NO:
1011

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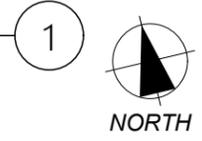


N	= NEW	
R	= REMOVE	
R/N	= REMOVE then NEW	
EXISTING TO BE REMOVED		
PE	= PEPPER	5
P	= PALM	6
PINE	= PINE	1
M	= MALELEUCA	1
TOTAL		13

NEW GROUND FLR. STRUCTURES (N)	17,407 sq ft
EXISTING GROUND FLR. STRUCTURES (E)	5,075 sq ft
MOTOR COURT (N)	5,376 sq ft
SUB-TOTAL	27,858 sq ft
PAVED OPEN SPACE	29,474 sq ft
SUB-TOTAL	13,389 sq ft
LANDSCAPED OPEN SPACE	5,257 sq ft
SUB-TOTAL	5,257 sq ft
TOTAL PEDESTRIAN PLAZA / OPEN SPACE	18,646 sq ft
Approximately 39.7% of total 46,850 sq ft Site Area	

OPEN SPACE PLAN

SCALE: 1/32" = 1'-0"
 0 16' 32' 64'



BROADWAY ST.

ABBOT KINNEY BLVD.

ELECTRIC AVE.

WESTMINSTER AVE.

Mass and Scale - Electric



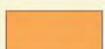
Mass and Scale – Abbot Kinney

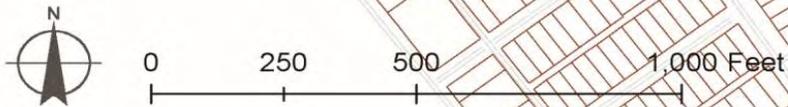


Building Heights Within 1000' of The Venice Place Project

THE VENICE PLACE PROJECT

Building Height (ft)

	29.5 - 46.8
	23.2 - 29.4
	17.7 - 23.1
	0.1 - 17.6
	0.0



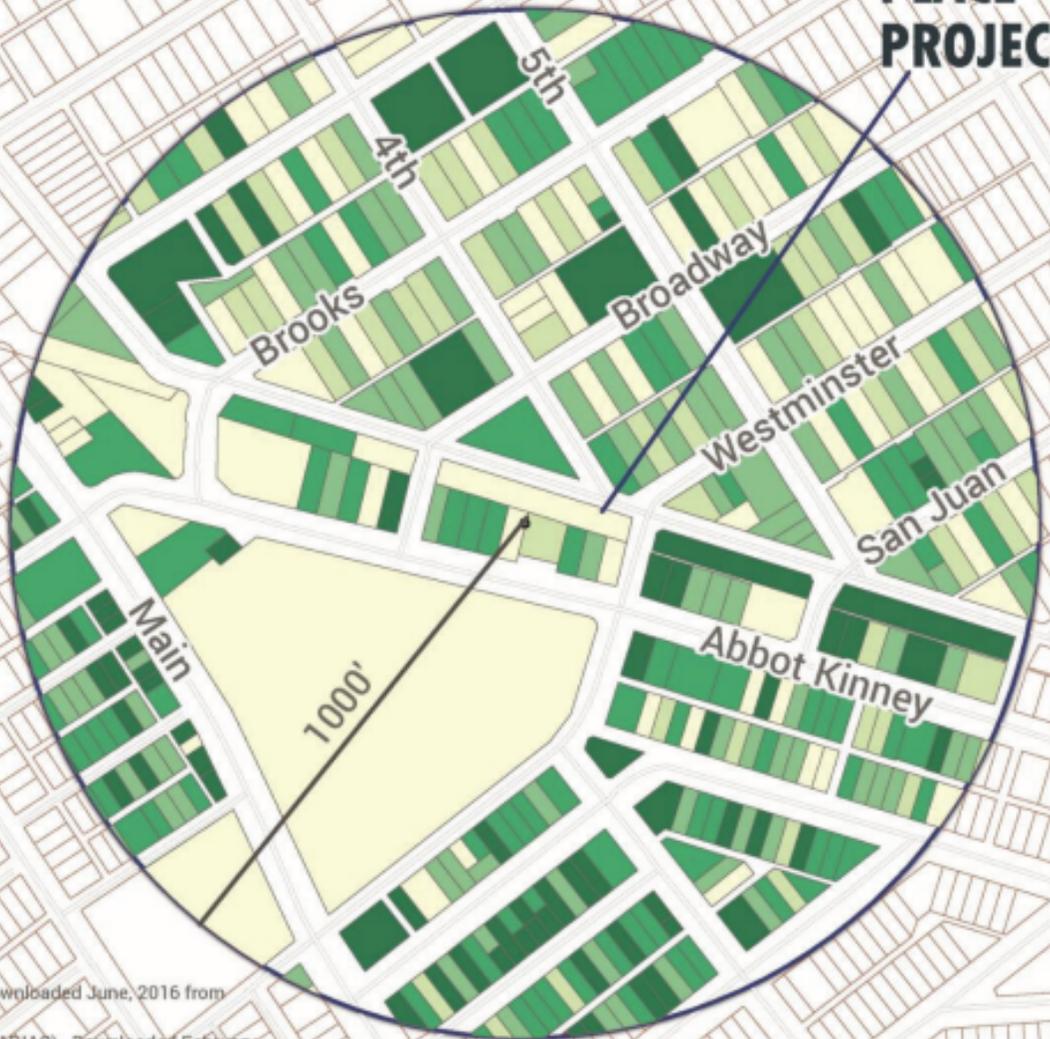
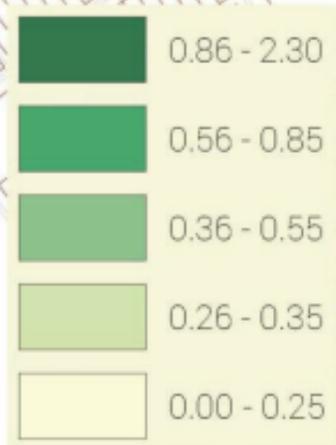
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Assessor Parcels-2015 Tax Roll. Los Angeles County Office of the Tax Assessor. Downloaded June, 2016 from <http://egis3.lacounty.gov/dataportal/>
Building Outlines-2014. The Los Angeles Region Imagery Acquisition Consortium (LARAC). Downloaded February, 2015 from <http://egis3.lacounty.gov/dataportal/lariac/>
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Floor Area Ratio Within 1000' of The Venice Place Project

**THE
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Sources
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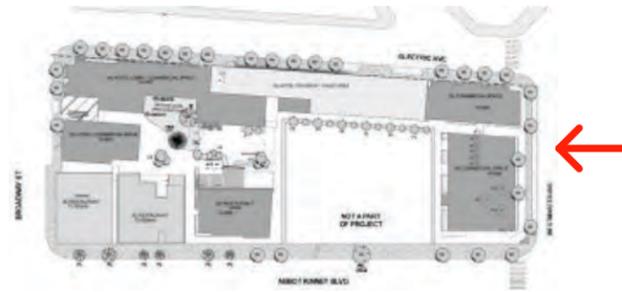
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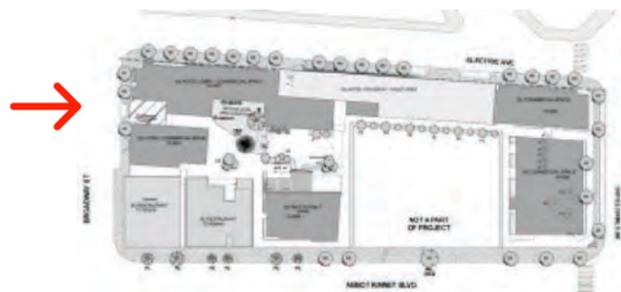
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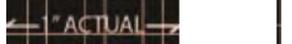
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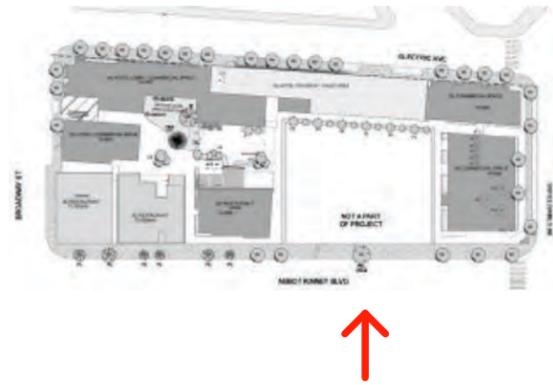
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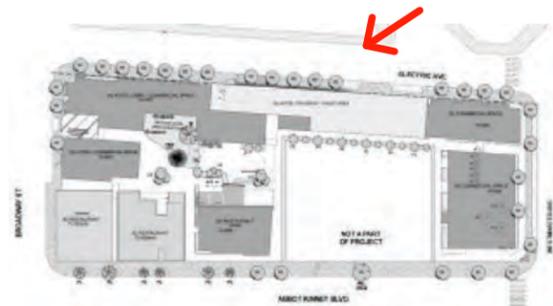


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ABBOT KINNEY STREET VIEW - SOUTH

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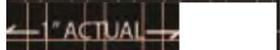
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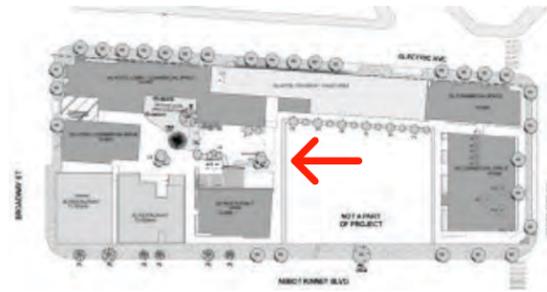
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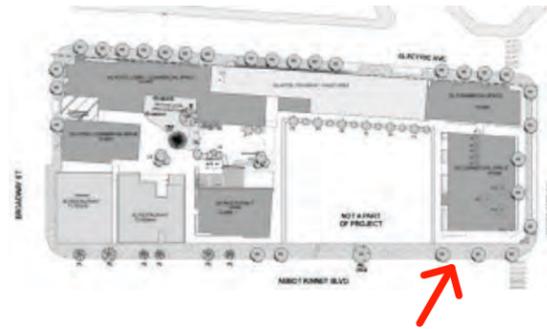




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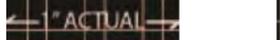
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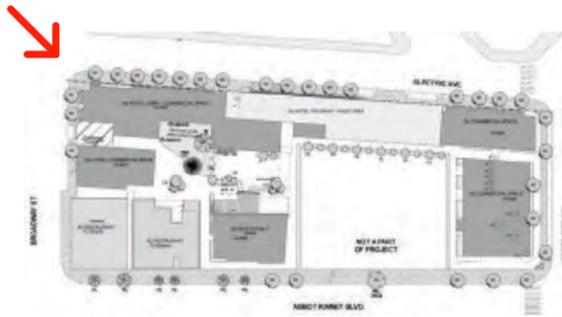
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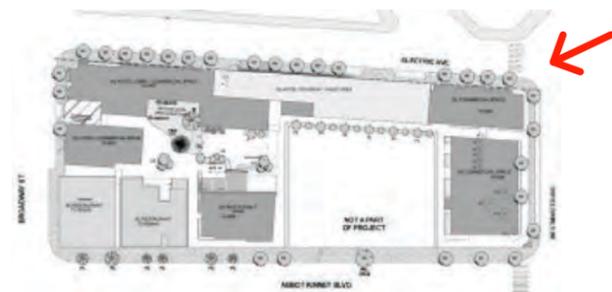


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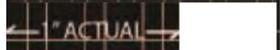
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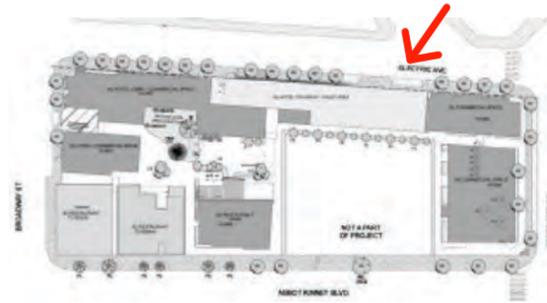
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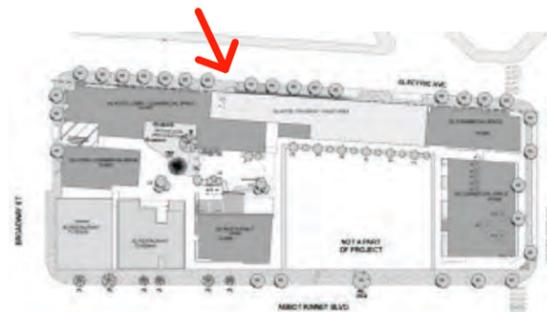


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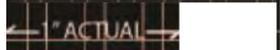
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1000 Block of S. Abbot Kinney Boulevard Los Angeles, California



Historical Resource Technical Report

Prepared by:

CONSULTING

G P A

August 2018



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EXECUTIVE SUMMARY

The purpose of this report was to determine if a proposed project (the Project) in the Venice Community Plan Area of the City of Los Angeles would impact any historical resources subject to the California Environmental Quality Act (CEQA). The Project involves eight parcels located on the block bounded by S. Electric Avenue on the north, S. Abbot Kinney Boulevard on the south, E. Broadway Street on the west, and E. Westminster Avenue on the east. The Project site is composed of nine buildings at 1021–1031 and 1047 S. Abbot Kinney Boulevard, two undeveloped lots at 1033 and 1051 S. Abbot Kinney Boulevard, and a former railroad right-of-way now used as a surface parking lot along S. Electric Avenue. The Project involves demolishing five of the nine existing buildings and constructing four new three-story mixed-used buildings with subterranean parking.

GPA Consulting (GPA) was retained to identify historical resources on and in the vicinity of the Project site, to assess any potential impacts the Project may have on identified historical resources, and to recommend mitigation measures as appropriate. As the Project involves new construction, GPA established a study area to account for impacts on historical resources identified in the vicinity. The study area includes the Project site as well as parcels or portions of parcels to the north, south, east, and west within approximately 100 feet of the Project site. There are two potential historical resources, the Charles H. Whittlesley Residence (1030 S. 4th Avenue) and 1100 S. Abbot Kinney Boulevard, and a portion of the Abbot Kinney Boulevard Commercial Planning District within the study area.

The nine existing buildings on the Project site are not currently listed under national, state, or local landmark or historic district programs, nor has SurveyLA, the citywide historic resource survey of Los Angeles, identified them as potential historical resources. The buildings were identified as being located within the potential historical resource listed as Abbot Kinney Boulevard between Venice Boulevard and Brooks Avenue in the Venice Land Use Plan (adopted 2001). Given the fact that the buildings on the Project Site were previously identified as part of a potential historical resource in the Venice Land Use Plan and are all over 45 years of age, GPA evaluated these buildings for national, state, and local landmark designation.

After careful inspection, investigation, and evaluation, GPA concluded that six of the nine buildings on the Project site are not eligible for individual listing in the National Register of Historic Places (National Register) and/or California Register of Historical Resources (California Register), and are not eligible for designation as Los Angeles Historic-Cultural Monuments (HCM) due to a lack of integrity. Three buildings, 1047, 1047A, and 1047B S. Abbot Kinney Boulevard, appear eligible for designation as HCMs under Criterion 1. GPA also concluded that none of the buildings on the Project site are contributors to a potential historic district under the federal, state, or local designation programs.

The Project proposes to demolish 1047, 1047A, and 1047B S. Abbot Kinney Boulevard. Because these buildings appear to be eligible for local designation and are therefore historical resources under CEQA, the Project would have a direct impact on historical resources.

The potential for indirect and cumulative impacts from the Project were also considered. The Project would have no impact on the two historical resources in the study area. The new building would introduce a new visual element to the immediate surroundings of these historical resources; however, the Project would not result in a substantial adverse change to their integrity to the degree that they would no longer be eligible for listing as historical resources defined by



CEQA. The Project would have a cumulative impact on the environment as a result of the demolition of 1047, 1047A, and 1047B S. Abbot Kinney Boulevard because they are rare examples of early residential development on Abbot Kinney Boulevard, of which only six other examples remain.

Although mitigation measures are recommended, the only way of avoiding the direct and cumulative impact resulting from the demolition of 1047, 1047A, and 1047B S. Abbot Kinney Boulevard would be for the Project to preserve these buildings.

1. INTRODUCTION

1.1 Purpose and Qualifications

The purpose of this report is to analyze whether or not a proposed project (the Project) in the Venice Community Plan Area of the City of Los Angeles would impact any historical resources subject to the California Environmental Quality Act (CEQA). The Project involves eight parcels located on the block bounded by S. Electric Avenue on the north, S. Abbot Kinney Boulevard on the south, E. Broadway Street on the west, and E. Westminster Avenue on the east (see Figure 1). The Project site is composed of nine buildings at 1021–1031 and 1047 S. Abbot Kinney Boulevard, two undeveloped lots at 1033 and 1051 S. Abbot Kinney Boulevard, and a former railroad right-of-way now used as a surface parking lot along S. Electric Avenue. The Project involves demolishing five of the nine existing buildings and constructing four new three-story mixed-used buildings with subterranean parking.

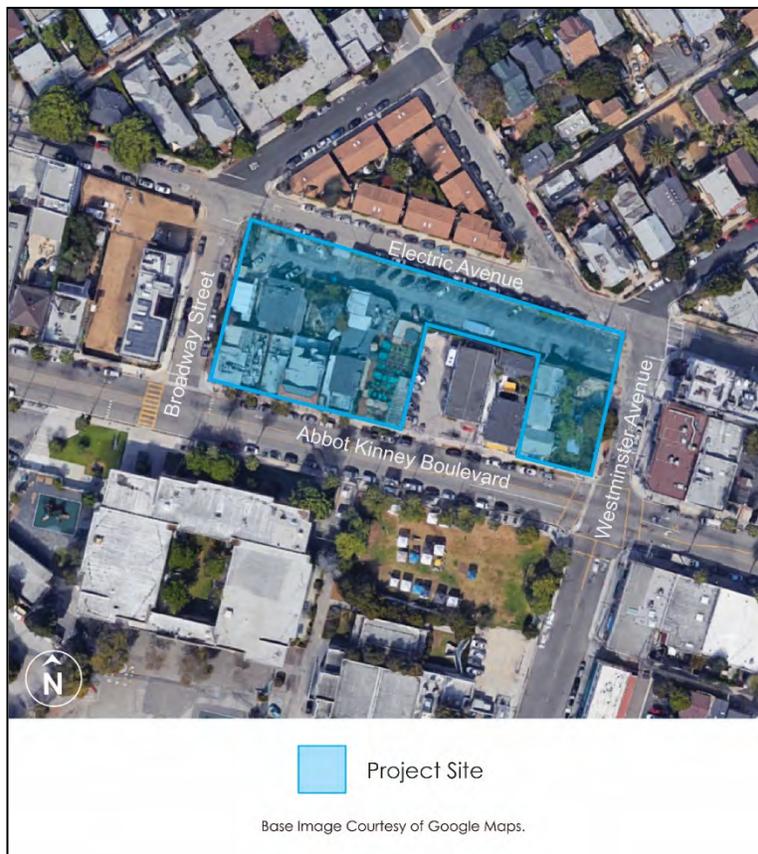


Figure 1: Location of Project site

GPA Consulting (GPA) was retained to identify historical resources on and in the vicinity of the Project site, to assess any potential impacts the Project may have on the identified historical resources, and to recommend mitigation measures, as warranted, for compliance with (CEQA). Emily Rinaldi was responsible for the preparation of this report. She fulfills the qualifications for a historic preservation professional outlined in Title 36 of the Code of Federal Regulations, Part 61. Her résumé is attached in Appendix A.

1.2 Methodology

To identify historical resources and assess potential Project impacts, GPA performed the following tasks:

1. Conducted a field inspection of the Project site and vicinity to determine the scope of the study. As the Project involves new construction, the study area was identified as the Project site and adjacent parcels or portions of parcels to the north, south, east, and west within approximately 100 feet of the Project site (see Figure 2). This study area was established to account for potential impacts on historical resources in the vicinity. Parcels beyond this study area were not included because the Project would have no potential to directly or indirectly impact the buildings on these distant parcels or their surrounding setting. The buildings and streets immediately surrounding the Project site create a geographic and visual separation between the parcels beyond the study area and the Project site. The Project site therefore cannot be reasonably considered part of the environmental setting of historical resources beyond the study area due to this intervening space.

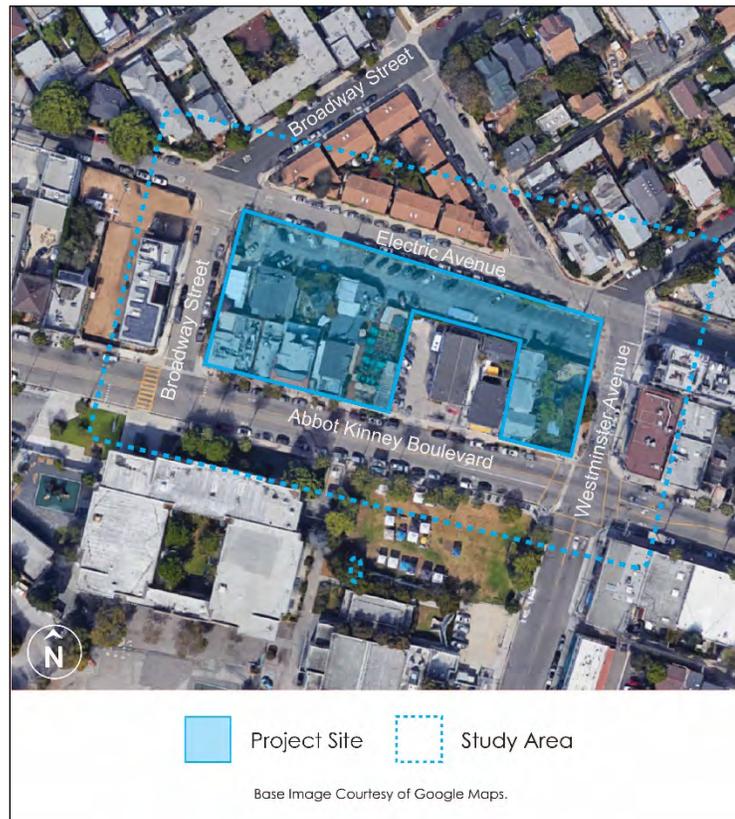


Figure 2: Project site and study area

2. Reviewed the results from a records search conducted by W.H. Bonner Associates at the South Central Coastal Information Center on December 19, 2016 to determine whether or not the Project site contains any properties that are currently listed as landmarks under national, state, or local programs and whether or not any properties have been previously identified or evaluated as historical resources. This involved a review of the California Historical Resources Inventory System (CHRIS), which includes data on



properties listed and determined eligible for listing in the National Register of Historic Places, listed and determined eligible for listing in the California Register of Historical Resources, California Registered Historical Landmarks, Points of Historical Interest, as well as properties that have been evaluated in historic resources surveys and other planning activities. This research revealed that there are no buildings on the Project site included in CHRIS.

3. Consulted the Los Angeles Historic Resources Inventory website, HistoricPlacesLA.org, to determine if any properties within the study area are designated Los Angeles Historic-Cultural Monuments (HCM) or Historic Preservation Overlay Zones (HPOZ). This research revealed there are no HCMs or HPOZs located in the study area.
4. Consulted the findings for the Venice Community Plan Area of SurveyLA, the citywide historic resources survey of Los Angeles, to determine if any properties within the study area were identified as potential historical resources. Two buildings were identified as appearing eligible for national, state, and local designation. A portion of the study area was also identified as being within the boundaries of the Abbot Kinney Boulevard Commercial Planning District. A description of these potential historical resources in the study area and planning district can be found in Section 5.1.
5. Determined that all of the buildings on the Project site should be evaluated as potential historical resources because they were previously identified in the Venice Land Use Plan (adopted 2001) and are all over 45 years of age. The Venice Land Use Plan identifies Abbot Kinney Boulevard between Venice Boulevard and Brooks Avenue as a potential historical resource.¹
6. Assessed the general condition and physical integrity of the buildings on the Project site during the field inspection. Digital photographs of the buildings were also taken during the field inspection.
7. Conducted research into the history of the Project site and buildings thereon. Dates of construction were obtained from the Los Angeles County Office of the Assessor and subsequent alterations were determined by the building permit records. Additional sources, such as city directories, newspaper articles, and historic maps, were consulted. Research at the Los Angeles County Hall of Records was also attempted; however, the map books for the Project site could not be pulled due to an error with the Assessor map.
8. Consulted the Context/Theme/Property Type (CTP) eligibility standards formulated for the *Los Angeles Citywide Historic Context Statement* to identify the appropriate CTPs under which to evaluate the buildings.
9. Reviewed and analyzed ordinances, statutes, regulations, bulletins, and technical materials relating to federal, state, and local historic preservation designations, and assessment processes and programs to evaluate the significance and integrity of the buildings as a potential historical resource.
10. Reviewed and analyzed the conceptual plans and related documents to determine if the Project would have an indirect impact on the identified historical resources as defined by CEQA (see Appendix D for the Entitlement Submittal).

¹ *Venice Land Use Plan* (Los Angeles: City of Los Angeles, June 14, 2001), II-28.



2. REGULATORY FRAMEWORK

Generally, a lead agency must consider a property a historical resource under CEQA if it is eligible for listing in the California Register of Historical Resources (California Register). The California Register is modeled after the National Register of Historic Places (National Register). Furthermore, a property is presumed to be historically significant if it is listed in a local register of historical resources or has been identified as historically significant in a historic resources survey (provided certain criteria and requirements are satisfied) unless a preponderance of evidence demonstrates that the property is not historically or culturally significant.² The National Register, California Register, and local designation programs are discussed below.

2.1 National Register of Historic Places

The National Register is "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment."³

Criteria

To be eligible for listing in the National Register, a property must be at least 50 years of age (unless the property is of "exceptional importance") and possess significance in American history and culture, architecture, or archaeology. A property of potential significance must meet one or more of the following four established criteria: ⁴

- A. Associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Yield, or may be likely to yield, information important in prehistory or history.

Context

To be eligible for listing in the National Register, a property must be significant within a historic context. *National Register Bulletin #15* states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are "those patterns, themes, or trends in history by which a specific...property or site is understood and its meaning...is made clear."⁵ A property must represent an important aspect of the area's history or prehistory and possess the requisite integrity to qualify for the National Register.

² Public Resources Code §5024.1 and 14 California Code of Regulations §4850 & §15064.5(a)(2).

³ Title 36 Code of Federal Regulations Part 60.2.

⁴ Title 36 Code of Federal Regulations Part 60.4.

⁵ *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: National Park Service, Department of the Interior, 1997), 7-8.



Integrity

In addition to possessing significance within a historic context, to be eligible for listing in the National Register a property must have integrity. Integrity is defined in *National Register Bulletin #15* as "the ability of a property to convey its significance."⁶ Within the concept of integrity, the National Register recognizes the following seven aspects or qualities that in various combinations define integrity: feeling, association, workmanship, location, design, setting, and materials. Integrity is based on significance: why, where, and when a property is important. Thus, the significance of the property must be fully established before the integrity is analyzed.

Historic Districts

The National Register includes significant properties, which are classified as buildings, sites, districts, structures, or objects. A historic district "derives its importance from being a unified entity, even though it is often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related properties."⁷

A district is defined as a geographically definable area of land containing a significant concentration of buildings, sites, structures, or objects united by past events or aesthetically by plan or physical development.⁸ A district's significance and historic integrity should help determine the boundaries. Other factors include:

- Visual barriers that mark a change in the historic character of the area or that break the continuity of the district, such as new construction, highways, or development of a different character;
- Visual changes in the character of the area due to different architectural styles, types, or periods, or to a decline in the concentration of contributing resources;
- Boundaries at a specific time in history, such as the original city limits or the legally recorded boundaries of a housing subdivision, estate, or ranch; and
- Clearly differentiated patterns of historical development, such as commercial versus residential or industrial.⁹

Within historic districts, properties are identified as contributing and noncontributing. A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archeological values for which a district is significant because:

- It was present during the period of significance, relates to the significance of the district, and retains its physical integrity; or
- It independently meets the criterion for listing in the National Register.¹⁰

⁶ *National Register Bulletin #15*, 44-45.

⁷ *Ibid*, 5.

⁸ Title 36 Code of Federal Regulations Part 60.3(d).

⁹ *National Register Bulletin #21: Defining Boundaries for National Register Properties Form* (Washington D.C.: U.S. Department of the Interior, 1997), 12.

¹⁰ *National Register Bulletin #16: How to Complete the National Register Registration Form* (Washington D.C.: U.S. Department of the Interior, 1997), 16.



2.2 California Register of Historical Resources

In 1992, Governor Wilson signed Assembly Bill 2881 into law establishing the California Register. The California Register is an authoritative guide used by state and local agencies, private groups, and citizens to identify historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse impacts.¹¹

The California Register consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed in the National Register and those formally Determined Eligible for the National Register;
- State Historical Landmarks from No. 0770 onward; and
- Those California Points of Historical Interest that have been evaluated by the State Office of Historic Preservation (SOHP) and have been recommended to the State Historical Resources Commission for inclusion on the California Register.¹²

Criteria and Integrity

For those properties not automatically listed, the criteria for eligibility of listing in the California Register are based upon National Register criteria, but are identified as 1-4 instead of A-D. To be eligible for listing in the California Register, a property generally must be at least 50 years of age and must possess significance at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

Properties eligible for listing in the California Register may include buildings, sites, structures, objects, and historic districts. A property less than 50 years of age may be eligible if it can be demonstrated that sufficient time has passed to understand its historical importance. While the enabling legislation for the California Register is less rigorous with regard to the issue of integrity, there is the expectation that properties reflect their appearance during their period of significance.¹³

¹¹ Public Resources Code §5024.1 (a).

¹² Public Resources Code §5024.1 (d).

¹³ Public Resources Code §4852.



The California Register may also include properties identified during historic resource surveys. However, the survey must meet all of the following criteria:¹⁴

1. The survey has been or will be included in the State Historic Resources Inventory;
2. The survey and the survey documentation were prepared in accordance with office [SOHP] procedures and requirements;
3. The resource is evaluated and determined by the office [SOHP] to have a significance rating of Category 1 to 5 on a DPR Form 523; and
4. If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources that have become eligible or ineligible due to changed circumstances or further documentation and those that have been demolished or altered in a manner that substantially diminishes the significance of the resource.

SOHP Survey Methodology

The evaluation instructions and classification system prescribed by the SOHP in its *Instructions for Recording Historical Resources* provide a Status Code for use in classifying potential historical resources. In 2003, the Status Codes were revised to address the California Register. These Status Codes are used statewide in the preparation of historical resource surveys and evaluation reports. The first code is a number that indicates the general category of evaluation. The second code is a letter that indicates whether the property is separately eligible (S), eligible as part of a district (D), or both (B). There is sometimes a third code that describes some of the circumstances or conditions of the evaluation. The general evaluation categories are as follows:

1. Listed in the National Register or the California Register.
2. Determined eligible for listing in the National Register or the California Register.
3. Appears eligible for listing in the National Register or the California Register through survey evaluation.
4. Appears eligible for listing in the National Register or the California Register through other evaluation.
5. Recognized as historically significant by local government.
6. Not eligible for listing or designation as specified.
7. Not evaluated or needs re-evaluation.

The specific Status Codes referred to in this report are as follows:

- | | |
|-------------------------|---|
| 3S | Appears eligible for National Register as an individual property through survey evaluation. |
| 3CS | Appears eligible for the California Register as an individual property through survey evaluation. |
| 5S3 | Appears to be individually eligible for local listing or designation through survey evaluation. |
| 6LQ¹⁵ | Determined ineligible for local listing or designation as a historic district through a |

¹⁴ Public Resources Code §5024.1.



survey process; neighborhood or area may warrant special consideration for local planning.

2.3 Los Angeles Cultural Heritage Ordinance

The Los Angeles City Council adopted the Cultural Heritage Ordinance¹⁶ in 1962 and amended it in 2018 (Ordinance No. 185472). The Ordinance created a Cultural Heritage Commission and criteria for designating Historic-Cultural Monuments (HCM). The Commission comprises five citizens, appointed by the Mayor, who have exhibited knowledge of Los Angeles history, culture, and architecture. The three criteria for HCM designation are stated below:

1. The proposed HCM is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic, or social history of the nation, state or community; or
2. The proposed HCM is associated with the lives of historic personages important to national, state or local history; or
3. The proposed HCM embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

Unlike the National and California Registers, the Ordinance makes no mention of concepts such as physical integrity or period of significance. Moreover, properties do not have to reach a minimum age requirement, such as 50 years, to be designated as HCMs.

2.4 Los Angeles Historic Preservation Overlay Zone Ordinance

The Los Angeles City Council adopted the ordinance enabling the creation of Historic Preservation Overlay Zones (HPOZs) in 1979; Angelino Heights became Los Angeles' first HPOZ in 1983. An HPOZ is a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. According to Section 12.20.3 of the City of Los Angeles Municipal Code, the criteria for the designation of an HPOZ are:

1. Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time; or
2. Owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city; or
3. Retaining the building, structure, landscaping, or natural feature, would contribute to the preservation and protection of a historic place or area of historic interest in the City.

¹⁵ Developed by the Los Angeles Office of Historic Resources for SurveyLA; not included in the California Historic Resource Status Codes.

¹⁶ Los Angeles Administrative Code §22.171 of Article 1, Chapter 9, Division 22.



3. ENVIRONMENTAL SETTING

3.1 Description and History of the Study Area

The study area includes the Project site and adjacent parcels or portions of parcels to the north, south, east, and west within approximately 100 feet of the Project site (see Section 1.2 for an explanation of the methodology for the study area boundary). These parcels are mostly developed with one-to-three-story commercial and residential buildings constructed between the 1900s through the 2000s. Other parcels remain undeveloped. The topography of the study area is generally flat. The streets are S. Abbot Kinney Boulevard, E. Broadway Street, S. Electric Avenue, and E. Westminster Avenue. S. Abbot Kinney Boulevard is a busy, two-lane thoroughfare with a center turning lane and two-way traffic. E. Broadway Street, S. Electric Avenue, and E. Westminster Avenue are all two-lane thoroughfares with two-way traffic.

The study area was first subdivided in 1903 as part of the Ocean Park Villa Tract No. 2. This tract was south of Ocean Park, Venice's earliest area of residential and commercial development along the Pacific Ocean. Soon after Ocean Park Villa Tract No. 2 was subdivided, the opening of the Pacific Eclectic Railroad's Inglewood Line in 1902 and Venice Short Line in 1904 as well as the completion developer Abbot Kinney's Venice of America in 1905 spurred residential and commercial development throughout the area. The Inglewood Line connected Inglewood to Venice and the Venice Short line connected Downtown Los Angeles to Santa Monica via Venice, allowing tourists and residents increased mobility throughout the region. The Inglewood Line originally ran east-west through the study area adjacent to Electric Avenue, while the Venice Short Line originally ran north-south along Pacific Avenue to the south of the study area. Kinney's Venice of America was located south of what is today Abbot Kinney Boulevard (originally Washington Boulevard) and east of Westminster Avenue, just southeast of the study area. Venice of America was a planned community loosely patterned after the original Venice in Italy. The development featured a central commercial corridor on Windward Avenue and a pleasure pier extending into the Pacific. It was the nexus of Venice from the 1900s until the death of Kinney and burning of the pleasure pier in 1920.

By the 1920s, the commercial center of Venice shifted from Venice of America to Abbot Kinney Boulevard as Venice began to assume its modern identity as a year-round community. Abbot Kinney Boulevard was an early arterial street through Venice. Prior to the 1920s, it had been moderately developed with residences and a few commercial buildings constructed by individual owners. It gradually transformed into a commercial-oriented corridor in the 1920s, catering largely to the local community. Many of the residences along Abbot Kinney Boulevard were subsequently converted into commercial buildings or entirely replaced with brick vernacular commercial buildings and storefront blocks.

Today, the study area is primarily characterized by one-to-three-story commercial buildings lining the north side of Abbot Kinney Boulevard, the Westminster Avenue Elementary School, which was constructed around 1965, on the south side of S. Abbot Kinney Boulevard, and one-to-three-story residential buildings on the surrounding streets. It is also characterized by the width and arrangement of the streets paved with asphalt, gutters bordering the street to either side, concrete sidewalks and curbs, as well as modern streetlighting and trees staggered along Abbot Kinney Boulevard.

3.3 Description and History of the Project Site



Figure 3: 1000 block of S. Abbot Kinney Boulevard, view looking northwest from southside of street. Note that 1041 and 1043 S. Abbot Kinney Boulevard are not within the Project site. (GPA, 2018)

The Project site is composed of eight parcels located on the block bounded by S. Electric Avenue on the north, S. Abbot Kinney Boulevard on the south, E. Broadway Street on the west, and E. Westminster Avenue on the east (see Figure 4). There are nine buildings on the Project site, 1021 S. Abbot Kinney Boulevard, 1023 S. Abbot Kinney Boulevard, 1023 ½ S. Abbot Kinney Boulevard, 1025 S. Abbot Kinney Boulevard, 1027 S. Abbot Kinney Boulevard, 1031 S. Abbot Kinney Boulevard, 1037 S. Abbot Kinney Boulevard, 1047 S. Abbot Kinney Boulevard, 1047A S. Abbot Kinney Boulevard, and 1047B S. Abbot Kinney Boulevard; two undeveloped parcels, 1033 S. Abbot Kinney Boulevard and 1051 S. Abbot Kinney Boulevard; and a former railroad right-of-way (APN # 4239-021-029) (see Table 1).

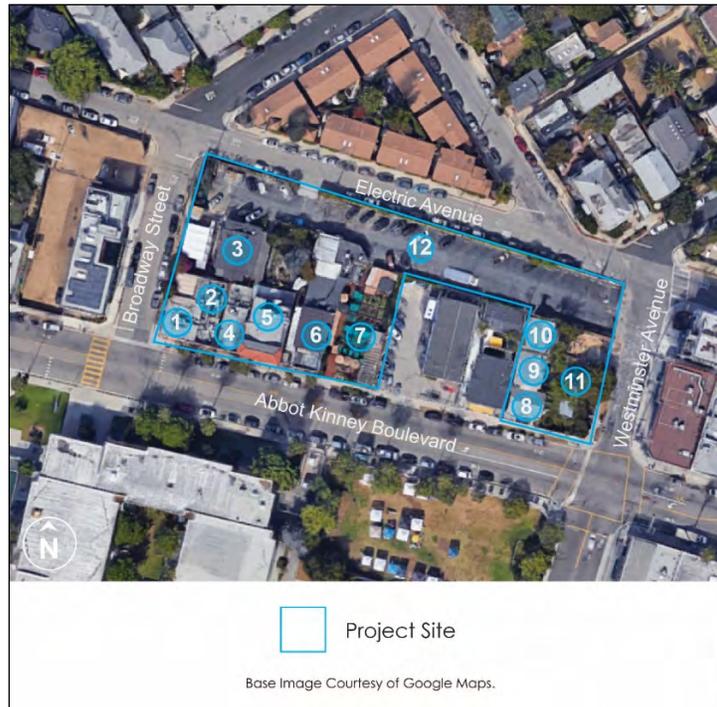


Figure 4: Location of buildings and undeveloped parcels within Project site



Table 1: Buildings/Parcels within Project site

	APN	Address	Other Associated Addresses	Year Built
1	4239-021-027	1021 S. Abbot Kinney Blvd	N/A	1913/1917
2	4239-021-026	1023 S. Abbot Kinney Blvd	N/A	1921
3	4239-021-026	1023½ S. Abbot Kinney Blvd (rear building)	N/A	1907/1913
4	4239-021-026	1025 S. Abbot Kinney Blvd	N/A	1907/1913
5	4239-021-025	1027 S. Abbot Kinney Blvd	1029 S. Abbot Kinney Blvd	1923
6	4239-021-024	1031 S. Abbot Kinney Blvd	N/A	1908
7	4239-021-023	1033 S. Abbot Kinney Blvd	N/A	N/A
8	4239-021-018	1047 S. Abbot Kinney Blvd	N/A	1921–1922
9	4239-021-018	1047A S. Abbot Kinney Blvd	N/A	1921–1922
10	4239-021-018	1047B S. Abbot Kinney Blvd	N/A	1921–1922
11	4239-021-017	1051 S. Abbot Kinney Blvd	N/A	N/A
12	4239-021-029	N/A	N/A	N/A

There is a lack of documented evidence relating to the early history of the nine buildings on the Project site. No building permits for new construction were found. Dates of construction were obtained from Los Angeles County Office of the Assessor. The earliest Sanborn map dates from 1918 (see Figure 5). It depicts the 1000 block of S. Abbot Kinney Boulevard, then known as Washington Boulevard, as moderately developed with two one-story dwellings at 1021 S. Abbot Kinney Boulevard, a one-story commercial building and a one-story dwelling at 1023½ and 1025 S. Abbot Kinney Boulevard, and one-story dwellings at 1031, 1033, and 1051 S. Abbot Kinney Boulevard. The Inglewood Line ran east-west along the northern portion of the block adjacent to Electric Avenue.

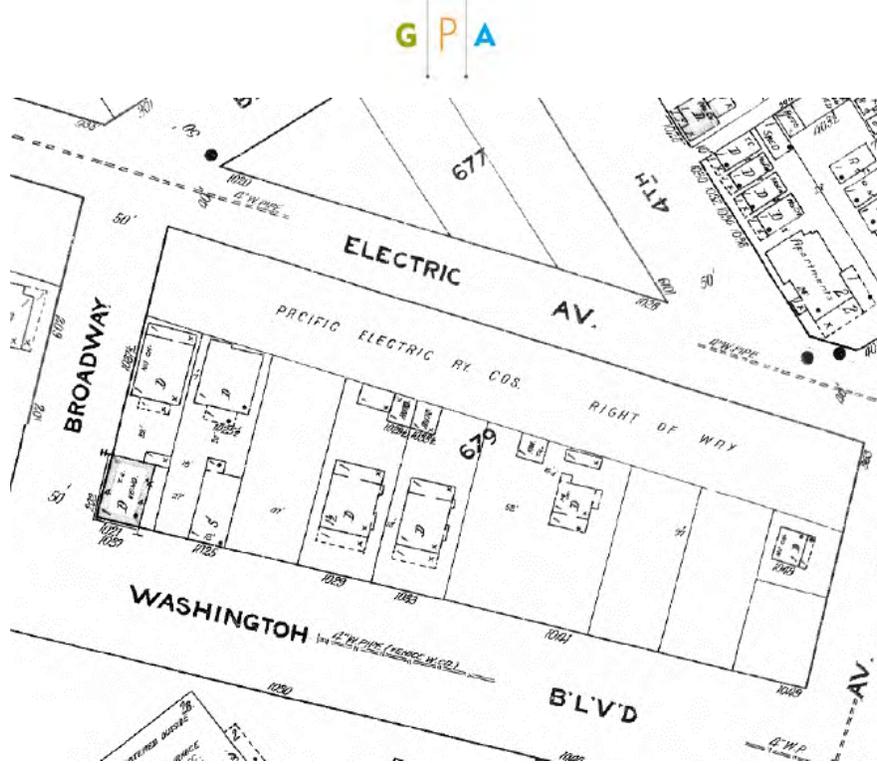


Figure 5: Sanborn map depicting 1000 block of S. Abbot Kinney Boulevard in 1918

The 1000 block of S. Abbot Kinney Boulevard was first subdivided in 1903 as part of the Ocean Park Villa Tract No. 2. It is unclear which existing building was the first to be constructed on the Project site. It was either the existing building at 1025 S. Abbot Kinney Boulevard or the existing building at 1023½ S. Abbot Kinney Boulevard in 1907. 1025 S. Abbot Kinney Boulevard was likely constructed as a one-story commercial building and 1023½ S. Abbot Kinney Boulevard was likely constructed as a one-story dwelling. Their original uses have since changed. Whichever building was not constructed in 1907 was constructed in 1913. The second building to be constructed on the Project site was the existing building at 1031 S. Abbot Kinney Boulevard, which was constructed as a one-story dwelling in 1908. In 1913, a one-story dwelling was constructed at either 1021 S. Abbot Kinney Boulevard or 1021½ S. Abbot Kinney Boulevard (demolished). Whichever building was not constructed in 1907 was constructed in 1917. One-story dwellings were also constructed at 1033 and 1051 S. Abbot Kinney Boulevard by 1918.

The existing building at 1023 S. Abbot Kinney Boulevard was constructed in 1921 as a one-story commercial building. It was originally constructed as a two-story multi-family building. The three existing buildings at 1047, 1047A and 1047B S. Abbot Kinney Boulevard were constructed sometime between 1921 and 1922. All were originally built as one-story dwellings. The existing building at 1027 S. Abbot Kinney Boulevard was constructed in 1923, likely as a two-story mixed-use building with a commercial tenant space on the first floor and residence on the second floor. A one-story commercial building was constructed at the corner of Abbot Kinney Boulevard and Westminster Avenue sometime before 1933. The earliest aerial photograph dates from 1933 (see Figure 6), and depicts the 1000 block of S. Abbot Kinney Boulevard as fully developed with low-rise commercial and residential buildings. The 1950 Sanborn map illustrates that the 1000 block of S. Abbot Kinney Boulevard remained relatively unchanged through that date (see Figure 7).



Figure 6: Aerial photograph depicting 1000 block of S. Abbot Kinney Boulevard in 1933

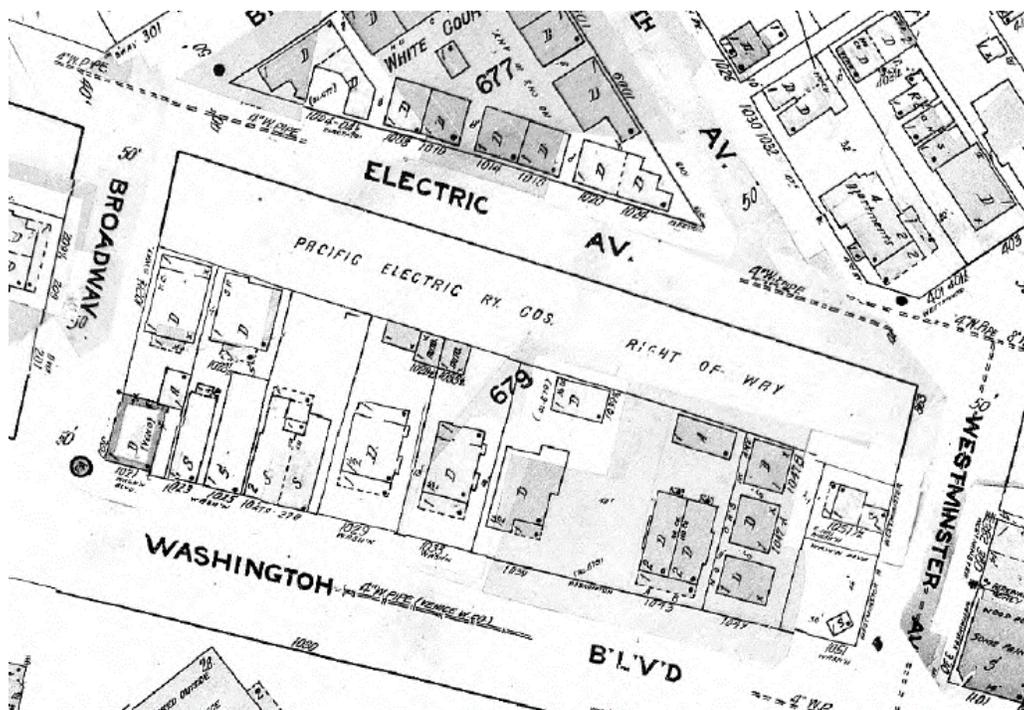


Figure 7: Sanborn map depicting 1000 block of S. Abbot Kinney Boulevard in 1950

Sometime before 1971, the two buildings at 1051 S. Abbot Kinney Boulevard were demolished (see Figure 8). Since the 1970s, no permanent improvements have been constructed on this parcel. Lastly, in 2012, the one-story dwelling at 1021½ S. Abbot Kinney Boulevard and the one-story dwelling at 1033 S. Abbott Kinney Boulevard were demolished.

Two parcels, 1041 and 1043 S. Abbot Kinney Boulevard, are not within the boundaries of the Project site, but located on the same block. 1041 S. Abbot Kinney is improved with a church constructed in 1967, and 1043 S. Abbot Kinney Boulevard is improved with a mixed-use building constructed in 1921.



Figure 8: Aerial photograph depicting 1000 block of S. Abbot Kinney Boulevard in 1971



4. HISTORIC CONTEXT

The significance of a property must be evaluated within its historic context(s). Historic contexts are those patterns or trends in history by which a specific property is understood. The contexts, themes, and sub-themes discussed below were drawn from the *Los Angeles Citywide Historic Context Statement* (LACHCS) and are relevant in judging the significance of the subject properties. In keeping with the SurveyLA findings for the Venice Community Plan Area, the most applicable theme for buildings originally constructed for commercial use is the Streetcar Commercial Development sub-theme, and although their use has changed over time, the most applicable theme for buildings originally constructed for residential or mixed-use is the Venice theme.

4.1 Venice, 1901-1925¹⁷

The most applicable theme for buildings on the Project site originally constructed for residential or mixed-use is the Venice theme within the Pre-Consolidation Communities of Los Angeles context.¹⁸ A property is potentially significant under the eligibility standards for this theme if it dates from the pre-consolidation period of Venice and is associated with the formation, settlement, and/or development of Venice (see Table 2). A potentially significant property should retain integrity of design, location, feeling, and association from the period of significance. Because resources from this time are now rare, a greater degree of alterations or fewer extant features may be acceptable, particularly under local HCM criteria.

Venice was first developed at the turn of the twentieth century. In 1891, tobacco magnate and real estate developer Abbot Kinney and his business partner, Francis G. Ryan, purchased a 1.5 mile-long strip of beachfront land located south of Santa Monica. The northern third of the acreage was located in the city of Santa Monica. However, the remainder of the land, located south of present-day Marine Street, was situated in Los Angeles County territory and consisted of wetlands, with sand dunes and marshes that often flooded in the winter. Kinney and Ryan turned their attention to the northern portion of the tract, where they developed a resort community which eventually came to be known as Ocean Park.

After the death of Ryan in 1898, Kinney and additional business partners were motivated to make improvements to the community of Ocean Park and to expand their development further south into the land comprising present-day Venice. The beachfront acreage in the northeastern corner of Venice represents the company's efforts to develop the area immediately south of Ocean Park between 1902 and 1904. The majority of the land was subdivided as part of the Golden Bay Tract, which was recorded in May 1902. The land to the south, extending from

¹⁷ Adapted from Historic Resources Group, "Historic Resources Survey Report: Venice Community Plan Area," SurveyLA Los Angeles Historic Resources Survey (City of Los Angeles Office of Historic Resources, March 2015), 3-20 and Daniel Prosser, "Venice 1901-1925, Pre-Consolidation Communities of Los Angeles, 1862-1932," *Los Angeles Citywide Context Statement* (City of Los Angeles Office of Historic Resources, July 2016), 150-178.

¹⁸ The Early Residential Development theme within the Residential Development and Suburbanization context also makes note that "residential properties related to the early settlement history of pre-consolidation communities (incorporated cities prior to their consolidation with Los Angeles) are evaluated within the Pre-Consolidation Communities of Los Angeles context/themes." City of Los Angeles Office of Historic Resources "Residential Development and Suburbanization, Early Residential Development 1880-1930," *Los Angeles Citywide Context Statement* (City of Los Angeles Office of Historic Resources, September 2017), 1.



Brooks Court down to Westminster Court, was also subdivided by Kinney and his business partners as the Country Club Tract, recorded in April 1903. Three smaller tracts immediately to the east – including the Coral Crest Tract, which was also developed by Kinney – were all recorded in 1903 and 1904.

Further inland, to the east of Main Street, development occurred in a piecemeal fashion. Individual developers purchased blocks of land from larger tracts, such as the Santa Fe and Ocean Tracts, and subdivided them into smaller parcels which were more suitable for residential development. In this way, developers were able to capitalize on the area's proximity to nearby Ocean Park amenities. Notable inland residential subdivisions included the Ocean Park Villa Tract and the Ocean Park Villa Tract No. 2, both of which were developed in 1903 near the Ocean Park Country Club. Retired banker and real estate developer E.J. Vawter also purchased a block of land which he developed as a botanical estate dedicated to the cultivation of carnations. The property's prior use was commemorated when Vawter later subdivided the land for residential development as the Carnation Tract.

Kinney and his partners dissolved their partnership in 1904, after which Kinney created his most successful development, Venice of America. Venice of America was located south of what is today Abbot Kinney Boulevard and east of Westminster Avenue. Venice of America was a planned community loosely patterned after the original Venice in Italy. The plan for the tract was comprehensive and included areas dedicated to recreational, commercial, and residential properties. Venice of America officially opened to the public on July 4, 1905. By this time, several key commercial buildings had been completed, including the Bank of Venice at the intersection of Windward and Pacific Avenues. Early buildings were designed in the Mediterranean Revival style, and featured elaborate arcades which extended along the north side of Windward Avenue from Ocean Front Walk to Pacific Avenue.

By 1907, the Venice of America development had become the nexus of the City of Ocean Park. In fact, the area's success and its potentially negative impact on the surrounding business developments of Ocean Park was keenly felt by Ocean Park businessmen, sparking resentment and discord. After months of real estate and political battles, Abbot Kinney launched a campaign to "disincorporate" Venice of America from the surrounding community of Ocean Park. While community sentiment within Venice of America was clearly in Kinney's favor, his efforts failed to muster the two-thirds majority required to prevail in the public election. Venice of America remained a part of the Ocean Park community; in 1911, the entire community was renamed Venice.

While business development may have been controversial, residential developers in surrounding areas of Ocean Park began to devise ways to capitalize on the resort's success. A number of tracts were subdivided for residential development beginning in 1904 and 1905 and lots were sold to individual owners who constructed their own properties. Construction of residences in the surrounding area of Ocean Park continued into the 1910s and early 1920s. Most of the residences constructed at this time reflected the simplistic aesthetic of the beach community, and Craftsman and vernacular cottage styles prevailed. By the 1920s, new residences constructed in the area reflected the growing popularity of Period Revival styles, though most remained modest in scale and decoration. Further inland, to the north and east, the character of development differed due to a marked shift in population growth and settlement. The first subdivisions for residential development occurred in the area around 1903; many subsequent



tracts were recorded after Venice was officially opened in 1905, and development activity continued through the mid-1920s.

After 15 years of successful operation, in the 1920s the course of development in Venice was significantly altered by several events which occurred in relatively swift succession. Prohibition, enacted in 1919, had drastically affected the resort's tax revenue. Then, in November 1920, Abbot Kinney died suddenly, leaving his son Thornton Kinney to inherit his father's company. One month later Kinney's Venice pleasure pier was destroyed in a fire. While a new and improved pier was quickly constructed, Thornton Kinney lacked access to the company's trust-bound funds and the town's financial situation became precarious. Additionally, concerns continued to grow regarding the state of the Venice landscape and its public utilities. In 1925, the political infighting which had characterized the government of Venice for so many years came to a head. When a series of bond initiatives for public improvement failed to pass in an August election, the city trustees called for a special annexation election, and annexation into the City of Los Angeles was subsequently approved in the October 1925 election.

Table 2: Venice, 1901-1925	
Context: Pre-Consolidation Communities of Los Angeles, 1862-1932	
Theme: Venice, 1901-1925	
Sub-Theme: Life in Independent Venice, 1901-1925	
Eligibility Standards	
<ul style="list-style-type: none"> • Represents a resource dating from the pre-consolidation period of Venice • Is associated with the formation, settlement, and/or development of Venice • May be related to Abbot Kinney (Criterion B/2/2) and Venice of America 	
Character-Defining/Associative Features	
<ul style="list-style-type: none"> • Retains most of the essential physical features from the period of significance • Related to the life of pre-consolidation Venice by showing how residents lived, worked, shopped, and socialized • May be associated with amusement architecture in general and Abbot Kinney and Venice of America in particular • May be associated with individuals/groups important in Venice's early ethnic/cultural history • For Historic Districts: <ul style="list-style-type: none"> ○ Conveys a strong visual sense of overall historic environment from the period of significance ○ Typically associated with streetcar residential or commercial development and may also be significant within these themes. ○ Must retain the majority of the original planning features and design concepts, particularly in the "walk streets" residential neighborhoods. 	
Integrity Considerations	
<ul style="list-style-type: none"> • Should retain integrity of Design, Location, Feeling, and Association from the period of significance • Should maintain original location; for local HCM eligibility, may have been relocated for preservation purposes • Setting may have changed (surrounding buildings and land uses) • Some original materials may have been altered, removed, or replaced • Original use may have changed • Because resources from this time are now rare, a greater degree of alterations or fewer extant features may be acceptable, particularly under local HCM criteria • For Historic Districts: <ul style="list-style-type: none"> ○ District as a whole should retain integrity of Location, Setting, Design, Feeling, and Association from the period of significance ○ May include some infill of resources constructed outside the period of significance 	



4.2 Streetcar Commercial Development, 1873-1934¹⁹

The most applicable theme within the Commercial Development context for the buildings on the Project site originally constructed for commercial use is the Streetcar Development sub-theme within the Neighborhood Commercial Development theme. A property is potentially significant under the eligibility standards for this sub-theme if it was constructed during the period of significance, located on or within two city blocks of a historic streetcar route, represents an important example of a one-story, mixed use, or intact grouping (historic district) of commercial properties oriented to streetcar or interurban service, demonstrates a lack of designed automobile accommodations, and contains design and site layout features that reflect trends in neighborhood commercial design and a pedestrian orientation as was typical of streetcar-dependent commercial development (see Table 3). A property should retain integrity of location, design, materials, feeling, and association.

The Streetcar Commercial Development sub-theme consists of buildings in a commercial corridor setting that are located along or near streetcar lines. It includes individual buildings as well as historic districts. Their defining characteristic is their relationship to a specific mode of transportation, the streetcar. The period of significance begins in 1880, when creation of a streetcar system began. It ends in 1934, by which time the streetcar had been replaced by the automobile as the most common mode of transportation. During its period of greatest popularity, from 1900 to 1930, Los Angeles had one of the most extensive streetcar networks of any city in the county. There are relatively few intact examples of streetcar-oriented neighborhood commercial architecture left, particularly in concentrations dense enough to qualify as districts.

Streetcar commercial development is most commonly characterized by a dense fabric of attached retail buildings, with storefronts placed directly on the sidewalk. The significant characteristic is this pedestrian orientation, with no accommodation for the automobile. The most important architectural feature is the storefront. It commonly contains a show window, with a recessed entrance placed either to the side or in the center and flanked by windows.

Making use of the storefront are a number of specific building types. They include the single-story storefront block, consisting of one or more storefronts, and the multi-story mixed-use building, consisting of a storefront or storefronts on the ground floor and offices, meeting space, or residential units above. Those containing offices or meeting spaces were commonly known as commercial or business blocks. Those with residential units, particularly single bay entities, were early versions of today's live/work buildings, with the upper floor often inhabited by the proprietor of the business below. The commercial vernacular was the most common style during the 1920s, but both the storefront and the business block used other modes. Most popular was the Spanish Colonial Revival style. It was particularly useful for single-story storefront blocks.

Transportation played a critical role in the early success of Venice. There were two passenger lines through Venice, the Inglewood Line and the Venice Short Line. The Inglewood Line was a single-track line that originated at the Pacific Electric Inglewood Station and terminated at the Ocean Park carhouse, which was west of Main Street between Paloma and Thornton Avenues in

¹⁹ Adapted from Daniel Prosser, "Streetcar Commercial Development, 1880-1934, Neighborhood Commercial Development, 1880-1980, Commercial Development 1859-1980," *Los Angeles Citywide Context Statement* (City of Los Angeles Office of Historic Resources, August 2017), 19-29.



Venice.²⁰ It was originally constructed as a steam line in the early 1890s by the Santa Fe Railway, which transferred operation of the line to the Los Angeles and Pacific Railroad (later the Pacific Electric Railway) in 1902.²¹ During the 1900s through 1920s, it was primarily a freight line with some passenger service. It is unclear when the Pacific Electric Railway abandoned the Inglewood Line route, although it was possibly sometime in the late 1920s. The Venice Short Line, completed in 1904, connected Los Angeles to Venice, Ocean Park, and Santa Monica via Venice Boulevard and Pacific Avenue. The intersection of Windward and Pacific Avenues functioned as an important transportation hub, serving as a stop for nearly every mode of travel available in Venice. The extension of rail and streetcar lines to Venice provided inexpensive, reliable, and direct access to the oceanfront community. The Pacific Electric Railway abandoned the Venice Short Line route in 1950.

Table 3: Streetcar Commercial Development, 1850-1934

Context: Industrial Development, 1850-1980
Theme: Neighborhood Commercial Development
Sub-Theme: Streetcar Commercial Development, 1880-1934
Eligibility Standards
<ul style="list-style-type: none"> • Was constructed/developed during the period of significance • Located on or within two city blocks of a historic streetcar route • Represents an important example of a one-story, mixed use, or intact grouping (historic district) of commercial properties oriented to streetcar or interurban service • Demonstrates a lack of designed automobile accommodations • Contains design and site layout features that reflect trends in neighborhood commercial design and a pedestrian orientation as was typical of streetcar-dependent commercial development
Character-Defining/Associative Features
<ul style="list-style-type: none"> • Retains most of the essential character defining features from the period of significance • May accommodate one or multiple tenants • Typically one to four stories in height • Set to the sidewalk limit • May be located on a prominent corner • Lack of dedicated parking as part of the original design • One or multiple storefronts which open directly to the sidewalk • Storefronts with large display windows; may have awnings or arcades • Associated with activities typical of neighborhood economic and social life • May also be significant under themes within the Architecture and Engineering context • For multi-story, mixed-Use Buildings: <ul style="list-style-type: none"> ○ Was historically used for both commercial and office/residential uses ○ Ground floor with storefronts and display windows ○ Ground floor exterior entrance to upper floor units ○ Fenestration on upper floor may be residential in character and remains intact • For Streetcar Commercial Districts <ul style="list-style-type: none"> ○ Conveys a strong visual sense of overall historic environment from the period of significance ○ Linear grouping or a node (buildings on four corners at a major intersections) of one- to four-story commercial buildings set to the sidewalk limit as near the street as possible with large storefront display windows on the ground floor ○ Commercial uses may include retail, office, banking ○ May include some institutional buildings ○ Historically served as the commercial core of a neighborhood

²⁰ California Department of Transportation, *Inventory of Pacific Electric Routes* (Los Angeles: California Department of Transportation, February 1981), 102.

²¹ "Railroad Transfer at Santa Monica," *Los Angeles Times*, March 25, 1902.



Table 3: Streetcar Commercial Development, 1850-1934

Context: Industrial Development, 1850-1980
Theme: Neighborhood Commercial Development
Sub-Theme: Streetcar Commercial Development, 1880-1934
Integrity Considerations: Individual Resources
<ul style="list-style-type: none">• Should retain integrity of Location, Design, Materials, Feeling, and Association• Window and storefront openings remain intact• Applied decoration is mostly intact; some decoration may be missing• Relationship to sidewalk is maintained• Setting may have changed (surrounding buildings and land uses)• Original use may have changed• Storefront signage may have changed
Integrity Considerations: Historic Districts
<ul style="list-style-type: none">• Historic districts as a whole should retain integrity of Location, Design, Feeling, Materials, Setting, and Association• Some original materials may have been altered or removed on contributing buildings• Common and acceptable alterations to district contributors may be added parking, new signage, and some alterations to display window• Setting may have changed (surrounding buildings and land uses)• Original use(s) may have changed

4.3 Craftsman Style, 1905-1930²²

The most applicable theme within the Architecture and Engineering context for the buildings originally constructed in the Craftsman style or with Craftsman-style features is the Craftsman style theme within the Arts and Crafts Movement theme. A property is potentially significant under the eligibility standards for this sub-theme if it was constructed during the period of significance, exemplifies the tenets of the Arts and Crafts movement and the Craftsman style, exhibits quality craftsmanship, and retains integrity of design, workmanship, feeling, setting, and materials (see Table 4). Craftsman-style buildings that have been stuccoed are excluded from individual listing under this sub-theme if they were originally shingled or clapboarded. Window replacements may be acceptable if the openings have not been resized, particularly windows associated with kitchens and bathrooms on the rear and side elevations.

Craftsman architecture began in the late nineteenth century and reflected the concurrent Arts and Crafts movement's conscious search for the supposed simplicity of a pre-industrial time when objects revealed the skill and craftsmanship of the laborer. The Craftsman style applied to more than the building envelope; architects designed everything in harmony, from the furniture and fixtures to the landscape. The "ultimate bungalows" of the Craftsman style were usually two stories in height and custom designed by architects working closely with local artisans.²³ Craftsman houses were often commissioned for wealthy residents and designed specifically with the homeowner's needs and the physical site in mind. Later, the aesthetics of the Craftsman style were adapted to single-story, mass-produced bungalows grouped in neighborhoods for the middle class.

²² Adapted from GPA Consulting, "Architecture and Engineering, 1850-1980: Arts and Crafts Movement, 1895-1930," *Los Angeles Citywide Historic Context Statement* (City of Los Angeles Office of Historic Resources, June 2016), 20-21.

²³ Although the term "ultimate bungalow" is used in the scholarly and popular literature on the Arts and Crafts movement to describe large, often custom designed Craftsman style houses, SurveyLA reserved the term "bungalow" for small, usually mass-produced Craftsman style houses.



Neighborhoods of bungalows started to appear in California in the early twentieth century. Land was relatively inexpensive, and a bungalow could be constructed for, on average, just \$3,000. As a result, blocks and blocks of neighborhoods in Los Angeles consist of bungalows. The proliferation of the bungalow in California is also due in part to contractor's plan books and prefabricated kit homes. Prefabricated homes were far less expensive than a traditionally built house, as they cut down on labor costs and used materials bought in bulk. Bungalow designs were not strictly Craftsman, but the nature of a bungalow lent itself particularly well to the style as well as the aesthetics of the Arts and Crafts movement: bungalows were simple, informal, and consisted primarily of natural materials. Though small in scale, bungalows could have broad front entry porches, exposed structural members like knee braces and kingposts, and use natural materials like brick or arroyo stone. Developer-built or prefabricated bungalows borrowed roof forms and ornament from architect-design Craftsman houses and adapted the aesthetic to rapid duplication on suburban lots.

A coherent grouping of bungalows could potentially form a historic district.²⁴ Arts and Crafts neighborhoods, subdivisions, and hillside communities are distinguished by a concentration of residences in the styles associated with the Arts and Crafts movement as well as street features that reflect the aesthetics of the movement. They were typically developed between 1895 and 1930. These neighborhoods or remaining coherent groupings generally reflect the vision of a single developer or builder.

Table 4: Craftsman, 1905-1930	
Context: Architecture and Engineering, 1850-1980	
Theme: Arts and Crafts Movement, 1905-1930	
Sub Theme: Craftsman, 1905-1930	
Eligibility Standards	
<ul style="list-style-type: none"> • Exemplifies the tenets of the Arts and Crafts movement and the Craftsman style • Exhibits quality craftsmanship • Was constructed during the period of significance 	
Character-Defining/Associative Features	
<ul style="list-style-type: none"> • Retains most of the essential character-defining features of the style • One or two stories in height • Building forms that respond to the site • Shingled exteriors, occasionally clapboard or stucco • Low-pitched gabled roofs • Broad, overhanging eaves with exposed structural members such as rafter tails, knee braces, and king posts • Broad front entry porches of half for full-width, with square or battered columns, sometimes second-story sleeping porches • Extensive use of natural materials for columns, chimneys, retaining walls, and landscape features • Casement windows situated in groups • Represents an early or rare example of the style in the community in which it is located • If Airplane, then has a "pop up" second story with one or two rooms • If Japanese-influenced, then may have multi-gabled roofs or gables that peak at the apex and flare at the ends • If Chalet-influenced, then may have single, rectangular building forms, front-facing gabled roofs, second story balconies, flat balusters with decorative cutouts or decorative brackets and bargeboards 	

²⁴ GPA, 20-21.



Table 4: Craftsman, 1905-1930

Context: Architecture and Engineering, 1850-1980
Theme: Arts and Crafts Movement, 1905-1930
Sub Theme: Craftsman, 1905-1930
Integrity Considerations
<ul style="list-style-type: none">• Should retain integrity of Design, Workmanship, Feeling, Setting, and Materials from the period of significance
<ul style="list-style-type: none">• Craftsman style buildings that have been stuccoed are excluded from individual listing under C/3/3, if they were originally shingled or clapboarded
<ul style="list-style-type: none">• The most common alteration is the replacement of windows and the enclosure of porches
<ul style="list-style-type: none">• Some window replacement may be acceptable if the openings have not been resized, particularly windows associated with kitchens and bathrooms on rear and side elevations
<ul style="list-style-type: none">• The enclosure of porches is an acceptable alteration so long as the features such as piers and posts have not been removed
<ul style="list-style-type: none">• Brick or stonework may have been painted; acceptable as it is reversible
<ul style="list-style-type: none">• Building may have been moved for preservation purposes
<ul style="list-style-type: none">• Original use may have changed

4.4 Spanish Colonial Revival, 1915-1942²⁵

The most applicable theme within the Architecture and Engineering context for the buildings originally constructed in the Spanish Colonial Revival style or with Spanish Colonial Revival -style features is the Spanish Colonial Revival sub-theme within the Mediterranean and Indigenous Revival theme (see Table 5).

The Spanish Colonial Revival style is one of several architectural styles associated with a revival of Mediterranean and indigenous architecture in the late 1880s through the first half of the 20th century—known broadly as Mediterranean Revival. The Spanish Colonial Revival style was popularized in the mid-1910s by the Panama-California Exposition of 1915.²⁶ The exposition was held in San Diego between 1915 and 1917 to celebrate the opening of the Panama Canal. Colonel David Collier served as the Director-General of the exposition, Frank P. Allen, Jr. as the Director of Works and chief landscape architect, and architect Bertram Grosvenor Goodhue as the supervisory architect. In celebration of California and Central America's Spanish colonial heritage, Collier selected Mission Revival as the architectural style for the buildings and structures on the exposition grounds.²⁷ However, Goodhue rejected Collier's Mission Revival style because he felt that Mission Revival architecture was too simple and lacked monumentality. Instead, he drew inspiration from the Churrigueresque or late Baroque architecture of Spain and Mexico, which is characterized by elaborate sculptural architectural ornament. In collaboration with architect Carleton Winslow, Sr., Goodhue designed the exposition buildings with areas of intricate ornamentation juxtaposed against plain stucco surfaces topped with lively towers and domes. Though each exposition building featured different stylistic and period references, Goodhue intended the design of the exposition to appear overall like an idealized Spanish city.

²⁵ The narrative for the Mediterranean and Indigenous Revival theme for the Los Angeles Citywide Historic Context Statement has not yet been completed as of the date of this report.

²⁶ Gebhard, David, "The Spanish Colonial Revival in Southern California (1895-1930)," *Journal of the Society of Architectural Historians* 26, no. 2 (May 1967): 136.

²⁷ Richard W. Amero, "The Making of the Panama-California Exposition, 1909-1915," *The Journal of San Diego History* 26, no. 1 (Winter 1990), accessed January 2, 2018, <http://www.sandiegohistory.org/journal/1990/january/expo/>.



Following the Panama-California Exposition of 1915, public fervor for Spanish Colonial Revival style architecture swept through Southern California. The style was adapted to a variety of property types that ranged from high-style residential and commercial buildings to modest worker housing. Typical characteristics of a Spanish Colonial Revival-style building include asymmetrical massing, stucco exterior walls, clay tile roof or roof trim, embellished door and window surrounds, and wood, terra cotta, or cast stone ornament borrowed from the Churrigueresque, Italian Villa Revival, Gothic Revival, Moorish, or Art Deco styles.

Table 5: Spanish Colonial Revival, 1915-1942	
Context: Architecture and Engineering, 1850-1980	
Theme: Mediterranean and Indigenous Revival, 1887-1952	
Sub Theme: Spanish Colonial Revival, 1915-1942	
Property Type: Commercial – Retail	
Eligibility Standards	
<ul style="list-style-type: none"> • Exemplifies the character-defining features of the Spanish Colonial Revival style • Is an excellent example of its type and/or the work of a significant architect or builder • Originally designed for commercial uses 	
Character-Defining/Associative Features	
<ul style="list-style-type: none"> • Asymmetrical or symmetrical façade design • Borrowings from Churrigueresque, Italian Villa Revival, Gothic Revival, Moorish, or Art Deco styles • Corbeled overhangs • Coved, molded, or wood-bracketed eaves • Gable, hipped, and/or flat roof, typically with clay tile roof or roof trim • Incorporation of courtyard or balcony • Occasional use of embellished door and window surrounds • Secondary materials, including wood, wrought iron, polychromatic tile, cast stone • Single and multi-paned windows • Stucco exterior walls (rarely, brick or cast stone) • Towers and turrets • Window grilles, often in association with transom windows 	
Integrity Considerations	
<ul style="list-style-type: none"> • Exposed brick exterior walls that were originally covered with stucco are unacceptable • Limited window replacement and storefront remodeling may be acceptable if most original architectural detailing is retained and proportions are not substantially altered • Roof tile replacement should duplicate original in materials, color, texture, dimension, and installation pattern • Stucco repair or replacement must duplicate the original in texture and appearance 	



5. EVALUATION OF POTENTIAL HISTORICAL RESOURCES

5.1 Previous Evaluations of the Project Site and Study Area

The nine existing buildings on the Project site are not currently listed under national, state, or local landmark or historic district programs, nor has SurveyLA, the citywide historic resource survey of Los Angeles, identified them as potential historical resources. The buildings were previously identified as being located within a potential historical resource listed as “Abbot Kinney Boulevard between Venice Boulevard and Brooks Avenue” in the Venice Land Use Plan.²⁸ However, Abbot Kinney Boulevard between Venice Boulevard and Brooks Avenue does not appear to have been classified as a potential historical resource in accordance with current cultural resource management standards. This resource does not appear to have been formally evaluated using national, state, and local criteria and standards for evaluation in a survey or other professional evaluation. State historical resource inventory forms were not prepared nor was any other type of analysis provided as to why this portion of Abbot Kinney Boulevard was identified as a potential historical resource.

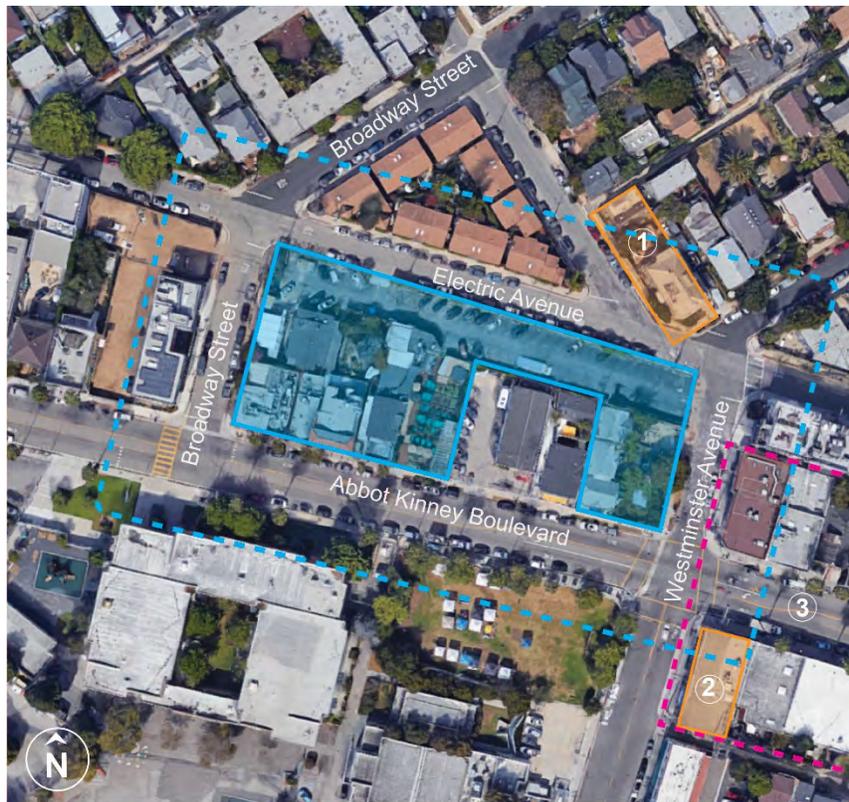
This portion of Abbot Kinney Boulevard was subsequently surveyed as part of SurveyLA. SurveyLA identified a potential planning district on the north and south sides of Abbot Kinney Boulevard between Venice Boulevard on the east and Westminster Avenue on the west. While this area was identified as potentially warranting special consideration for local planning purposes, SurveyLA noted that this area does not retain sufficient integrity or cohesion to qualify as a historic district. The Project site was not included in this planning district nor was it identified by SurveyLA as an eligible historic district; nevertheless, in order to provide a conservative analysis, the Project site and the two remaining parcels on the block, 1041 and 1043 S. Abbot Kinney Boulevard, were evaluated as a historic district (see Section 5.2).

There are two potential historical resources in the study area. Potential historical resources are defined as properties that have been identified as eligible in historic resources surveys completed within the last five years, such as SurveyLA. For the purposes of CEQA review, individual properties identified as eligible for federal, state, or local historic designation through SurveyLA are presumed to be historical resources.²⁹ These properties were not researched or evaluated on an intensive-level by GPA to independently determine their eligibility as potential historical resources. This report does not refute any previous findings regarding the eligibility of these resources.

One historical resource is located to the north of the Project site and the second historical resource is located to the southwest of the Project site (see Figure 9). Also within the study area is a portion of the planning district identified by SurveyLA. The two historical resources and planning district in the study area are pictured and described below. See Section 2.2 for the definitions of the Status Codes associated with each historical resource.

²⁸ Venice Land Use Plan, II-28.

²⁹ State CEQA Guidelines Section 15064.5.



Base Image Courtesy of Google Maps.

Figure 9: Location of the historical resources in the study area



1. Charles H. Whittlesley Residence (3CS, 5S3)

The Charles H. Whittlesley Residence is located north of the Project site at 1030 S. 4th Avenue. Constructed in 1922, it is a two-story residential building in the Craftsman and Queen Anne styles. The property was identified by SurveyLA as appearing eligible for listing in the California Register as well as for local designation as an excellent example of early multi-family residential development in Venice. Due to alterations made to the porch, namely its enclosure, the property does not retain sufficient integrity to be eligible for listing in the National Register.



2. 1100 S. Abbot Kinney Boulevard (3S, 3CS, 5S3)

1100 S. Abbot Kinney Boulevard is located to the east of the Project site at the southeast corner of S. Abbot Kinney Boulevard and Westminster Avenue. It is a one-story vernacular commercial building constructed in 1922. The property was identified by SurveyLA as appearing eligible for listing in the National Register and California Register as well as for local designation as a rare, intact example of early commercial development located along the former Venice Short Line.



3. Abbot Kinney Boulevard Commercial Planning District (6LQ)

The Abbot Kinney Boulevard Commercial Planning District is located to the west of the Project site. It is bounded by Electric Avenue on the north, Alhambra Court on the south, Venice Boulevard on the east and Westminster Avenue on the west. The district contains 147 parcels along both sides of Abbot Kinney Boulevard. Development in the district is a mix of commercial and residential building types, with modest Craftsman cottages from the 1910s and 1920s alongside one-to-three-story vernacular brick buildings from the 1920s. Today the district is almost exclusively commercial in its use.



The district was identified by SurveyLA as a significant example of early-20th century neighborhood commercial development in Venice. As a planning district, it may warrant special consideration for local planning purposes for this significant concentration of early-20th century commercial buildings. However, the area was not identified as a historic district because it does not retain sufficient integrity or cohesion to qualify for listing on the National Register and California Register or for local designation as an HPOZ. Intact properties within the district boundaries were surveyed separately and identified by SurveyLA as individually eligible for national, state, or local designation.

5.2 Evaluations of Buildings on Project Site

The nine existing buildings on the Project site, 1021 S. Abbot Kinney Boulevard, 1023 S. Abbot Kinney Boulevard, 1023½ S. Abbot Kinney Boulevard, 1025 S. Abbot Kinney Boulevard, 1027 S. Abbot Kinney Boulevard, 1031 S. Abbot Kinney Boulevard, 1047 S. Abbot Kinney Boulevard, 1047A S. Abbot Kinney Boulevard, and 1047B S. Abbot Kinney Boulevard, were evaluated for listing in the National and California Registers, as well as for designation as HCMs, using the established criteria and aspects of integrity.

Three parcels located within the Project site, 1033 S. Abbot Kinney Boulevard, 1051 S. Abbot Kinney Boulevard, and APN #4239-021-029, were not individually evaluated for national, state, or local designation programs because there are no permanent improvements on these parcels.

1. 1021 S. Abbot Kinney Boulevard



Primary (south) elevation, view looking north (GPA, 2018)



Pocket park to the north of 1021 S. Abbot Kinney Boulevard, view looking north (GPA, 2018)

Architectural Description

1021 S. Abbot Kinney Boulevard is located on the corner of S. Abbot Kinney Boulevard and E. Broadway Street. The building faces south onto S. Abbot Kinney Boulevard and is sited along the south, east, and west property lines of a rectangular parcel. To the north of the building is a small pocket park enclosed by a wood plank fence. The building is rectangular in plan and one story in height with a one-story wing to the north. It has a flat roof with a raised parapet. The exterior is clad in stucco. The building no longer has its own entrance and is accessed via 1023 S. Abbot Kinney Boulevard. The elevation facing S. Abbot Kinney has four single-light fixed windows with wood window frames. The elevation facing E. Broadway Street has two tripartite fixed windows with wood window frames and masonry sills. To the north is a one-story wing that is slightly shorter than the building to the south. It has a tripartite fixed window and wood window frame on the elevation facing E. Broadway Street.

Building History

1021 S. Abbot Kinney Boulevard is a commercial building originally constructed in 1913 or 1917 as a single-family dwelling. It has been altered since its construction. In 1974, 1021 S. Abbot Kinney



Boulevard was converted from a single-family dwelling into a retail store.³⁰ Because the building was constructed as a dwelling, it likely originally had a pitched roof, which was possibly altered into a flat roof in 1990 when the roof was repaired.³¹ It was later internally connected to 1023 S. Abbot Kinney Boulevard in 2001.³² During this alteration, an enclosed outdoor dining area was constructed to the north and the original entrance was likely infilled. Additionally, the floors of the two buildings were made level with one another. The pocket park to the north was constructed sometime after 2012 when the one-story dwelling at 1021½ S. Abbot Kinney Boulevard was demolished. The one-story wing was constructed in 2016, enclosing what was originally the outdoor dining area.³³ Alterations that occurred at an unknown date include the replacement of all window sash and the cladding of the exterior in stucco.

Evaluation

1021 S. Abbot Kinney Boulevard does not appear to meet the integrity considerations for the Venice theme (see Table 2). The building was constructed in 1913 or 1917 as a single-family dwelling and dates from the period of significance for pre-consolidation Venice. However, due to the cumulative effect of subsequent alterations, the building no longer retains the physical features of its original massing, fenestration, roof shape, and main entrance, which are essential to the expression of its original design and function as a residential building from the 1910s. If the building had not been altered, there might have been an increased potential for eligibility under Criterion A as an example of early residential development in Venice. Research did not reveal that the building was associated with other important events in local, state, or national history.

Research did not reveal associations with the lives of historic personages important to national, state, or local history. Known residents of 1021 S. Abbot Kinney Boulevard include Elmer E. Fuller between 1915 and 1917.³⁴ There is no evidence to suggest that this individual can be considered significant to our past.

The building was likely originally constructed as a bungalow with Craftsman-style features, a popular type and style for early residential buildings in Venice, but is now a simple and utilitarian commercial building. It does not embody the distinctive characteristics of an architectural style, resulting in an unexceptional, but efficient building with no ornament or distinguishing aesthetic features. It has been significantly altered since its initial design and construction. The original main entrance was infilled or partially infilled to create a window opening, all window sashes have been replaced, the original exterior cladding was likely replaced with stucco, the roof was possibly altered into a flat roof, and an enclosed dining area was added to the north elevation. The building was also internally connected to 1023 S. Abbot Kinney Boulevard. No original building permit was found; however, given its simple and utilitarian appearance, it is unlikely that the building is representative of the work of a master or that it possesses high artistic value.

The potential of the property to yield information important in prehistory or history was not considered as part of this evaluation as it applies to archeological resources.

1021 S. Abbot Kinney Boulevard does not appear to be eligible for listing as a historical resource under national, state, and local criteria A/1/1, B/2/2, or C/3/3.

³⁰ Los Angeles Department of Building and Safety, Building Permit No. LA31839, January 30, 1971.

³¹ LABDS, Building Permit No. 29200100191, July 10, 1990.

³² LABDS, Building Permit No. 99016-30000-19149, March 27, 2001.

³³ LABDS, Building Permit No. 16014-10000-02335, September 9, 2016.

³⁴ City Directories, 1915-1916 and 1917.

2. 1023 S. Abbot Kinney Boulevard



Primary (south) elevation, view looking north (GPA, 2018)



1023 and 1025 S. Abbot Kinney Boulevard, view looking north (GPA, 2018)

Architectural Description

1023 S. Abbot Kinney Boulevard is located on S. Abbot Kinney Boulevard between E. Broadway Street and E. Westminster Avenue. The building faces south onto S. Abbot Kinney Boulevard and is sited along the south and west property lines of a rectangular parcel. There are two other buildings on the parcel, 1023½ S. Abbot Kinney Boulevard to the north and 1025 S. Abbot Kinney Boulevard to the east. A narrow alley paved with tile pavers separates 1023 and 1025 S. Abbot Kinney Boulevard.

The building is rectangular in plan and one-story in height. It has a pitched roof with an overhanging eave on the east elevation with exposed rafters. The exterior is clad in stucco. The elevation facing S. Abbot Kinney Boulevard shares a false front with 1025 S. Abbot Kinney Boulevard. The false front has a raised stepped or Spanish Colonial Revival-style parapet clad in red clay tile. An arched opening with a metal gate spans across the alley located between the two buildings. The storefront of 1023 S. Abbot Kinney Boulevard consists of a recessed partially glazed wood door flanked by plate glass windows in wood frames with stucco-clad bulkheads. Five wood transom windows span the width of the storefront. There are also two brick planters, one to either side of the entrance.

Building History

1023 S. Abbot Kinney Boulevard is a commercial building originally constructed in 1921. The building has been altered since its construction. The false front it shares with 1025 S. Abbot Kinney Boulevard were likely constructed in 1926.³⁵ It appears on the 1933 aerial photograph. In 1993, a small addition was constructed to the north.³⁶ In 2001, 1023 S. Abbot Kinney was internally

³⁵ LADBS, Building Permit No. LA12497, April 24, 1926.

³⁶ LADBS, Building Permit No. 1993WL09837, September 23, 1993.



connected to 1021 S. Abbot Kinney Boulevard and its floor made level with the other building.³⁷ Sometime between 2015 and 2017, the exterior was painted, the storefront entrance was slightly reconfigured, and the door was replaced.³⁸

Evaluation

1023 S. Abbot Kinney Boulevard does not appear to meet the integrity considerations for the Streetcar Commercial Development sub-theme (see Table 3). The building was constructed in 1921 as a commercial building and dates from the period of significance. It is also located along the former Inglewood Line, a Pacific Electric streetcar line that ran along Electric Avenue, and approximately two blocks away from the former Venice Short Line, a Pacific Electric streetcar line that ran along Pacific Avenue. However, due to the cumulative effect of subsequent alterations, the building no longer retains the physical features of its original massing, fenestration, roof shape, and storefront, which are essential to the expression of its original design and function as a commercial building from the early 1920s. If the building had not been altered, there might have been an increased potential for eligibility under Criterion A as an example of early commercial development located along a former streetcar route in Venice. Research did not reveal that the building was associated with other important events in local, state, or national history.

Research did not reveal associations with the lives of historic personages important to national, state, or local history. Known commercial tenants include a grocer owned by Leon and Bessie Fraggi, which occupied the building in 1958.³⁹ There is no evidence to suggest that these individuals can be considered significant to our past.

The building exhibits basic elements of the Spanish Colonial Revival style as adapted for commercial buildings, including a stepped parapet clad in clay tile and an arched opening to the alley. It does not meet the eligibility standards for the Spanish Colonial Revival style (see Table 5). These Spanish Colonial Revival details most likely date from a 1926 alteration and were simply overlaid over the original elevation rather than integrated into a fully-realized design concept. The building does not stand out as an important example for any aspect of its design. It does not demonstrate any innovative, important, or outstanding design features. It has also been altered since its construction, including the construction of a false front on the south elevation, the reconfiguration of the storefront entrance, the replacement of the exterior stucco cladding, and the replacement of the storefront windows and door. The building was also internally connected to 1023 S. Abbot Kinney Boulevard. No original building permit was found; however, it is unlikely, given the building's simple and utilitarian appearance, that it is representative of the work of a master or that it possesses high artistic value.

The potential of the property to yield information important in prehistory or history was not considered as part of this evaluation as it applies to archeological resources.

1023 S. Abbot Kinney Boulevard does not appear to be eligible for listing as a historical resource under national, state, and local criteria A/1/1, B/2/2, or C/3/3.

³⁷ LADBS, Building Permit No. 99016-30000-19149, March 27, 2001.

³⁸ Google Streetview, 2015 and 2017.

³⁹ "T-Shirt Masked Trio Get \$300 in Store Raid," *Los Angeles Times*, February 7, 1958.

3. 1023½ S. Abbot Kinney Boulevard



Secondary (east) elevation, view looking west (GPA, 2018)



Primary (south) elevation, view looking northwest (GPA, 2018)

Architectural Description

1023½ S. Abbot Kinney Boulevard is located on S. Abbot Kinney Boulevard between E. Broadway Street and E. Westminster Avenue. The building faces south onto an alley paved with tile pavers and is sited along the north, east, and west property lines on a rectangular parcel. There are two other buildings on the parcel, 1023 S. Abbot Kinney Boulevard to the southwest and 1025 S. Abbot Kinney Boulevard to the southeast. A narrow alley running east-west separates 1023½ S. Abbot Kinney Boulevard from 1023 and 1025 S. Abbot Kinney Boulevard.

The building is a bungalow with Craftsman-style features. It is square in plan and one story in height. It has a gable roof with overhanging eaves, fascia boards, and exposed rafters and a small hipped gable that extends to the south over what was likely originally a porch but has since been enclosed. There is also a shed roof that extends over an addition on the north elevation and a corrugated metal awning to the east that extends over a patio paved with tile pavers. A red brick chimney is located near the northwest corner of the roof. The exterior is clad in wood clapboard. The main entrance is located on the east face of the enclosed porch and accessed via a short flight of brick steps. It consists of a partially glazed door covered by a metal screen door. There are also two additional entrances, one of center to the south on the west elevation and one off center to the north on the east elevation. Both consist of partially glazed wood doors. The building has several different types of windows. The enclosed porch has a fixed multi-light window grouped with an operable double-hung window. On the north elevation, there is a double hung window grouped with a fixed single-light window in a wood window frame. On the east elevation, there is a tripartite wood window with a fixed single-light center sash flanked by double-hung sashes. The double-hung sashes are ornamented with gothic arched screens with leaded glass. On the west elevation, there are three double-hung wood windows with wood sills. There is a small one-story addition on the north elevation with two large wood sliding doors.



Building History

1023½ S. Abbot Kinney Boulevard is a commercial office building that was originally constructed as a single-family dwelling in 1907 or 1913. It has been altered since its construction. Sometime before 2004, the building was converted from a single-family dwelling into offices. In 2004, a small addition was added to the basement and first floor.⁴⁰ Alterations that occurred at an unknown date include the enclosure of the porch, the construction of an addition to the north, the infilling of window openings on the east and west elevation, and the likely re-sizing of window openings into door openings on the east and west elevation.

Evaluation

1023½ S. Abbot Kinney Boulevard does not appear to meet the integrity considerations for the Venice theme (see Table 2). The building was constructed in 1907 or 1913 as a single-family dwelling and dates from the period of significance for pre-consolidation Venice. However, due to the cumulative effect of subsequent alterations, the building no longer retains the physical features of its original massing, fenestration, and main entrance, which are essential to the expression of its original design and function as a residential building from the late 1900s or early 1910s. If the building had not been altered, there might have been an increased potential for eligibility under Criterion A as an example of early residential development in Venice. Research did not reveal that the building was associated with other important events in local, state, or national history.

Research did not reveal associations with the lives of historic personages important to national, state, or local history. Known occupants include Leon and Bessie Fraggi in 1958.⁴¹ There is no evidence to suggest that these individuals can be considered significant to our past.

The building is a basic example of a bungalow with Craftsman-style features, a popular type and style for early residential buildings in Venice. It does not meet the eligibility standards for the Craftsman style or type (see Table 4). The building does not exemplify the tenets of the Arts and Crafts movement or the Craftsman style. It is a modest example of the type and style from the period it was constructed and is lacking in the qualities and craftsmanship that are associated with finer examples of the Craftsman style. It has also been altered since its construction, including additions to the basement and first floor, enclosure of the porch, infilling of original window openings, and likely re-sizing of window openings into door openings. No original building permit was found; however, it is unlikely, given the building's simple appearance, that it is representative of the work of a master or that it possesses high artistic value.

The potential of the property to yield information important in prehistory or history was not considered as part of this evaluation as it applies to archeological resources.

1023½ S. Abbot Kinney Boulevard does not appear to be eligible for listing as a historical resource under national, state, and local criteria A/1/1, B/2/2, or C/3/3.

⁴⁰ LADBS, Building Permit No. 04014-30000-02284, April 6, 2004.

⁴¹ "T-Shirt Masked Trio Get \$300 in Store Raid," *Los Angeles Times*, February 7, 1958.

4. 1025 S. Abbot Kinney Boulevard



Primary (south) elevation, view looking north (GPA, 2018)



1023 and 1025 S. Abbot Kinney Boulevard, view looking north (GPA, 2018)

Architectural Description

1025 S. Abbot Kinney Boulevard is located on S. Abbot Kinney Boulevard between E. Broadway Street and E. Westminster Avenue. The building faces south onto S. Abbot Kinney Boulevard and is sited along the south and east property lines of a rectangular parcel. There are two other buildings on the parcel, 1023 S. Abbot Kinney Boulevard to the west and 1023½ S. Abbot Kinney Boulevard to the north. A narrow alley paved with tile pavers separates 1023 and 1025 S. Abbot Kinney Boulevard.

The building is rectangular in plan and one-story in height. It has a gable roof with overhanging eaves, fascia boards, and exposed rafters. The south and west elevation is clad in stucco and the north elevation is clad in wood clapboard. The elevation facing S. Abbot Kinney Boulevard shares a false front with 1023 S. Abbot Kinney Boulevard. The false front has a raised stepped or Spanish Colonial Revival-style parapet clad in red clay tile. An arched opening with a metal gate spans across the alley located between the two buildings. The storefront of 1025 S. Abbot Kinney Boulevard consists of a fully glazed metal door flanked by plate glass windows in wood frames with metal-clad bulkheads. Six wood transom windows span the width of the storefront. There are also two brick planters, one to either side of the main entrance.

Building History

1025 S. Abbot Kinney Boulevard is a commercial building originally constructed in 1907 or 1913. It has been altered since its construction. The building's false front it shares with 1023 S. Abbot Kinney Boulevard were likely constructed in 1926.⁴² It appears on the 1933 aerial photograph. A building permit notes that the storefront was remodeled in 1971 during which the storefront windows were likely replaced.⁴³ In 1999, the roof rafters were repaired and replaced.⁴⁴ The main entry door facing S. Abbot Kinney Boulevard was replaced in 2013.⁴⁵ Less than substantial

⁴² LADBS, Building Permit No. LA12497, April 24, 1926.

⁴³ LADBS, Building Permit No. LA31498, June 25, 1971.

⁴⁴ LADBS, Building Permit No. 99016-30000-06893, May 24, 1999.

⁴⁵ LADBS, Application for Unreasonable Hardship to Disabled Access Requirements, January 20, 2013.



structural damage was repaired in 2016.⁴⁶ Sometime between 2015 and 2017, the exterior stucco cladding was replaced. Alterations that occurred at an unknown date include the infilling of window openings on the north and west elevations.

Evaluation

1025 S. Abbot Kinney Boulevard does not appear to meet the integrity considerations for the Streetcar Commercial Development sub-theme (see Table 3). The building was constructed in 1907 or 1913 as a commercial building and dates from the period of significance. It is also located along the former Inglewood Line, a Pacific Electric streetcar line that ran along Electric Avenue, and approximately two blocks away from the former Venice Short Line, a Pacific Electric streetcar line that ran along Pacific Avenue. However, due to the cumulative effect of subsequent alterations, the building no longer retains the physical features of its original massing, fenestration, and storefront, which are essential to the expression of its original design and function as a commercial building from the late 1900s or early 1910s. If the building had not been altered, there might have been an increased potential for eligibility under Criterion A as an example of early commercial development located along a former streetcar route in Venice. Research did not reveal that the building was associated with other important events in local, state, or national history.

Research did not reveal associations with the lives of historic personages important to national, state, or local history.⁴⁷

The building exhibits basic elements of the Spanish Colonial Revival style as adapted for commercial buildings, including a stepped parapet clad in clay tile and an arched opening to the alley. It does not meet the eligibility standards for the Spanish Colonial Revival style (see Table 5). These Spanish Colonial Revival details most likely date from a 1926 alteration and were simply overlaid over the original elevation rather than integrated into a fully-realized design concept. The building does not stand out as an important example for any aspect of its design. It does not demonstrate any innovative, important, or outstanding design features. It has also been altered since its construction, including the construction of a false front on the south elevation, the replacement of the exterior stucco cladding, and the replacement of the storefront windows and door. The building was also internally connected to 1023 S. Abbot Kinney Boulevard. No original building permit was found; however, it is unlikely, given the building's simple and utilitarian appearance, that it is representative of the work of a master or that it possesses high artistic value.

The potential of the property to yield information important in prehistory or history was not considered as part of this evaluation as it applies to archeological resources.

1025 S. Abbot Kinney Boulevard does not appear to be eligible for listing as a historical resource under national, state, and local criteria A/1/1, B/2/2, or C/3/3.

⁴⁶ LADBS, Building Permit No. 16016-30000-10762, May 17, 2016.

⁴⁷ Research did not reveal the names of commercial tenants who previously occupied this building.

5. 1027 S. Abbot Kinney Boulevard



Primary (south) elevation, view looking north (GPA, 2018)



Secondary (north) elevation, view looking south (GPA, 2018)

Architectural Description

1027 S. Abbot Kinney Boulevard is located on S. Abbot Kinney Boulevard between E. Broadway Street and E. Westminster Avenue. The building faces south onto S. Abbot Kinney Boulevard and is sited along the south, east, and west property lines of a rectangular parcel. To the north is a patio paved with tile pavers. A metal fence is located at the property line to the north and west.

The building is a commercial building with Spanish Colonial Revival-style features. It is irregular in plan and two stories in height. It has a combination roof consisting of a shallow hipped roof clad in red clay tile over the southern portion of the building, a gable roof with overhanging eaves and fascia boards over the northern portion, and two small gable roofs extending over secondary wings located at the east and west ends of the north elevation.

The south elevation is clad in stucco and masonry or GFRC tile. The entrance to the second story is located on the center of this elevation. The entrance consists of a wood paneled door and arched wood transom window within an arched opening ornamented with masonry bas-relief. To either side of the central entrance are storefronts with entry doors flanked by plate glass windows in wood frames with metal-clad bulkheads. The entry door to the eastern storefront consists of a recessed fully glazed metal door. The entry door to the western storefront consists of a fully glazed wood door. On the eastern storefront, five wood transom windows span the width of the storefront, while only three transom windows span the width of the western storefront. There are brick planters located to either side of each storefront entrance. On the second story are three window openings. The center window opening has a wood double hung window, while the remaining openings both have two single-light fixed sash grouped within a wood window frame. The south elevation is topped with a projecting cornice underneath which is a sign band with individually mounted letters that spell "Venice Place."

The north elevation is clad in wood clapboard. Within a ground-floor porch spanning the width of this elevation are two secondary entrances located off center to the east and west. The porch is supported by wood columns and has a corrugated metal roof. The secondary entrances both consist of wood slab doors. On the second story are two additional entrances with wood slab doors accessed via a metal spiral staircase. To the east and west are single-light



fixed windows in wood window frames. The east and west elevations are clad in stucco and have double-hung windows on the second story.

Building History

1027 S. Abbot Kinney Boulevard is a commercial building originally constructed as a mixed-use building in 1923. The earliest building permit found for 1027 S. Abbot Kinney Boulevard dates from 1926. It describes the use of the building as a residence and store. A Sanborn map from 1950 shows that the building had two ground-floor storefronts. The residences were likely originally located on the second floor. The building has been altered since its construction. In 1926, the building's south, east, and west elevations were stuccoed, the roof's eaves were cut off, and the tile-clad hipped roof constructed.⁴⁸ At an unknown date, the building's second floor was converted into commercial offices. Other alterations that occurred at an unknown date include the recessing and replacement of the entry door on the westernmost storefront; likely replacement of the original windows on the second floor of the north and south elevations with single-light fixed windows; likely recladding of the south elevation with masonry or GFRC tile; and the installation of a spiral stair on the north elevation.

Evaluation

1027 S. Abbot Kinney Boulevard does not appear to meet the integrity considerations for the Venice theme (see Table 2). The building was constructed in 1923 as a mixed-use building and dates from the period of significance for pre-consolidation Venice. However, due to the cumulative effect of subsequent alterations, the building no longer retains the physical features of its original massing, cladding, roof-shape, and storefronts, which are essential to the expression of its original design and function as a mixed-use building from the early 1920s. If the building had not been altered, there might have been an increased potential for eligibility under Criterion A as an example of early residential development in Venice. Research did not reveal that the building was associated with other important events in local, state, or national history.

Research did not reveal associations with the lives of historic personages important to national, state, or local history. Known residents of 1027 S. Abbot Kinney Boulevard include John, Ted, and Willis Batchelor in 1925 and James M. Hinshaw and his wife in 1952.⁴⁹ There is no evidence to suggest that these individuals can be considered significant to our past.

The building exhibits basic elements of the Spanish Colonial Revival style as adapted for commercial buildings, including a clay tile roof, an arched entry, and embellished door and window surrounds. It does not meet the eligibility standards for the Spanish Colonial Revival style (see Table 5). These Spanish Colonial Revival details most likely date from a 1926 alteration and were simply overlaid over the south elevation rather than integrated into a fully-realized design concept. The building does not stand out as an important example for any aspect of its design. It does not demonstrate any innovative, important, or outstanding design features. It has also been altered since its construction, including the re-cladding in stucco and masonry or GFRC tile, alteration of the roof-shape, re-configuration of the western storefront entrance, replacement of original window sash, and installation of a new spiral stair. No original building

⁴⁸ LADBS, Building Permit No. 18620, June 24, 1926.

⁴⁹ City Directory, 1925; and "Child in Crash Saved by Great-Grandmother," *Los Angeles Times*, September 2, 1952.

permit was found; however, it is unlikely, given the building's simple and utilitarian appearance, that it is representative of the work of a master or that it possesses high artistic value.

The potential of the property to yield information important in prehistory or history was not considered as part of this evaluation as it applies to archeological resources.

1027 S. Abbot Kinney Boulevard does not appear to be eligible for listing as a historical resource under national, state, and local criteria A/1/1, B/2/2, or C/3/3.

6. 1031 S. Abbot Kinney Boulevard



Primary (south) and secondary (west) elevations, view looking northeast (GPA, 2018)



Primary (south) elevation, view looking northwest (GPA, 2018)

Architectural Description

1031 S. Abbot Kinney Boulevard is located on S. Abbot Kinney Boulevard between E. Broadway Street and E. Westminster Avenue. The building faces south onto S. Abbot Kinney Boulevard and is sited along the south, east, and west property lines on a rectangular-shaped parcel. The building is composed of a one-and-a-half-story building constructed in 1908 and an addition constructed to the south of the original building in 1954. There is also an enclosed patio to the north constructed out of wood and corrugated metal.

The 1954 addition has a flat roof with a raised parapet. A wood fence along the east, west, and south elevation is just visible over the parapet and likely surrounds an occupiable roof. The exterior is clad in stucco. The main entrance is located on the center of the south elevation within a recess and accessed via brick steps. It consists of a fully glazed wood door. There are single-light fixed windows with wood sills located within the recess to either side of the main entrance. Fully glazed wood double doors within a wood door frame flank the main entrance to the east and west.

The 1908 building is accessed via the 1954 addition to the south. It has a gable roof with overhanging eaves, fascia boards, and exposed rafters. There are also two one-story wings on the east elevation with shed roofs. The exterior is clad in stucco. On the south elevation, there are French doors on the upper story that open out onto what is likely an occupiable roof. Two double hung vinyl windows are located on the upper story of the north elevation. On the east elevation, there are two windows on the first story obscured by metal security bars. Also on the



east elevation is a shed dormer window and a red brick chimney that penetrates through the gable roof.

Building History

1031 S. Abbot Kinney Boulevard is a commercial building originally constructed as a single-family dwelling in 1908. A 1918 Sanborn map depicts 1031 S. Abbot Kinney Boulevard as one-and-a-half-story dwelling with a porch and two one-story ancillary buildings at the northern property line. It has been altered since its construction. In 1954, an addition was constructed to the south and used as a commercial storefront.⁵⁰ It is unknown whether the original porch was removed or enclosed during this alteration. The 1908 building was converted from a dwelling into commercial offices in 1971 and a new roof dormer was added.⁵¹ In 1972, the exterior was stuccoed.⁵² Other alterations that occurred at an unknown date include the infilling of original window openings on all elevations, the insertion of new window openings on the north elevation, the likely resizing of an original window opening into a door opening on the south elevation, and the construction of two small one-story additions with shed roofs on the west elevation.

Evaluation

1031 S. Abbot Kinney Boulevard does not appear to meet the integrity considerations for the Venice theme (see Table 2). The building was constructed in 1908 as a single-family dwelling and dates from the period of significance for pre-consolidation Venice. However, due to the cumulative effect of subsequent alterations, the building no longer retains the physical features of its original massing, fenestration, exterior cladding, and main entrance, which are essential to the expression of its original design and function as a residential building from the late 1900s. If the building had not been altered, there might have been an increased potential for eligibility under Criterion A as an example of early residential development in Venice. Research did not reveal that the building was associated with other important events in local, state, or national history.

Research did not reveal associations with the lives of historic personages important to national, state, or local history. Known residents of 1027 S. Abbot Kinney Boulevard include Herman Kuhne in 1917, Jas C. Lacque in 1921-1922, and Lawrence D. Collins in 1923-1924.⁵³ There is no evidence to suggest that these individuals can be considered significant to our past.

The building is a basic example of a bungalow with Craftsman-style features, a popular type and style for early residential buildings in Venice. It does not meet the eligibility standards for the Craftsman style or type (see Table 4). The building does not exemplify the tenets of the Arts and Crafts movement or the Craftsman style. It is a modest example of the type and style from the period it was constructed and is lacking in the qualities and craftsmanship that are associated with finer examples of the Craftsman style. It has also been altered since its construction, including the re-cladding of the exterior in stucco, construction of additions to the south and to the west, construction of a new dormer, likely re-sizing of original window openings, insertion of new window openings, and the infilling of original window openings. No original building permit was found; however, it is unlikely, given the building's simple appearance, that it is representative of the work of a master or that it possesses high artistic value.

⁵⁰ LADBS, Building Permit No. LA4348, February 9, 1954.

⁵¹ LADBS, Building Permit No. LA39068, October 29, 1971.

⁵² LADBS, Building Permit No. LA28454, May 16, 1972.

⁵³ City Directory, 1917, 1921-1922.

The potential of the property to yield information important in prehistory or history was not considered as part of this evaluation as it applies to archeological resources.

1031 S. Abbot Kinney Boulevard does not appear to be eligible for listing as a historical resource under national, state, and local criteria A/1/1, B/2/2, or C/3/3.

7. 1033 S. Abbot Kinney Boulevard



1033 S. Abbot Kinney Boulevard, view looking north (GPA, 2018)

1033 S. Abbot Kinney Boulevard is located on S. Abbot Kinney Boulevard between E. Broadway Street and E. Westminster Avenue. The parcel is rectangular in plan and currently used as a nursery garden. A metal fence located at the property line surrounds the parcel to the north, south, and west. There are several small storage sheds located to the north and to east of the parcel. A single-family dwelling constructed in 1918 was located on the property until 2012 when it was demolished. Because there are no permanent improvements on the parcel, it was not individually evaluated for national, state, or local designation programs.

8. 1047 S. Abbot Kinney Boulevard



Primary (south) elevation, view looking west (GPA, 2018)



Secondary (east) elevation, view looking southwest (GPA, 2018)



Architectural Description

1047 S. Abbot Kinney Boulevard is located on S. Abbot Kinney Boulevard between E. Broadway Street and E. Westminster Avenue. It shares a parcel with two other bungalows located to the north. The parcel is paved with concrete pavers. A plywood fence is located at the property line surrounding both the parcel at 1047 S. Abbot Kinney Boulevard and the parcel directly west at 1051 S. Abbot Kinney Boulevard.

The building is a bungalow with Craftsman-style features. It is slightly set back from the southern property line and faces south onto S. Abbot Kinney Boulevard. It is rectangular in plan and one story in height. It has a clipped gambrel roof clad with a gambrel overhang extending out over the main entrance on the south elevation. The exterior is clad in wood clapboard. The main entrance is located on the center of the south elevation. It consists of a fully glazed wood door in a wood frame. It is accessed via wood steps that lead to a wood porch, which extends the width of the south elevation. There is also a secondary entrance located to the west on the north elevation consisting of a wood slab door. There are two windows to either side of the main entrance on the south elevation. Both are tripartite vinyl windows with a fixed center sash flanked by sliding side sash in wood window frames. There are three vinyl single-hung windows in wood window frames on the west elevation. On the north elevation are two double-hung vinyl window immediately to the east of the secondary entrance.

Building History

1047 S. Abbot Kinney Boulevard is currently used as classrooms for a childcare facility, but was originally built as a single-family dwelling in 1921-1922. The building has been altered since its construction. In 2012, alterations were made to the building to legalize its use as a childcare facility, although the extent of these alterations remains unknown.⁵⁴ Other alterations made at an unknown date include the removal and replacement of the original windows and the removal and replacement of the original main entry door.

Evaluation

1047 S. Abbot Kinney Boulevard appears to meet the eligibility standards and integrity considerations for the Venice theme (see Table 2). The building was constructed in 1921-1922 as a single-family dwelling together with two other single-family dwellings on a single parcel. It dates from the period of significance for pre-consolidation Venice. It is associated with early residential development in Venice and is a rare example of an intact single-family dwelling on Abbot Kinney Boulevard. Abbot Kinney Boulevard was originally developed beginning in the late 1900s with a mix of residential and commercial buildings. In the 1920s, it was transformed into a primarily commercial corridor and many of the early residential buildings were demolished or substantially altered for commercial use. While the original windows and main entry door have been replaced, the building retains most of its essential physical features from the period of significance, including its massing, pattern of fenestration, exterior cladding materials, and features such as entry overhang, exposed rafters, and fascia boards. While the broader setting has changed, it also retains its integrity of immediate setting, including its relationship to the other two bungalows on the parcel. Overall, it retains integrity of design, location, feeling, and association from the period of significance for the Venice theme.

⁵⁴ LADBS, Building Permit No. 090161000020171, April 2, 2012.

Research did not reveal associations with the lives of historic personages important to national, state, or local history. Known residents include John and Eileen Keltus in 1923-1924, Erwin and Hilda Dear in 1925, and George Clark in 1952.⁵⁵ There is no evidence to suggest that these individuals can be considered significant to our past.

The building is a basic example of a bungalow with Craftsman-style features, a popular type and style for early residential buildings in Venice. It does not meet the eligibility standards for the Craftsman style or type (see Table 4). The building does not exemplify the tenets of the Arts and Crafts movement or the Craftsman style. It is a modest example of the type and style from the period it was constructed and is lacking in the qualities and craftsmanship that are associated with finer examples of the Craftsman style. No original building permit was found; however, it is unlikely, given the building's simple appearance, that it is representative of the work of a master or that it possesses high artistic value.

The potential of the property to yield information important in prehistory or history was not considered as part of this evaluation as it applies to archeological resources.

1047 S. Abbot Kinney Boulevard appears to meet the eligibility standards and integrity considerations for the Venice theme and therefore, appears to be eligible for listing as a historical resource under local criteria 1. It does not appear to be eligible under national and state criteria A/1. Although the building is associated with early residential development in Venice, *National Register Bulletin #15* states that a "mere association with historic events or trends is not enough [...] to qualify under Criterion A: a property's specific association must be considered important as well." 1047 S. Abbot Kinney Boulevard does not appear to have an important association with the early development of Venice. It represents the continuation of an established trend only in the construction of single-family dwellings on S. Abbot Kinney Boulevard in response to expansive residential and commercial growth in this area of Venice during the 1920s. Therefore, 1047 S. Abbot Kinney Boulevard appears to meet local Criterion 1 only and does not appear to meet significance thresholds for National Register or California Register eligibility.

8. 1047A S. Abbot Kinney Boulevard



Primary (east) elevation, view looking west (GPA, 2018)

⁵⁵ City Directories, 1923-1924 and 1925; "Tank Truck Bus Crash; Eight Hurt," *Los Angeles Times*, April 16, 1952.



Architectural Description

1047A S. Abbot Kinney Boulevard is located on S. Abbot Kinney Boulevard between Broadway Street and Westminster Avenue. It shares a parcel with two other bungalows, one located to the north and one located to the south. The parcel is paved with concrete pavers. A plywood fence is located at the property line surrounding both the parcel at 1047 S. Abbot Kinney Boulevard and the parcel directly west at 1051 S. Abbot Kinney Boulevard.

The building is a bungalow with Craftsman-style features. It is set back on the parcel and faces east onto a playground area. It is rectangular in plan and one story in height. It has a clipped gambrel roof and a gambrel overhang extending out over the main entrance on the east elevation. The exterior is clad in wood clapboard. The main entrance is located on the center of the east elevation. It is accessed via concrete steps and consists of a fully glazed wood door in a wood frame. There are two windows to either side of the main entrance on the east elevation. Both are tripartite vinyl windows with a fixed center sash flanked by sliding side sash in wood window frames. On the north elevation, there are three vinyl single-hung windows in wood window frames. On the south elevation, there is a fixed single-light window and a single-hung window in wood window frames.

Building History

1047A S. Abbot Kinney Boulevard is currently used as classrooms for a childcare facility, but was originally built as a single-family dwelling in 1921-1922. The building has been altered since its construction. In 2012, alterations were made to the building to legalize its use as a childcare facility, although the extent of these alterations remains unknown.⁵⁶ Other alterations made at an unknown date include the removal and replacement of the original windows and the removal and replacement of the original main entrance door.

Evaluation

1047A S. Abbot Kinney Boulevard appears to meet the eligibility standards and integrity considerations for the Venice theme (see Table 2). The building was constructed in 1921-1922 as a single-family dwelling together with two other single-family dwellings on a single parcel. It dates from the period of significance for pre-consolidation Venice. It is associated with early residential development in Venice and is a rare example of an intact single-family dwelling on Abbot Kinney Boulevard. Abbot Kinney Boulevard was originally developed beginning in the late 1900s with a mix of residential and commercial buildings. In the 1920s, it was transformed into a primarily commercial corridor and many of the early residential buildings were demolished or substantially altered for commercial use. While the original windows and main entry door have been replaced, the building retains most of its essential physical features from the period of significance, including its massing, pattern of fenestration, exterior cladding materials, and features such as wood window frames, wood door surround, entry overhang, exposed rafters, and fascia boards. While the broader setting has changed, it also retains its integrity of immediate setting, including its relationship to the other two bungalows on the parcel. Overall, it retains integrity of design, location, feeling, and association from the period of significance for the Venice theme.

Research did not reveal associations with the lives of historic personages important to national, state, or local history. Known residents include Burton and Mayme McManus in 1923-1924 and

⁵⁶ LADBS, Building Permit No. 090161000020171, April 2, 2012.

Celia Cleaveland in 1925.⁵⁷ There is no evidence to suggest that these individuals can be considered significant to our past.

The building is a basic example of a bungalow with Craftsman-style features, a popular type and style for early residential buildings in Venice. It does not meet the eligibility standards for the Craftsman style or type (see Table 4). The building does not exemplify the tenets of the Arts and Crafts movement or the Craftsman style. It is a modest example of the type and style from the period it was constructed and is lacking in the qualities and craftsmanship that are associated with finer examples of the Craftsman style. No original building permit was found; however, it is unlikely, given the building's simple appearance, that it is representative of the work of a master or that it possesses high artistic value.

The potential of the property to yield information important in prehistory or history was not considered as part of this evaluation as it applies to archeological resources.

1047A S. Abbot Kinney Boulevard appears to meet the eligibility standards and integrity considerations for the Venice theme and therefore, appears to be eligible for listing as a historical resource under local criteria 1. It does not appear to be eligible under national and state criteria A/1. Although the building is associated with early residential development in Venice, *National Register Bulletin #15* states that a “mere association with historic events or trends is not enough [...] to qualify under Criterion A: a property's specific association must be considered important as well.” 1047A S. Abbot Kinney Boulevard does not appear to have an important association with the early development of Venice. It represents the continuation of an established trend only in the construction of single-family dwellings on S. Abbot Kinney Boulevard in response to expansive residential and commercial growth in this area of Venice during the 1920s. Therefore, 1047A S. Abbot Kinney Boulevard appears to meet local Criterion 1 only and does not appear to meet significance thresholds for National Register or California Register eligibility.

9. 1047B S. Abbot Kinney Boulevard



Primary (east) elevation, view looking west (GPA, 2018)

⁵⁷ City Directories, 1923-1924 and 1925.



Architectural Description

1047B S. Abbot Kinney Boulevard is located on S. Abbot Kinney Boulevard between E. Broadway Street and Westminster Avenue. It shares a parcel with two other bungalows located to the south. The parcel is paved with concrete pavers. A plywood fence is located at the property line surrounding both the parcel at 1047 S. Abbot Kinney Boulevard and the parcel directly west at 1051 S. Abbot Kinney Boulevard.

The building is a bungalow with Craftsman-style features. It is set back from the southern property line and faces east onto a playground area. It is rectangular in plan and one story in height. It has a clipped gambrel roof clad with a front gable that extends out over a centrally located porch. The exterior is clad in wood clapboard. The main entrance is located on the center of the east elevation. It is accessed via concrete steps and consists of a fully glazed wood door in a wood frame. There are two windows to either side of the main entrance on the east elevation. Both are tripartite vinyl windows with a fixed center sash flanked by sliding side sash in wood window frames. On the north elevation, there are three vinyl single-hung windows in wood window frames. On the south elevation, there is a fixed single-light window and a single-hung window in wood window frames.

Building History

1047B S. Abbot Kinney Boulevard is currently used as classrooms for a childcare facility, but was originally built as a single-family dwelling in 1921-1922. The building has been altered since its construction. In 2012, alterations were made to the building to legalize its use as a childcare facility, although the extent of these alterations remains unknown.⁵⁸ Other alterations made at an unknown date include the removal and replacement of the original windows and the removal and replacement of the original main entrance door.

Evaluation

1047B S. Abbot Kinney Boulevard appears to meet the eligibility standards and integrity considerations for the Venice theme (see Table 2). The building was constructed in 1921-1922 as a single-family dwelling together with two other single-family dwellings on a single parcel. It dates from the period of significance for pre-consolidation Venice. It is associated with early residential development in Venice and is a rare example of an intact single-family dwelling on Abbot Kinney Boulevard. Abbot Kinney Boulevard was originally developed beginning in the late 1900s with a mix of residential and commercial buildings. In the 1920s, it was transformed into a primarily commercial corridor and many of the early residential buildings were demolished or substantially altered for commercial use. While the original windows and main entry door have been replaced, the building retains most of its essential physical features from the period of significance, including its massing, pattern of fenestration, exterior cladding materials, and features such as wood window frames, wood door surround, entry overhang, exposed rafters, and fascia boards. While the broader setting has changed, it also retains its integrity of immediate setting, including its relationship to the other two bungalows on the parcel. Overall, it retains integrity of design, location, feeling, and association from the period of significance for the Venice theme.

⁵⁸ LADBS, Building Permit No. 090161000020171, April 2, 2012.

Research did not reveal associations with the lives of historic personages important to national, state, or local history.⁵⁹

The building is a basic example of a bungalow with Craftsman-style features, a popular type and style for early residential buildings in Venice. It does not meet the eligibility standards for the Craftsman style or type (see Table 4). The building does not exemplify the tenets of the Arts and Crafts movement or the Craftsman style. It is a modest example of the type and style from the period it was constructed and is lacking in the qualities and craftsmanship that are associated with finer examples of the Craftsman style. No original building permit was found; however, it is unlikely, given the building's simple appearance, that it is representative of the work of a master or that it possesses high artistic value.

The potential of the property to yield information important in prehistory or history was not considered as part of this evaluation as it applies to archeological resources.

1047B S. Abbot Kinney Boulevard appears to meet the eligibility standards and integrity considerations for the Venice theme and therefore, appears to be eligible for listing as a historical resource under local Criterion 1. It does not appear to be eligible under national and state criteria A/1. Although the building is associated with early residential development in Venice, *National Register Bulletin #15* states that a "mere association with historic events or trends is not enough [...] to qualify under Criterion A: a property's specific association must be considered important as well." 1047B S. Abbot Kinney Boulevard does not appear to have an important association with the early development of Venice. It represents the continuation of an established trend only in the construction of single-family dwellings on S. Abbot Kinney Boulevard in response to expansive residential and commercial growth in this area of Venice during the 1920s. Therefore, 1047B S. Abbot Kinney Boulevard appears to meet local Criterion 1 only and does not appear to meet significance thresholds for National Register or California Register eligibility.

11. 1051 S. Abbot Kinney Boulevard



1051 S. Abbot Kinney Boulevard is located on the corner of S. Abbot Kinney Boulevard and Westminster Avenue. A plywood fence is located at the property line surrounding both the

⁵⁹ Research did not reveal the names of residents who previously occupied this building.

parcel at 1047 S. Abbot Kinney Boulevard and the parcel at 1051 S. Abbot Kinney Boulevard. The eastern portion of 1047 S. Abbot Kinney Boulevard and the entirety of 1051 S. Abbot Kinney Boulevard are used as a playground for the childcare facility that occupies both parcels. This playground area is paved with concrete and landscaped with trees and small plantings. There is a wood gazebo located in the center of 1051 S. Abbot Kinney Boulevard and a shipping container located at the north property line. Because the parcel has no permanent improvements, it was not individually evaluated for national, state, and local designation programs.

12. APN #4239-021-029



APN #4239-021-029 is a former railroad right-of-way located along the northern portion of the block bounded by S. Electric Avenue on the north, S. Abbot Kinney Boulevard on the south, E. Westminster Avenue on the east, and E. Broadway Street on the west. It is currently a surface parking lot paved in asphalt. The parcel is surrounded by a metal and concrete block fence. There is also a small one-story kiosk. Because the parcel has no permanent improvements, it was not individually evaluated for national, state, and local designation programs.

5.3 Evaluation of Project Site as a Historic District

The 1000 block of S. Abbot Kinney Boulevard between E. Broadway Street and E. Westminster Avenue is developed with low-rise commercial and residential buildings primarily constructed between 1907 and 1923. There are ten parcels on the 1000 block of S. Abbot Kinney Boulevard, eight of which comprise the Project site. Buildings are located on seven of the ten parcels on the block. Three parcels, including the former railroad right-of-way along Electric Avenue, remain undeveloped. The buildings on the block exhibit characteristics of a variety of architectural styles and construction practices. They are also not uniformly sited on their respective parcels, but exhibit various setbacks from S. Abbot Kinney Boulevard. The nine buildings on the Project site are described above in Section 5.2. The remaining buildings on the block not within the Project site are 1041 and 1043 S. Abbot Kinney Boulevard. 1041 S. Abbot Kinney Boulevard is a church constructed in 1967, and 1043 S. Abbot Kinney Boulevard is a mixed-use building constructed in 1921.

The 1000 block of S. Abbot Kinney Boulevard does not appear to meet the integrity considerations for the Venice theme (see Table 2). The majority of the buildings on the block



date from the pre-consolidation period of Venice and are associated with early commercial and residential development in the area. However, *National Register Bulletin #15* notes that “for a district to retain integrity as a whole, the majority of the components that make up the district must possess integrity even if they are individually undistinguished.” As described above, most of the buildings on the block were altered outside the period of significance for the Venice theme and lack physical integrity, including 1021, 1023, 1023½, 1025, 1027, and 1031 S. Abbot Kinney Boulevard. Because of these alterations to individual buildings, the block no longer conveys a strong visual sense overall of the historic environment from the period of significance. Additionally, the immediate setting of the 1000 block of S. Abbot Kinney Boulevard has changed. 1041 S. Abbot Kinney Boulevard was constructed in 1967, outside the period of significance. 1021½ and 1033 S. Abbot Kinney Boulevard were also recently demolished in 2012. If the buildings on the block had not been significantly altered and the immediate setting had remained intact, there might have been an increased potential for eligibility under Criterion A as an example of early residential and commercial development in Venice. Research did not reveal that the building was associated with other important events in local, state, or national history.

Research did not reveal associations with the lives of historic personages important to national, state, or local history. None of the buildings on the Project site appear to be associated with any significant individuals (see Section 5.2).

The 1000 block of S. Abbot Kinney Boulevard as a whole lacks architectural, design, and engineering significance and does not reflect a type, period or method of construction. The buildings exhibit a mix of Craftsmen-style and Spanish Colonial Revival-style features. However, there is nothing notable or unique about the design of any of the eleven buildings on the block, which is all typical for the period in which they were constructed, and the majority have been substantially altered. The layout of the buildings is not suggestive of a formal plan, and research revealed no information on architects or builders. It is unlikely, given their appearance, that the buildings are representative of the work of a master or that it possesses high artistic value. The last component of Criterion C, representing a significant and distinguishable entity whose components may lack individual distinction, is the most applicable to districts, but according to *National Register Bulletin #15*, a district must also derive significance from Criteria A, B, or the first half of Criterion C. Because the 1000 block of S. Abbot Kinney Boulevard does not appear to be eligible under Criteria A, B, or the first half of Criterion C, it does not represent a significant and distinguishable entity whose components may lack individual distinction.

The potential of the 1000 block of S. Abbot Kinney Boulevard to yield information important in prehistory or history was not considered as part of this evaluation as it applies to archeological resources.

The 1000 block of S. Abbot Kinney Boulevard does not appear to be eligible for listing as a historical resource under national, state, and local criteria A/1/1, B/2/2, or C/3/3.



6. PROJECT IMPACTS

6.1 Determining the Significance of Impacts on Historical Resources

The State CEQA Guidelines set the standard for determining the significance of impacts to historical resources in Title 14 California Code of Regulations Section 15064.5(b), which states:

A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

Title 14 California Code of Regulations Section 15064.5(b)(1) further clarifies “substantial adverse change” as follows:

Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

Title 14 California Code of Regulations Section 15064.5(b)(2) in turn explains that a historical resource is “materially impaired” when a project:

Demolishes or materially alters in an adverse manner those physical characteristics that convey its significance and that justify its inclusion in or eligibility for inclusion in the California Register, local register, or its identification in a historic resources survey.

The following factors are set forth in the City of Los Angeles' “L.A. CEQA Thresholds Guide,” which states that a project would normally have a significant impact on a historical resource if it would result in a substantial adverse change in the significance of the historical resource. A substantial adverse change in significance occurs if the project involves:

- Demolition of a significant resource;
- Relocation that does not maintain the integrity and (historical/architectural) significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings; or
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.

As such, the test for determining whether or not a proposed project will have a significant impact on an identified historical resource is whether or not the project will alter in an adverse manner the physical integrity of the historical resource such that it would no longer be eligible for listing in the National or California Registers or other landmark programs such as the list of HCMs.

6.2 Project Description

The Applicant proposes to develop four new mixed-use buildings on the Project site (see Figure 10). The Project would involve the demolition of 1023½, 1031, 1047, 1047A, and 1047B S. Abbot Kinney Boulevard (see Figure 11). 1021, 1023, 1025, and 1027 S. Abbot Kinney Boulevard would be retained. The maximum height for the four new buildings would be approximately 33 feet above grade or 3 stories with a subterranean floor.

One new building would be located along the width of the block adjacent to S. Electric Avenue. Commercial uses and a hotel lobby would be on the ground floor, and hotel rooms and apartments would be on the second and third floors. The second new building would be located adjacent to E. Broadway Street and incorporate the existing building at 1021 S. Abbot Kinney Boulevard. Amenity spaces and trash facilities for the hotel would be located on the ground-floor and hotel rooms and apartments would be located on the second and third floors. The third new building would be located adjacent to S. Abbot Kinney Boulevard between 1027 and 1041 S. Abbot Kinney Boulevard. Restaurant spaces would be located on the ground and second floors and a pool would be located on the third floor. Finally, the fourth new building would be located on the corner of S. Abbot Kinney Boulevard and E. Westminster Avenue. Commercial uses and office spaces would be located on the ground floor and hotel rooms and apartments would be located on the second and third floors. 1021, 1023, 1025, and 1027 S. Abbot Kinney Boulevard would retain their existing uses as restaurant spaces. A ground level open courtyard would be located between the new building on S. Electric Avenue and the existing building at 1027 S. Abbot Kinney Boulevard. Parking would be located on the subterranean floor (see Appendix D, Entitlement Submittal).



Figure 10: Proposed Project, south elevation (David Hertz/Studio of Environmental Architecture)

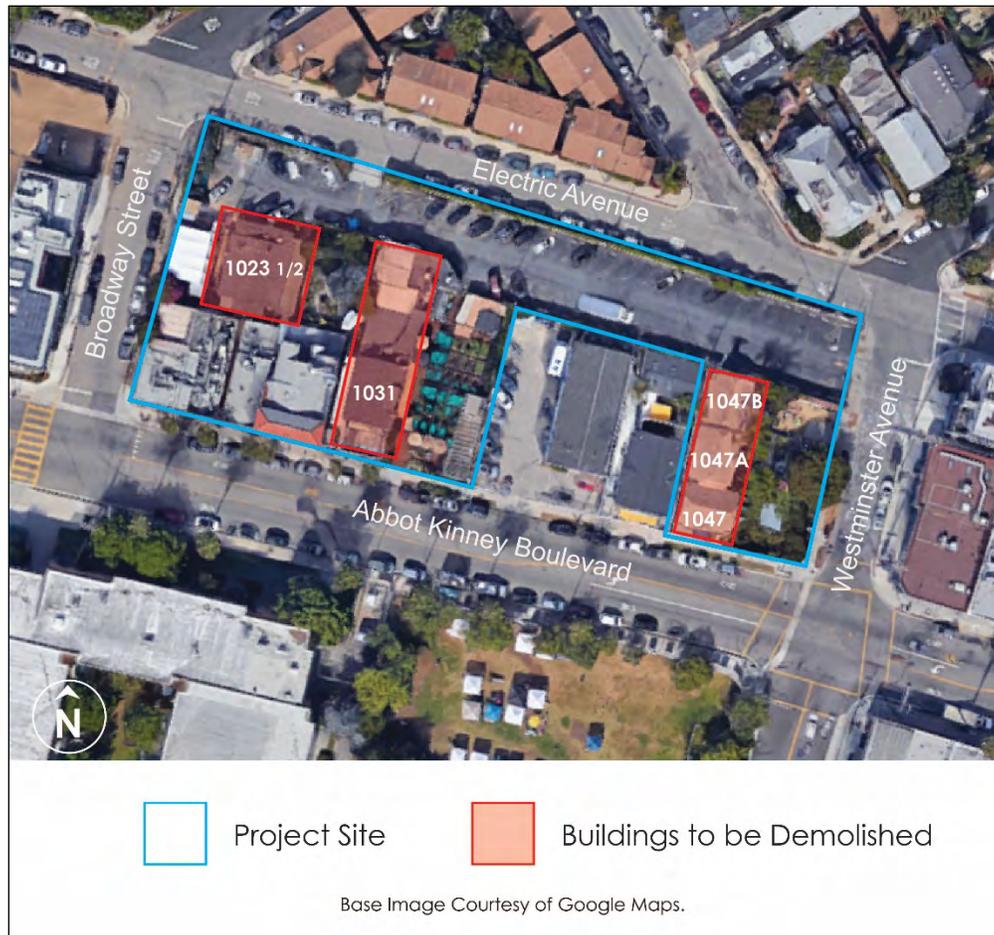


Figure 11: Building on Project site that would be demolished

6.3 Analysis of Project Impacts

Potential Direct Impacts

The Project would have a direct impact on historical resources. 1047, 1047A, and 1047B S. Abbot Kinney Boulevard appear to be eligible for local designation and therefore are historical resources under CEQA. The evaluation of these historical resources on the Project site is discussed in Section 5.2. The three bungalows would be demolished as a result of the Project and a new three-story building would be constructed on the site. Therefore, the Project would have a significant adverse impact on the historical resources.

Potential Indirect Impacts

This report also analyzes the potential for the Project to result in indirect impacts on the historical resources in the vicinity. Indirect impacts or secondary effects are reasonably foreseeable and caused by a project, but occur at a different time or place.⁶⁰

As described in Section 5.1 above, there are two potential historical resources in the study area, the Charles H. Whittlesley Residence and 1100 S. Abbot Kinney Boulevard. In determining the

⁶⁰ 14 CCR Section 15358 (a)(2)



potential impact of adjacent new construction on the historical resources in the study area, the central question is whether the new building would cause a "material impairment" to the significance of the nearby historical resource.⁶¹ Material impairment occurs where a project demolishes or alters the physical characteristics that convey the significance of a historical resource and that justify its inclusion in or eligibility of inclusion in national, state, or local landmark or historic district programs pursuant to the requirements of CEQA. Such an effect would only occur if the historical resources in the study area no longer retained sufficient integrity to convey their significance. The significance of each historical resource in the study area is described in Section 5.1.

According to *National Register Bulletin #15*, there are seven aspects of integrity: feeling, association, workmanship, location, design, setting, and materials. Because the proposed Project will not alter the physical features of the historical resources in the study area, the only relevant aspect with respect to the impact of the new building on these historical resources is setting. Setting refers to the character of the place in which the historical resource is situated within the boundaries of the property or historic district as well as the resource's broader surroundings. This analysis considers whether the integrity of setting of the historical resources in the study area would be so diminished by the new construction that they would no longer qualify as historical resources under national, state, or local landmark or historic district programs.

The Charles H. Whittlesley Residence is located across the street from the Project site on the north side of S. Electric Avenue. Because the Project site is located outside the boundaries of the property, the Project will not impact the historical resource's integrity of immediate setting. The historical resource's broader surroundings, namely the building's relationship to its surrounding features, has already been altered by new construction. 1113 S. Electric Avenue is a three-story residential building that was constructed across S. Electric Avenue to the southeast of the historical resource in 2000. Therefore, the Project would introduce a new visual element to the area surrounding the Charles H. Whittlesley Residence where the overall integrity of setting has already been diminished by changes to the built environment over time.

The views of the Charles H. Whittlesley Residence from the surrounding blocks would be minimally obscured as a result of the Project. The most important view of the historical resource is of its east elevation facing the intersection of S. Electric Avenue and E. Westminster Avenue. This view of the historical resource's primary elevation would remain visible from almost every vantage except further to the south. Because the proposed new buildings are three stories in height, the Charles H. Whittlesley Residence would likely no longer be visible from the intersection of S. Abbot Kinney Boulevard and E. Westminster Avenue. However, this historical resource would remain highly visible from most vantages and continue to be a prominent feature of the block at the intersection of S. Electric Avenue and E. Westminster Avenue. Furthermore, obscuring the view of the east elevation from the intersection of S. Abbot Kinney Boulevard and E. Westminster Avenue would not materially impair the building's eligibility as a historical resource because it is not pertinent to conveying its significance.

1100 S. Abbot Kinney Boulevard is located southeast of the Project site on the south side of S. Abbot Kinney Boulevard. Because the Project site is located outside the boundaries of the property, the Project will not impact the historical resource's integrity of immediate setting. The historical resource's broader surroundings, namely the building's relationship to its surrounding

⁶¹ Pub. Res. Code § 21084.1; CEQA Guidelines § 15064.5(b).



features, has already been altered by new construction. As stated above in Section 5.1, S. Abbot Kinney Boulevard between E. Westminster Avenue and Venice Boulevard does not retain integrity due to the construction of new buildings and substantial alterations to existing buildings. New construction in the vicinity of 1100 S. Abbot Kinney Boulevard includes: 1113 S. Electric Avenue to the north, a three-story mixed-use building constructed in 2005 at 1121 S. Abbot Kinney Boulevard to the northeast, and a three-story residential building constructed in 1990 at 248 E. Westminster Avenue to the south. Therefore, the Project would introduce a new visual element to the area surrounding 1100 S. Abbot Kinney Boulevard where the overall integrity of setting has already been diminished by changes to the built environment over time.

The views of 1100 S. Abbot Kinney Boulevard from the surrounding blocks, including S. Abbot Kinney and E. Westminster Avenue, would not be obscured as a result of the Project. The historical resource would remain highly visible and continue to be a prominent feature on the block.

In conclusion, while the Project would introduce a new visual element to the study area, it would not affect the setting of any of the identified historical resources. The overall integrity of setting of the Charles H. Whittlesey Residence and 1100 S. Abbot Kinney Boulevard has already been changed by new construction. Both historical resources would also remain highly visible and continue to be prominent features of the blocks on which they are located. Therefore, the Project would not result in a substantial adverse change to the immediate surroundings of these historical resources to the degree that they would no longer be eligible for listing under national, state, or local landmark programs.

Potential Cumulative Impact

In addition to the potential direct and indirect impacts discussed above, CEQA requires that potential cumulative impacts also be considered. Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.⁶² 1047, 1047A, and 1047 appear to be eligible for local designation under Criterion 1 as rare examples of early residential development on Abbot Kinney Boulevard (see Section 5.2). The SurveyLA findings for the Venice Community Plan Area note that there are only "a small number of intact single-family houses along Abbot Kinney Boulevard."⁶³ Seven single-family dwellings on Abbot Kinney Boulevard were identified as meeting the eligibility standards and integrity considerations for the Venice theme under Criterion A/1/1 (see Table 6). One of the seven, 1507 S. Abbot Kinney Boulevard, has been substantially altered since it was identified by SurveyLA, most notably the front porch was enclosed and the street-facing elevation was demolished. Therefore, this property likely no longer meets the integrity considerations under the Venice theme.

There are no related projects that impact single-family dwellings on Abbot Kinney Boulevard or other residential properties identified by SurveyLA under the Venice theme. The six intact single-family dwellings on Abbot Kinney Boulevard would remain as would the other approximately 53 residential properties identified by SurveyLA as early examples of residential development in Venice.⁶⁴ However, out of an abundance of caution, the Project is presumed to have a cumulative impact because it would result in the further reduction of the number of intact

⁶² 14 CCR Section 15355

⁶³ "Venice Community Plan Area," 28.

⁶⁴ HRG, 27.



single-family dwellings from this period that represent rare examples of early residential development on Abbot Kinney Boulevard.

	Primary Address	Date of Construction
1	1111 S. Abbot Kinney Boulevard	1910
2	1220½ S. Abbot Kinney Boulevard	1913
3	1428 S. Abbot Kinney Boulevard	1921
4	1502 S. Abbot Kinney Boulevard	1922
5	1507 S. Abbot Kinney Boulevard	1911
6	1607 S. Abbot Kinney Boulevard	1920
7	1617 S. Abbot Kinney Boulevard	1921

6.4 Mitigation Measures

The Project would have a significant adverse impact on 1047, 1047A, and 1047B S. Abbot Kinney Boulevard, which appear to be eligible for local designation and therefore are historical resources under CEQA. For compliance with CEQA, the lead agency, in this case the City of Los Angeles, is required to identify potentially feasible measures to mitigate significant impacts and to ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures.⁶⁵ The following mitigation measures are recommended:

1. Recordation

Prior to the issuance of a demolition permit, a Historic American Building Survey (HABS) Level II report documenting the architectural and historical significance of 1047, 1047A, and 1047B S. Abbot Kinney Boulevard shall be prepared. One original copy of the report shall be assembled and distributed to the Southern California Information Center at California State University Fullerton, the Los Angeles Conservancy, the Los Angeles Central Library, and the City of Los Angeles Office of Historic Resources. Before submitting any documents, each repository must be contacted to ensure that they are willing and able to accept the items. The report shall be created by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards for history or architectural history with demonstrated experience in creating HABS Level II documentation. The report shall include:

- a. A written report according to the HABS narrative format, which includes historical and descriptive information, index to photographs, and photo key plan.
- b. Duplicates of historic photographs, if available.
- c. Duplicates of original drawings, if available.
- d. Large format (4" x 5" or larger) black and white photographs based on HABS guidelines. The photographs shall be keyed to a site plan to show the location of each photograph taken. Views shall include the setting of the district and exterior views of at least half of the contributing buildings.

⁶⁵ CEQA Guidelines Title 14, Chapter 3 Section 15064.5(b) (4)].



2. Salvage and Reuse

The Project Applicant shall create a salvage and reuse plan identifying elements and materials that can be saved prior to the issuance of a demolition permit. The plan shall be prepared by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards for architectural history or historic architecture with demonstrated experience in developing salvage and reuse plans. The plan shall be submitted to the City of Los Angeles Office of Historic Resources. Elements and materials that may be salvageable include: decorative elements, framing members, light fixtures, plumbing fixtures, and flooring materials such as tiles and hardwood. The salvageable items shall be removed in the gentlest, least destructive manner possible. The plan shall identify an indoor, weather-controlled space where items can be stored. The Applicant shall identify individuals, organizations, or businesses interested in receiving salvageable items in consultation with the City of Los Angeles Office of Historic Resources.

3. Relocation

Prior to obtaining a final certificate of occupancy, the Project Applicant shall make 1047, 1047A, and 1047B S. Abbot Kinney Boulevard available to third parties for relocation and/or salvage at no cost for the structures (the third party shall be responsible for costs associated with the relocation and/or salvage activities). No earlier than 90 days before the commencement of construction of the Project, the Project Applicant shall publicize the availability of these structures for relocation and/or salvage by publishing a notice in a newspaper of general circulation and by directly informing potentially interested parties. Any relocation and/or salvage activities undertaken by third parties shall be fully completed prior to the commencement of Project construction.

7. CONCLUSIONS

The Project proposes to demolish 1047, 1047A, and 1047B S. Abbot Kinney Boulevard. These buildings appear to be eligible for local designation under Criterion 1 only as rare examples of early residential development on Abbot Kinney Boulevard and thus are historical resources under CEQA. Therefore, the Project would have a significant adverse impact on the environment and mitigation is required. Implementation of Mitigation Measures 1-3 would not reduce the direct impact on the historical resources to a less than significant level, but are recommended nonetheless to document the history of the area for the sake of posterity. The only way of avoiding the direct impact on the historical resources would be to redesign the Project to preserve 1047, 1047A, and 1047B S. Abbot Kinney Boulevard.

The potential for indirect and cumulative impacts from the proposed project were also considered. The Project would have no impact on the Charles H. Whittlesley Residence and 1100 S. Abbot Kinney Boulevard, the two historical resources in the study area. The new building would introduce a new visual element to the immediate surroundings of these historical resources; however, the Project would not result in a substantial adverse change to their integrity to the degree that they would no longer be eligible for listing as historical resources defined by CEQA. The Project would have a cumulative impact on the environment as a result of the demolition rare examples of early residential development on Abbot Kinney Boulevard, of which only six intact examples remain.



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Appendix A - Résumé



EMILY RINALDI is an Architectural Historian II at GPA. She has been involved in the field of historic preservation since 2011 and has worked throughout the country. Emily has conducted archival research and architectural surveys, developed submissions to regulatory agencies, and prepared site assessments and management plans for a wide variety of historic buildings, structures, and sites. Her experience includes the preparation of Historic-Cultural Monument, Federal Rehabilitation Tax Credit, and New York City Landmarks Preservation Commission applications, the composition of a Historic Preservation Element for a Township Master Plan, and the development and design of an exhibit sign.

She is the Image Editor for *Buildings & Landscapes*, the journal for the Vernacular Architecture Forum. Emily is experienced with graphics-editing software programs including Adobe Photoshop and Adobe InDesign as well as tools for mapmaking such as ArcGIS.

Educational Background:

- M.S., Historic Preservation, Columbia University, 2013
- B.A., History, New York University, 2009
- B.A., Political Science, New York University, 2009

Professional Experience:

- GPA Consulting, Architectural Historian II, 2017-Present
- Building Conservation Associates, Inc., Historic Preservationist, 2015-2017
- Avery Drawings & Archives, Columbia University, Graduate Intern, 2012-2013
- Docomomo, US, Intern, 2012

Qualifications:

- Meets the Secretary of the Interior's Professional Qualifications Standards for history and architectural history pursuant to the Code of Federal Regulations, 36 CFR Part 61, Appendix A.

Professional Activities:

- Vernacular Architecture Forum, Image Editor for *Buildings & Landscapes*, 2014-Present

Selected Projects:

- 1100 E. 5th Street, Los Angeles, CEQA Historical Resource Report, 2017
- 314-18 Firmin Street, Los Angeles, Historical Resource Evaluation Report, 2017
- 401 S. Hewitt Street, Los Angeles CEQA Historical Resource Report, 2017
- Stock Exchange, Los Angeles, Preservation Plan, Interior, 2017
- Shoemaker Bridge, Long Beach, Section 106 Historical Resources Evaluation Report, 2017
- 800 Traction Avenue, Los Angeles, Historic-Cultural Monument Application, 2017
- 91/605, Los Angeles County, Section 106, Historical Resources Evaluation Report, 2017
- Truxtun/Oak Intersection Operational Improvements, Bakersfield, Section 106 Historical Resources Evaluation Report, 2017
- Southington Historic Inventory Survey, Southington, Connecticut, 2016-2017
- Windsor Locks Readiness Center, Windsor Locks, Connecticut, Exhibit Sign, 2016
- Historic Preservation Element of the Township Master Plan for Montclair, New Jersey, 2016
- Edward Ridley & Sons Department Store, New York, Federal Rehabilitation Tax Credit Application, 2015-2016
- Historic Resource Inventory Survey of Midtown Manhattan, New York, 2015-2016
- Washington Union Station, Washington, D.C., Historic Preservation Plan, 2015
- *Threatened by History: The Problems in Preserving the Postbellum Commemorative Landscape*, Master's Thesis, 2013



Appendix B - SurveyLA Historical Resources Inventory Forms



Primary Address: 334 S 4TH AVE
 Name:
 Year built: 1890
 Architectural style: Queen Anne

Context 1:

Context:	Pre-Consolidation Communities of Los Angeles, 1850-1932
Sub context:	No Sub-context
Theme:	Venice, 1850-1925
Sub theme:	Important Events in Venice History, 1850-1925
Property type:	Residential
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	3CS;5S3
Reason:	Excellent example of residential development that pre-dates Venice’s consolidation with the City of Los Angeles in 1925; most examples from this period do not retain integrity. This residence was constructed circa 1890 and moved to this location circa 1910.



Primary Address: **1030 S 4TH AVE**
 Other Address: 1032 S 4TH AVE
 401 E WESTMINSTER AVE
 Name: Charles H. Whittlesley Residence
 Year built: 1922
 Architectural style: Craftsman; Queen Anne

Context 1:

Context:	Residential Development and Suburbanization, 1850-1980
Sub context:	Multi-Family Residential Development, 1910-1980
Theme:	Multi-Family Residential, 1910-1980
Sub theme:	Apartment Houses, 1910-1980
Property type:	Residential
Property sub type:	Apartment House
Criteria:	C/3/3
Status code:	3CS;5S3
Reason:	Excellent example of early multi-family residential development in Venice. Due to the alteration of the porch, the property does not retain sufficient integrity to be eligible for listing in the National Register.

Reason:	Research suggests this was a 1922 four-flat multi-family residence that was converted into offices and transformed into its current Victorian-inspired style in the 1970s; some sources indicate this work was done by architect Frederick Meyer in 1978. However, this information could not be confirmed.
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Primary Address: **1100 S ABBOT KINNEY BLVD**
 Other Address: 1102 S ABBOT KINNEY BLVD
 350 E WESTMINSTER AVE
 Name:
 Year built: 1922
 Architectural style: Commercial, Vernacular

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Streetcar Commercial Development, 1873-1934
Sub theme:	No SubTheme
Property type:	Commercial - Retail
Property sub type:	One-story Commercial Strip
Criteria:	A/1/1&C/3/3
Status code:	3S;3CS;5S3
Reason:	Rare, intact example of early commercial development located along the former Venice Short Line, a Pacific Electric streetcar line that ran along Electric Avenue in Venice; most examples from this period do not retain integrity.



Primary Address: 1103 S ABBOT KINNEY BLVD
 Name:
 Year built: 1926
 Architectural style: Commercial, Vernacular

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Streetcar Commercial Development, 1873-1934
Sub theme:	No SubTheme
Property type:	Commercial - Retail
Property sub type:	One-story Commercial Strip
Criteria:	A/1/1&C/3/3
Status code:	3S;3CS;5S3
Reason:	Rare, intact example of early commercial development located along the former Venice Short Line, a Pacific Electric streetcar line that ran along Electric Avenue in Venice; most examples from this period do not retain integrity.

Name: Abbot Kinney Boulevard Commercial Planning District**Description:**

The Abbot Kinney Boulevard Commercial Planning District is an early-20th century neighborhood commercial area located in the northwestern portion of Venice. The district contains 147 parcels and includes parcels along both sides of Abbot Kinney Boulevard (formerly W. Washington Blvd.) between Westminster Avenue on the north and Venice Boulevard on the south.

The district occupies flat terrain just blocks from the Pacific Ocean. Streets throughout the district are organized in an orthogonal grid pattern. Lots in the district are small in size, with most parcels averaging less than one-tenth of an acre. In some cases, multiple parcels have been combined to accommodate the construction of larger buildings. Development in the district is a mix of commercial and residential building types, with modest Craftsman cottages from the teens and 1920s alongside one- to three-story vernacular brick buildings from the 1920s. Today, the district is almost exclusively commercial in its use, with several surface parking lots scattered throughout. Original buildings share the block with more recent construction. District features include buildings set at the sidewalk with a pedestrian orientation, concrete curbs and sidewalks, parallel street parking, and mature street trees.

Significance:

The Abbot Kinney Boulevard Commercial Planning District is significant as an example of early-20th century neighborhood commercial development in Venice. While the area does not retain sufficient integrity or cohesion to qualify as a historic district, it may warrant special consideration for local planning purposes.

In 1891, tobacco magnate and real estate developer Abbot Kinney and his business partner, Francis G. Ryan, purchased a 1.5 mile-long strip of beachfront land located to the south of Santa Monica. The 275-acre parcel, which extended from Strand Street south to Mildred Avenue, had originally comprised a portion of the Rancho La Ballona and was initially settled by the Machado and Talamantes families in the early 1800s. Kinney and Ryan turned their attention to the northern portion of the tract, where they developed the resort community of Ocean Park. Following Francis Ryan's death in 1898, Kinney attempted to carry on with new business partners, but the men found themselves at odds with each other and the business was dissolved in 1904. Kinney won the undeveloped southern portion of the tract in a coin toss employed to divide up the company's assets. He immediately commenced with improvements designed to transform the saltwater marshland into a seaside resort modeled after the Italian city of Venice.

In 1905, Kinney subdivided the land as the "Venice of America" tract. Approximately three-quarters of the parcels in the district were subdivided as a part of this tract. The remaining northwest portion was subdivided in 1903 as part of the Ralph Rogers subdivision of Ocean Park Villa Tract No. 2. Originally, the street which bisects the district was known as Washington Boulevard. Development along Washington Boulevard took place sporadically throughout the first years of the 20th century; early construction was primarily residential and consisted largely of cottages designed in the Craftsman style. It was not until the early 1920s that building activity maintained a steady pace and the neighborhood began to include examples of modest commercial vernacular buildings.

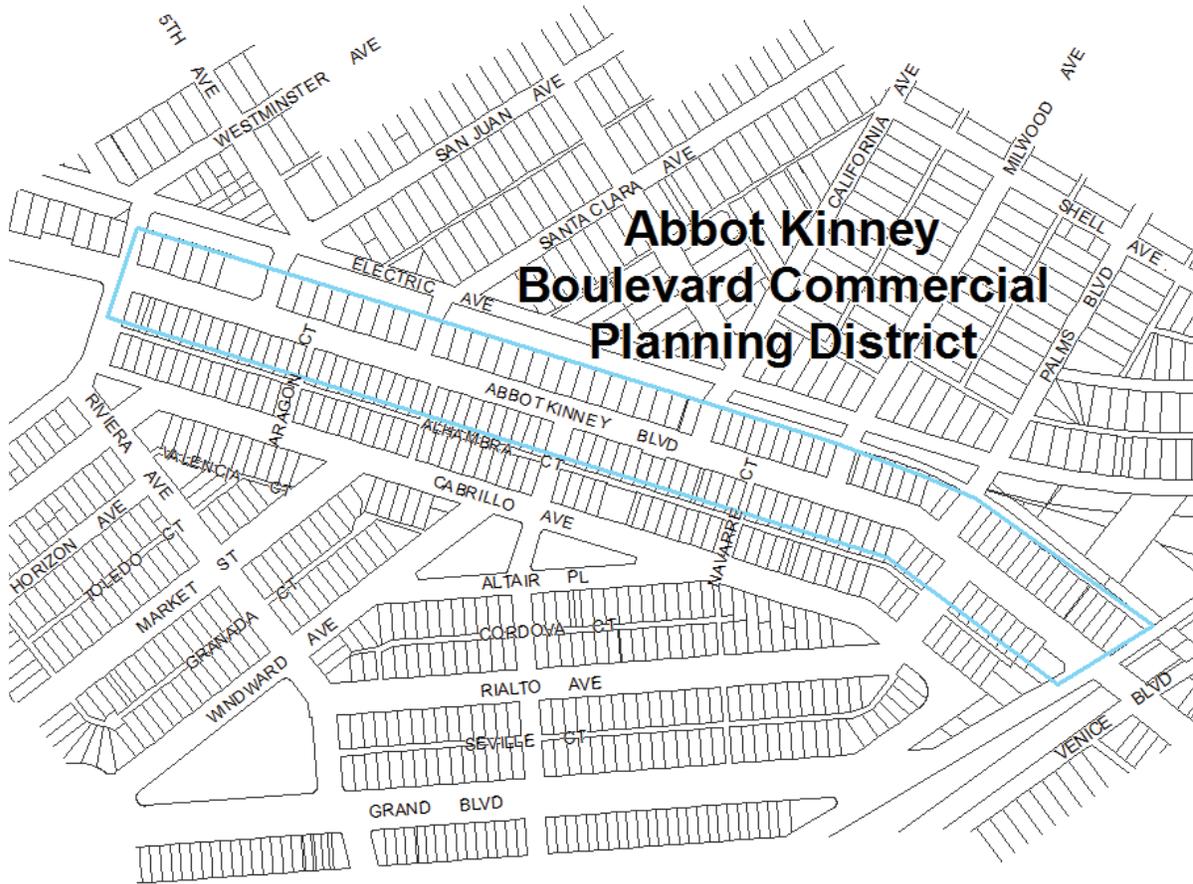
The development of Washington Boulevard coincided with the development of the nearby Oakwood neighborhood, which was situated immediately to the north. Over time, Oakwood evolved into an African-American enclave due to segregation and racist sentiments which limited the mobility of black residents who had migrated from the South to live and work in Venice. Washington Boulevard was the site of many black-owned businesses and eventually became known as a "racial,

ethnic, and socioeconomic mixing ground.” By the mid-20th century, a mix of neighborhood commercial establishments had emerged amidst the modest dwellings constructed in earlier years, and offerings included a beauty salon, markets, repair shops, artist studios, wholesale businesses, and secondhand thrift stores. The diversity of operations was due in part to the economic limitations of the surrounding community; “merchants had a difficult time surviving solely from retail sales. Many stores on the street were a mixture of wholesale and retail, and others provided a range of services to increase their profits and consumer base.” The area’s diversity also attracted political activists who worked and organized in offices on the street. A center for African-American youth opened during the 1970s, serving the community of teenagers in Oakwood.

By the late 1970s and early 1980s, the context of the surrounding community had changed as African-Americans faced diminished economic opportunities and greater financial instability. The rate of turnover amongst businesses along Washington Boulevard was high; those merchants who operated wholesale businesses were among the few who were able to maintain operations. Many of the stores that opened during this period failed; as businesses were abandoned many buildings fell into disrepair or were vandalized. As gang activity and racial tensions increased in nearby Oakwood, many residents and shoppers sought to avoid the area entirely.

In an effort to distance the commercial district from Oakwood’s troubled identity, some local activists and merchants launched a community effort to “re-brand” Washington Boulevard. The branding of the street had a positive effect, attracting new businesses and development to the area. Washington Boulevard’s identity began to evolve from a mixed-use neighborhood to that of a wholly commercial district. In 1990, West Washington Boulevard was officially renamed Abbot Kinney Boulevard. The change was made in part to avoid confusion over the multiple streets in Venice named after the first president, but the switch also reconnected the street to the original founding of Venice.

Despite its significance, the Abbot Kinney Boulevard Commercial Planning District does not possess sufficient integrity to qualify as a historic district. Many of the district’s original buildings have undergone some degree of alteration or have been replaced with newer construction, which has compromised the cohesion and integrity of the district as a whole. However, the district retains its overall scale and pedestrian orientation which help to convey the feeling of an early-20th century neighborhood commercial center. For these reasons, this area may warrant special consideration for local planning purposes.



Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Neighborhood Commercial Development, 1875-1960
Sub theme:	Neighborhood Commercial Centers, 1875-1960
Property type:	Neighborhood/Village Commercial Center
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	6LQ
Reason:	The Abbot Kinney Boulevard Commercial Planning District is significant as an example of early-20th century neighborhood commercial development in Venice. While the area does not retain sufficient integrity or cohesion to qualify as a historic district, it may warrant special consideration for local planning purposes.



Appendix C – DPR 523 Forms

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code

Reviewer

Date

Page 1 of 7 *Resource Name or #: (Assigned by recorder) 1000 Block of S. Abbot Kinney Boulevard

P1. Other Identifier: None

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach, CA Date 1981 T ; R ; of of Sec ; B.M.

c. Address 1021-1051 S. Abbot Kinney Boulevard City Los Angeles Zip 90291

d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APNs: 4239-021-017; 4239-021-018; 4239-021-019; 4239-021-023; 4239-021-024; 4239-021-025; 4239-021-026; 4239-021-027; 4239-021-029; 4239-021-031

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

See District Record for description.

*P3b. Resource Attributes: (List attributes and codes) HP2. Single Family Property; HP3. Multiple Family Property
HP6. Commercial Building

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo: (view, date, accession #) 1000 Block of S. Abbot Kinney Blvd, view NE

*P6. Date Constructed/Age and Source: Historic Prehistoric
 Both

1908-1967; Los Angeles County Office of the Assessor

*P7. Owner and Address: Wynkoop Properties LLC
1027 1/2 S. Abbot Kinney Blvd
Los Angeles, CA 90291

*P8. Recorded by: (Name, affiliation, and address)
Emily Rinaldi
GPA Consulting
617 S. Olive Street, Suite 910
Los Angeles, CA 90014

*P9. Date Recorded: 7/20/2018

*P10. Survey Type: (Describe)
Intensive Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

GPA Consulting, "Historical Resource Technical Report for the 1000 Block of S. Abbot Kinney Boulevard, Los Angeles, California, California," July 2018

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List): _____

***D3. Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

The 1000 block of S. Abbot Kinney Boulevard between E. Broadway Street and E. Westminster Avenue is developed with low-rise commercial and residential buildings primarily constructed between 1907 and 1923. There are ten parcels on the 1000 block of S. Abbot Kinney Boulevard. Buildings are located on seven of the ten parcels on the block. Three parcels, including the former railroad right-of-way along Electric Avenue, remain undeveloped. The buildings on the block exhibit characteristics of a variety of architectural styles and construction practices. They are also not uniformly sited on their respective parcels, but exhibit various setbacks from S. Abbot Kinney Boulevard.

The area surrounding the 1000 block of S. Abbot Kinney Boulevard is mostly developed with one-to-three-story commercial and residential buildings constructed between the 1900s through the 2000s. Other parcels remain undeveloped. The topography of the study area is generally flat. The streets are S. Abbot Kinney Boulevard, E. Broadway Street, S. Electric Avenue, and E. Westminster Avenue. S. Abbot Kinney Boulevard is a busy, two-lane thoroughfare with a center turning lane and two-way traffic. E. Broadway Street, S. Electric Avenue, and E. Westminster Avenue are all two-lane thoroughfares with two-way traffic.

This area was first subdivided in 1903 as part of the Ocean Park Villa Tract No. 2. This tract was south of Ocean Park, Venice's earliest area of residential and commercial development along the Pacific Ocean. Soon after Ocean Park Villa Tract No. 2 was subdivided, the opening of the Pacific Eclectic Railroad's Inglewood Line in 1902 and Venice Short Line in 1904 as well as the completion developer Abbot Kinney's Venice of America in 1905 spurred residential and commercial development throughout the area. The Inglewood Line connected Inglewood to Venice and the Venice Short line connected Downtown Los Angeles to Santa Monica via Venice, allowing tourists and residents increased mobility throughout the region. The Inglewood Line originally ran east-west through the 1000 block of S. Abbot Kinney Boulevard adjacent to Electric Avenue, while the Venice Short Line originally ran north-south along Pacific Avenue to the south of the study area. Kinney's Venice of America was located south of what is today Abbot Kinney Boulevard (originally Washington Boulevard) and east of Westminster Avenue, just southeast of the study area. Venice of America was a planned community loosely patterned after the original Venice in Italy. The development featured a central commercial corridor on Windward Avenue and a pleasure pier extending into the Pacific. It was the nexus of Venice from the 1900s until the death of Kinney and burning of the pleasure pier in 1920.

By the 1920s, the commercial center of Venice shifted from Venice of America to Abbot Kinney Boulevard as Venice began to assume its modern identity as a year-round community. Abbot Kinney Boulevard was an early arterial street through Venice. Prior to the 1920s, it had been moderately developed with residences and a few commercial buildings constructed by individual owners. It gradually transformed into a commercial-oriented corridor in the 1920s, catering largely to the local community. Many of the residences along Abbot Kinney Boulevard were subsequently converted into commercial buildings or entirely replaced with brick vernacular commercial buildings and storefront blocks.

Today, the surrounding area is primarily characterized by one-to-three-story commercial buildings lining the north side of Abbot Kinney Boulevard, the Westminster Avenue Elementary School, which was constructed around 1965, on the south side of S. Abbot Kinney Boulevard, and one-to-three-story residential buildings on the surrounding streets. It is also characterized by the width and arrangement of the streets paved with asphalt, gutters bordering the street to either side, concrete sidewalks and curbs, as well as modern streetlighting and trees staggered along Abbot Kinney Boulevard.

There is a lack of documented evidence relating to the early history of the buildings on the 1000 block of S. Abbot Kinney Boulevard. No building permits for new construction were found. Dates of construction were obtained from Los Angeles County Office of the Assessor. The earliest Sanborn map dates from 1918. It depicts the 1000 block of S. Abbot Kinney Boulevard, then known as Washington Boulevard, as moderately developed with two one-story dwellings at 1021 S. Abbot Kinney Boulevard, a one-story commercial building and a one-story dwelling at 1023½ and 1025 S. Abbot Kinney Boulevard, and one-story dwellings at 1031, 1033, 1041, and 1051 S. Abbot Kinney Boulevard. The Inglewood Line ran east-west along the northern portion of the block adjacent to Electric Avenue.

The 1000 block of S. Abbot Kinney Boulevard was first subdivided in 1903 as part of the Ocean Park Villa Tract No. 2. It is unclear which existing building was the first to be constructed on the block. It was either the existing building at 1025 S. Abbot Kinney Boulevard or the existing building at 1023½ S. Abbot Kinney Boulevard in 1907. 1025 S. Abbot Kinney Boulevard was likely constructed as a one-story commercial building and 1023½ S. Abbot Kinney Boulevard was likely constructed as a one-story dwelling. Their original uses have since changed. Whichever building was not constructed in 1907 was constructed in 1913. The second building to be constructed on the block was the existing building at 1031 S. Abbot Kinney Boulevard, which was constructed as a one-story dwelling in 1908. In 1913, a one-story dwelling was constructed at either 1021 S. Abbot Kinney Boulevard or 1021½ S. Abbot Kinney Boulevard (demolished). Whichever building was not constructed in 1907 was constructed in 1917. One-story dwellings were also constructed at 1033, 1041, and 1051 S. Abbot Kinney Boulevard by 1918.

The existing building at 1023 S. Abbot Kinney Boulevard was constructed in 1921 as a one-story commercial building. The existing building at 1043 S. Abbot Kinney Boulevard was also built in 1921. It was originally constructed as a two-story multi-family building. The three existing buildings at 1047, 1047A and 1047B S. Abbot Kinney Boulevard were constructed sometime between 1921 and 1922. All were originally built as one-story dwellings. The existing building at 1027 S. Abbot Kinney Boulevard was constructed in 1923, likely as a two-story mixed-use building with a commercial tenant space on the first floor and residence on the second floor. A one-story commercial building was constructed at the corner of Abbot Kinney Boulevard and Westminster Avenue sometime before 1933. The earliest aerial photograph dates from 1933, and depicts the 1000 block of S. Abbot Kinney Boulevard as fully developed with low-rise commercial and residential buildings. The 1950 Sanborn map illustrates that the 1000 block of S. Abbot Kinney Boulevard remained relatively unchanged through that date.

In 1967, the one-story dwelling at 1041 S. Abbot Kinney Boulevard was demolished and the existing church was constructed on the parcel. Sometime before 1971, the two buildings at 1051 S. Abbot Kinney Boulevard were demolished. Since the 1970s, no permanent improvements have been constructed on this parcel. Lastly, in 2012, the one-story dwelling at 1021½ S. Abbot Kinney Boulevard and the one-story dwelling at 1033 S. Abbot Kinney Boulevard were demolished.

***D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements.):

The boundary for the district is S. Electric Avenue on the north, E. Westminster Avenue on the east, S. Abbot Kinney Boulevard on the south, and E. Broadway Street on the west. It is articulated on the attached location map.

***D5. Boundary Justification:**

The boundary is defined by the extent of the 1000 block of S. Abbot Kinney Boulevard.

D6. Significance: Theme Venice, 1901-1925

Area Venice Period of Significance N/A Applicable Criteria N/A

(Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

The 1000 block of S. Abbot Kinney Boulevard does not appear to meet the integrity considerations for the Venice theme. The majority of the buildings on the block date from the pre-consolidation period of Venice and are associated with early commercial and residential development in the area. However, *National Register Bulletin #15* notes that "for a district to retain integrity as a whole, the majority of the components that make up the district must possess integrity even if they are individually undistinguished." As described above, most of the buildings on the block were altered outside the period of significance for the Venice theme and lack physical integrity, including 1021, 1023, 1023½, 1025, 1027, and 1031 S. Abbot Kinney Boulevard. Because of these alterations to individual buildings, the block no longer conveys a strong visual sense overall of the historic environment from the period of significance. Additionally, the immediate setting of the 1000 block of S. Abbot Kinney Boulevard has changed. 1041 S. Abbot Kinney Boulevard was constructed in 1967, outside the period of significance. 1021½ and 1033 S. Abbot Kinney Boulevard were also recently demolished in 2012. If the buildings on the block had not been significantly altered and the immediate setting had remained intact, there might have been an increased potential for eligibility under Criterion A as an example of early residential and commercial development in Venice. Research did not reveal that the building was associated with other important events in local, state, or national history.

Research did not reveal associations with the lives of historic personages important to national, state, or local history. None of the buildings on the block appear to be associated with any significant individuals.

The 1000 block of S. Abbot Kinney Boulevard as a whole lacks architectural, design, and engineering significance and does not reflect a type, period or method of construction. The buildings exhibit a mix of Craftsmen-style and Spanish Colonial Revival-style features. However, there is nothing notable or unique about the design of any of the eleven buildings on the block, which is all typical for the period in which they were constructed, and the majority have been substantially altered. The layout of the buildings is not suggestive of a formal plan, and research revealed no information on architects or builders. It is unlikely, given their appearance, that the buildings are representative of the work of a master or that it possesses high artistic value. The last component of Criterion C, representing a significant and distinguishable entity whose components may lack individual distinction, is the most applicable to districts, but according to *National Register Bulletin #15*, a district must also derive significance from Criteria A, B, or the first half of Criterion C. Because the 1000 block of S. Abbot Kinney Boulevard does not appear to be eligible under Criteria A, B, or the first half of Criterion C, it does not represent a significant and distinguishable entity whose components may lack individual distinction.

The potential of the 1000 block of S. Abbot Kinney Boulevard to yield information important in prehistory or history was not considered as part of this evaluation as it applies to archeological resources.

The 1000 block of S. Abbot Kinney Boulevard does not appear to be eligible for listing as a historical resource under national, state, and local criteria A/1/1, B/2/2, or C/3/3.

Page 5 of 7

*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) 1000 Block of S. Abbot Kinney Boulevard

D1. Historic Name: None

D2. Common Name: None

*D7. **References** (Give full citations including the names and addresses of any informants, where possible.):

Amero, Richard W. "The Making of the Panama-California Exposition, 1909-1915." *The Journal of San Diego History* 26, no. 1, Winter 1990. Accessed January 2, 2018, <http://www.sandiegohistory.org/journal/1990/january/expo/>.

City of Los Angeles Department of Building and Safety. Building Permits. Various Dates.

City of Los Angeles Office of Historic Resources. "Residential Development and Suburbanization, Early Residential Development 1880-1930." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, September 2017.

Gebhard, David. "The Spanish Colonial Revival in Southern California (1895-1930)." *Journal of the Society of Architectural Historians* 26, no. 2, May 1967.

GPA Consulting. "Architecture and Engineering, 1850-1980: Arts and Crafts Movement, 1895-1930." *Los Angeles Citywide Historic Context Statement*. City of Los Angeles Office of Historic Resources, June 2016.

Historic Resources Group. "Historic Resources Survey Report: Venice Community Plan Area." *SurveyLA Los Angeles Historic Resources Survey*. City of Los Angeles Office of Historic Resources, March 2015.

Los Angeles Times. Various dates.

National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation. Washington D.C.: National Park Service, 2002,

Prosser, Daniel. "Streetcar Commercial Development, 1880-1934, Neighborhood Commercial Development, 1880-1980, Commercial Development 1859-1980." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, August 2017.

Prosser, Daniel. "Venice 1901-1925, Pre-Consolidation Communities of Los Angeles, 1862-1932." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, July 2016.

Sanborn Map Company. Venice, Vol. 1, 1918.

*D8. **Evaluator:** Emily Rinaldi

Date: July 20, 2018

Affiliation and Address: GPA Consulting, 617 S. Olive Street, Los Angeles, CA 90014

CONTINUATION SHEET

Page 6 of 7 *NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) 1000 Block of Abbot Kinney

*Recorded by: Emily Rinaldi *Date 7/20/2018

Continuation Update

1000 Block of Abbot Kinney Boulevard					
	APN	Address	Other Associated Addresses	Year Built	OHP Status Code
1	4239-021-027	1021 S. Abbot Kinney Blvd	N/A	1913/1917	6Z
2	4239-021-026	1023 S. Abbot Kinney Blvd	N/A	1921	6Z
3	4239-021-026	1023½ S. Abbot Kinney Blvd (rear building)	N/A	1907/1913	6Z
4	4239-021-026	1025 S. Abbot Kinney Blvd	N/A	1907/1913	6Z
5	4239-021-025	1027 S. Abbot Kinney Blvd	1029 S. Abbot Kinney Blvd	1923	6Z
6	4239-021-024	1031 S. Abbot Kinney Blvd	N/A	1908	6Z
7	4239-021-023	1033 S. Abbot Kinney Blvd	N/A	N/A	N/A
8	4239-021-31	1041 S. Abbot Kinney Blvd	N/A	1967	N/A
9	4239-021-019	1043 S. Abbot Kinney Blvd	N/A	1921	N/A
10	4239-021-018	1047 S. Abbot Kinney Blvd	N/A	1921-1922	5S3
11	4239-021-018	1047A S. Abbot Kinney Blvd	N/A	1921-1922	5S3
12	4239-021-018	1047B S. Abbot Kinney Blvd	N/A	1921-1922	5S3
13	4239-021-017	1051 S. Abbot Kinney Blvd	N/A	N/A	N/A
14	4239-021-029	N/A	N/A	N/A	N/A

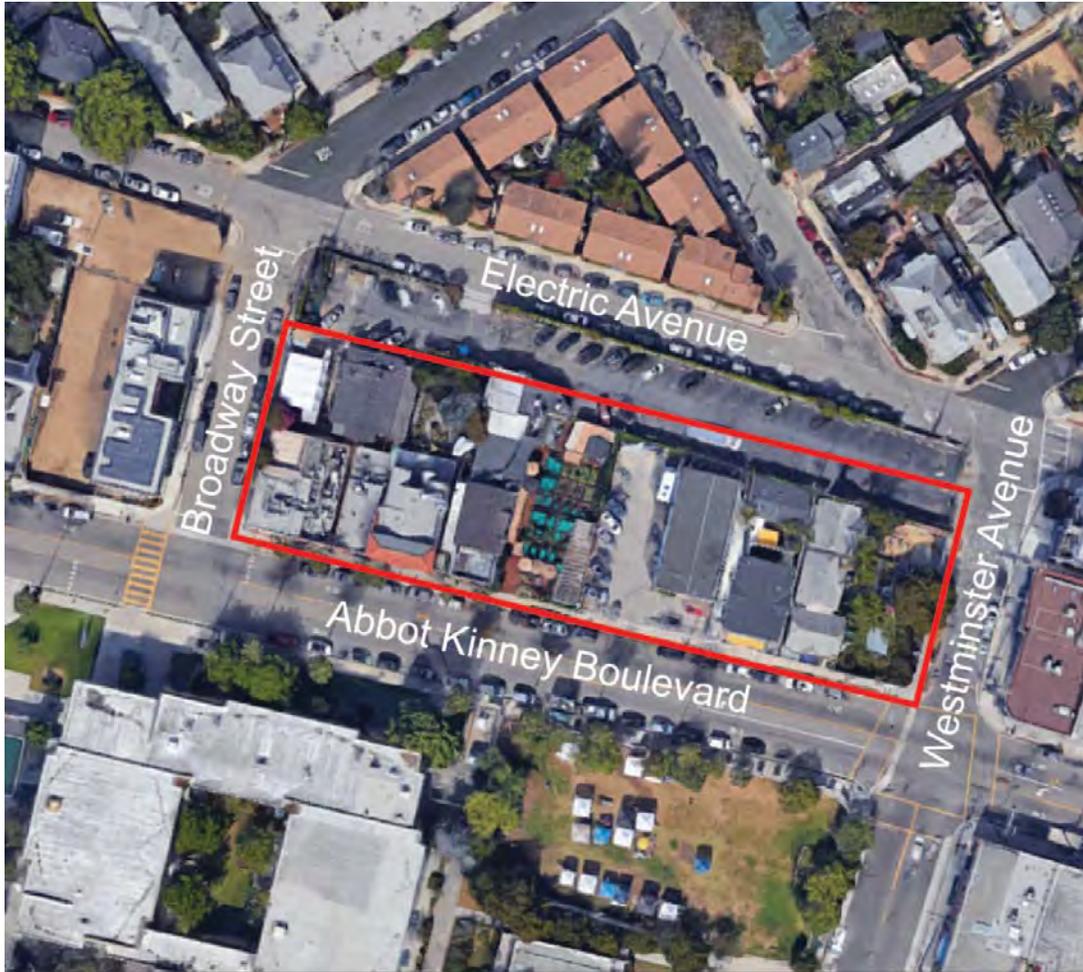
CONTINUATION SHEET

Page 7 of 7 *NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) 1000 Block of Abbot Kinney

*Recorded by: Emily Rinaldi *Date 7/20/2018

Continuation Update



Base image courtesy of Google Maps.
Subject property outlined in red.

1000 Block of Abbot Kinney Boulevard

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) 1021 S. Abbot Kinney Boulevard *NRHP Status Code 6Z
Page 2 of 4

B1. Historic Name: None
B2. Common Name: None
B3. Original Use: Residential B4. Present Use: Commercial
*B5. Architectural Style: None
*B6. Construction History: (Construction date, alterations, and date of alterations) See Continuation Sheet

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____
*B8. Related Features: Pocket park

B9a. Architect: Unknown b. Builder: Unknown
*B10. Significance: Theme Venice, 1901-1925; Craftsman Style, 1905-1930 Area Venice
Period of Significance 1913/1917 Property Type Residential Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

1021 S. Abbot Kinney Boulevard does not appear to meet the integrity considerations for the Venice theme. The building was constructed in 1913 or 1917 as a single-family dwelling and dates from the period of significance for pre-consolidation Venice. However, due to the cumulative effect of subsequent alterations, the building no longer retains the physical features of its original massing, fenestration, roof shape, and main entrance, which are essential to the expression of its original design and function as a residential building from the 1910s. If the building had not been altered, there might have been an increased potential for eligibility under Criterion A as an example of early residential development in Venice. Research did not reveal that the building was associated with other important events in local, state, or national history. (Continued on Page 3.)

B11. Additional Resource Attributes: (List attributes and codes) None

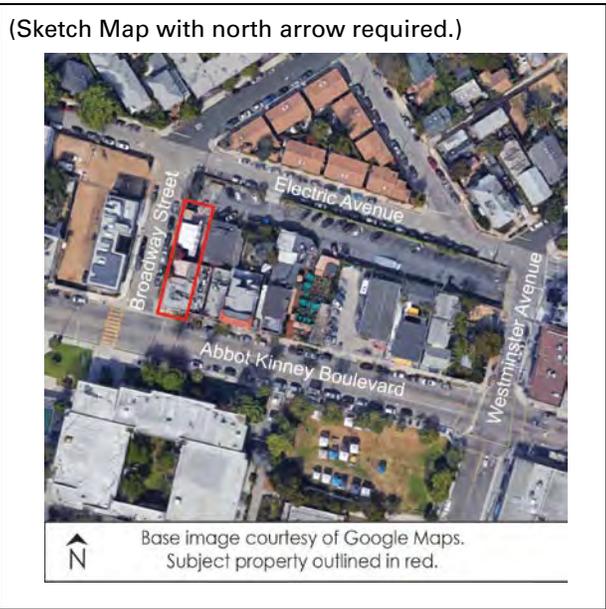
*B12. References:

See Continuation Sheet.

B13. Remarks: None.

*B14. Evaluator: Emily Rinaldi
*Date of Evaluation: 7/20/2018

(This space reserved for official comments.)



CONTINUATION SHEET

Page 3 of 4 *NRHP Status Code 6Z *Resource Name or # (Assigned by recorder) 1021 S. Abbot Kinney Blvd
*Recorded by: Emily Rinaldi *Date 7/20/2018 Continuation Update

P3a. Description (Continued from Page 1):

The building is rectangular in plan and one story in height with a one-story wing to the north. It has a flat roof with a raised parapet. The exterior is clad in stucco. The building no longer has its own entrance and is accessed via 1023 S. Abbot Kinney Boulevard. The elevation facing S. Abbot Kinney has four single-light fixed windows with wood window frames. The elevation facing E. Broadway Street has two tripartite fixed windows with wood window frames and masonry sills. To the north is a one-story wing that is slightly shorter than the building to the south. It has a tripartite fixed window and wood window frame on the elevation facing E. Broadway Street.

B6. Construction History (Continued from Page 2):

1021 S. Abbot Kinney Boulevard is a commercial building originally constructed in 1913 or 1917 as a single-family dwelling. It has been altered since its construction. In 1974, 1021 S. Abbot Kinney Boulevard was converted from a single-family dwelling into a retail store. Because the building was constructed as a dwelling, it likely originally had a pitched roof, which was possibly altered into a flat roof in 1990 when the roof was repaired. It was later internally connected to 1023 S. Abbot Kinney Boulevard in 2001. During this alteration, an enclosed outdoor dining area was constructed to the north and the original entrance was likely infilled. Additionally, the floors of the two buildings were made level with one another. The pocket park to the north was constructed sometime after 2012 when the one-story dwelling at 1021½ S. Abbot Kinney Boulevard was demolished. The one-story wing was constructed in 2016, enclosing what was originally the outdoor dining area. Alterations that occurred at an unknown date include the replacement of all window sash and the cladding of the exterior in stucco.

B10. Significance (Continued from Page 2):

Research did not reveal associations with the lives of historic personages important to national, state, or local history. Known residents of 1021 S. Abbot Kinney Boulevard include Elmer E. Fuller between 1915 and 1917. There is no evidence to suggest that this individual can be considered significant to our past.

The building was likely originally constructed as a bungalow with Craftsman-style features, a popular type and style for early residential buildings in Venice, but is now a simple and utilitarian commercial building. It does not embody the distinctive characteristics of an architectural style, resulting in an unexceptional, but efficient building with no ornament or distinguishing aesthetic features. It has been significantly altered since its initial design and construction. The original main entrance was infilled or partially infilled to create a window opening, all window sashes have been replaced, the original exterior cladding was likely replaced with stucco, the roof was possibly altered into a flat roof, and an enclosed dining area was added to the north elevation. The building was also internally connected to 1023 S. Abbot Kinney Boulevard. No original building permit was found; however, given its simple and utilitarian appearance, it is unlikely that the building is representative of the work of a master or that it possesses high artistic value.

The potential of the property to yield information important in prehistory or history was not considered as part of this evaluation as it applies to archeological resources.

CONTINUATION SHEET

Page 4 of 4 *NRHP Status Code 6Z *Resource Name or # (Assigned by recorder) 1021 S. Abbot Kinney Blvd
*Recorded by: Emily Rinaldi *Date 7/20/2018 Continuation Update

1021 S. Abbot Kinney Boulevard does not appear to be eligible for listing as a historical resource under national and state, and local criteria A/1/1, B/2/2, or C/3/3.

B12. References (Continued from Page 2):

Amero, Richard W. "The Making of the Panama-California Exposition, 1909-1915." *The Journal of San Diego History* 26, no. 1, Winter 1990. Accessed January 2, 2018, <http://www.sandiegohistory.org/journal/1990/january/expo/>.

City of Los Angeles Department of Building and Safety. Building Permits. Various Dates.

City of Los Angeles Office of Historic Resources. "Residential Development and Suburbanization, Early Residential Development 1880-1930." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, September 2017.

Gebhard, David. "The Spanish Colonial Revival in Southern California (1895-1930)." *Journal of the Society of Architectural Historians* 26, no. 2, May 1967.

GPA Consulting. "Architecture and Engineering, 1850-1980: Arts and Crafts Movement, 1895-1930." *Los Angeles Citywide Historic Context Statement*. City of Los Angeles Office of Historic Resources, June 2016.

Historic Resources Group. "Historic Resources Survey Report: Venice Community Plan Area." *SurveyLA Los Angeles Historic Resources Survey*. City of Los Angeles Office of Historic Resources, March 2015.

Los Angeles Times. Various dates.

National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation. Washington D.C.: National Park Service, 2002.

Prosser, Daniel. "Streetcar Commercial Development, 1880-1934, Neighborhood Commercial Development, 1880-1980, Commercial Development 1859-1980." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, August 2017.

Prosser, Daniel. "Venice 1901-1925, Pre-Consolidation Communities of Los Angeles, 1862-1932." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, July 2016. Sanborn Map Company. Venice, Vol. 1, 1918.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code

Reviewer

Date

Page 1 of 4 *Resource Name or #: (Assigned by recorder) 1023 S. Abbot Kinney Boulevard

P1. Other Identifier: None

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach, CA Date 1981 T ; R ; of of Sec ; B.M.

c. Address 1023 S. Abbot Kinney Boulevard City Los Angeles Zip 90291

d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APN: 4239-021-026

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

1023 S. Abbot Kinney Boulevard is located on S. Abbot Kinney Boulevard between E. Broadway Street and E. Westminster Avenue. The building faces south onto S. Abbot Kinney Boulevard and is sited along the south and west property lines of a rectangular parcel. (Continued on Page 3.)

*P3b. Resource Attributes: (List attributes and codes) HP6. Commercial Building

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo: (view, date, accession #) 1023 S. Abbot Kinney Boulevard, view N

*P6. Date Constructed/Age and Source: Historic Prehistoric Both

1921; Los Angeles County Office of the Assessor

*P7. Owner and Address:

Wynkoop Properties LLC

1027 1/2 S. Abbot Kinney Blvd

Los Angeles, CA 90291

*P8. Recorded by: (Name, affiliation, and address)

Emily Rinaldi

GPA Consulting

617 S. Olive Street, Suite 910

Los Angeles, CA 90014

*P9. Date Recorded: 7/20/2018

*P10. Survey Type: (Describe)

Intensive Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

GPA Consulting, "Historical Resource Technical Report for the 1000 Block of S. Abbot Kinney Boulevard, Los Angeles, California, California," July 2018

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) 1023 S. Abbot Kinney Boulevard *NRHP Status Code 6Z
Page 2 of 4

B1. Historic Name: None
B2. Common Name: None
B3. Original Use: Commercial B4. Present Use: Commercial
*B5. Architectural Style: Spanish Colonial Revival
*B6. Construction History: (Construction date, alterations, and date of alterations) See Continuation Sheet

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____
*B8. Related Features: 1023 1/2 S. Abbot Kinney Boulevard; 1025 S. Abbot Kinney Boulevard

B9a. Architect: Unknown b. Builder: Unknown
*B10. Significance: Theme Streetcar Commercial Development, 1873-1934; Spanish Colonial Revival, 1915-1942
Area Venice Period of Significance 1921 Property Type Commercial Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

1023 S. Abbot Kinney Boulevard does not appear to meet the integrity considerations for the Streetcar Commercial Development sub-theme. The building was constructed in 1921 as a commercial building and dates from the period of significance. It is also located along the former Inglewood Line, a Pacific Electric streetcar line that ran along Electric Avenue, and approximately two blocks away from the former Venice Short Line, a Pacific Electric streetcar line that ran along Pacific Avenue. However, due to the cumulative effect of subsequent alterations, the building no longer retains the physical features of its original massing, fenestration, roof shape, and storefront, which are essential to the expression of its original design and function as a commercial building from the early 1920s. If the building had not been altered, there might have been an increased potential for eligibility under Criterion A as an example of early commercial development located along a former streetcar route in Venice. Research did not reveal that the building was associated with other important events in local, state, or national history. (Continued on Page 3.)

B11. Additional Resource Attributes: (List attributes and codes) None

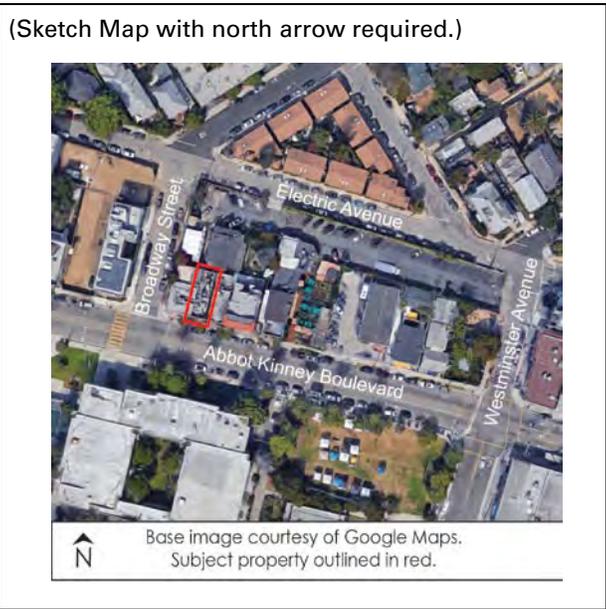
*B12. References:

See Continuation Sheet.

B13. Remarks: None.

*B14. Evaluator: Emily Rinaldi
*Date of Evaluation: 7/20/2018

(This space reserved for official comments.)



CONTINUATION SHEET

Page 3 of 4 *NRHP Status Code 6Z *Resource Name or # (Assigned by recorder) 1023 S. Abbot Kinney Blvd
*Recorded by: Emily Rinaldi *Date 7/20/2018 Continuation Update

P3a. Description (Continued from Page 1):

There are two other buildings on the parcel, 1023½ S. Abbot Kinney Boulevard to the north and 1025 S. Abbot Kinney Boulevard to the east. A narrow alley paved with tile pavers separates 1023 and 1025 S. Abbot Kinney Boulevard.

The building is rectangular in plan and one-story in height. It has a pitched roof with an overhanging eave on the east elevation with exposed rafters. The exterior is clad in stucco. The elevation facing S. Abbot Kinney Boulevard shares a false front with 1025 S. Abbot Kinney Boulevard. The false front has a raised stepped or Spanish Colonial Revival-style parapet clad in red clay tile. An arched opening with a metal gate spans across the alley located between the two buildings. The storefront of 1023 S. Abbot Kinney Boulevard consists of a recessed partially glazed wood door flanked by plate glass windows in wood frames with stucco-clad bulkheads. Five wood transom windows span the width of the storefront. There are also two brick planters, one to either side of the entrance.

B6. Construction History (Continued from Page 2):

1023 S. Abbot Kinney Boulevard is a commercial building originally constructed in 1921. The building has been altered since its construction. The false front it shares with 1025 S. Abbot Kinney Boulevard were likely constructed in 1926. It appears on the 1933 aerial photograph. In 1993, a small addition was constructed to the north. In 2001, 1023 S. Abbot Kinney was internally connected to 1021 S. Abbot Kinney Boulevard and its floor made level with the other building. Sometime between 2015 and 2017, the exterior was painted, the storefront entrance was slightly reconfigured, and the door was replaced.

B10. Significance (Continued from Page 2):

Research did not reveal associations with the lives of historic personages important to national, state, or local history. Known commercial tenants include a grocer owned by Leon and Bessie Fraggi, which occupied the building in 1958. There is no evidence to suggest that these individuals can be considered significant to our past.

The building exhibits basic elements of the Spanish Colonial Revival style as adapted for commercial buildings, including a stepped parapet clad in clay tile and an arched opening to the alley. It does not meet the eligibility standards for the Spanish Colonial Revival style. These Spanish Colonial Revival details most likely date from a 1926 alteration and were simply overlaid over the original elevation rather than integrated into a fully-realized design concept. The building does not stand out as an important example for any aspect of its design. It does not demonstrate any innovative, important, or outstanding design features. It has also been altered since its construction, including the construction of a false front on the south elevation, the reconfiguration of the storefront entrance, the replacement of the exterior stucco cladding, and the replacement of the storefront windows and door. The building was also internally connected to 1023 S. Abbot Kinney Boulevard. No original building permit was found; however, it is unlikely, given the building's simple and utilitarian appearance, that it is representative of the work of a master or that it possesses high artistic value.

The potential of the property to yield information important in prehistory or history was not considered as part of this evaluation as it applies to archeological resources.

CONTINUATION SHEET

Page 4 of 4 *NRHP Status Code 6Z *Resource Name or # (Assigned by recorder) 1023 S. Abbot Kinney Blvd
*Recorded by: Emily Rinaldi *Date 7/20/2018 Continuation Update

1023 S. Abbot Kinney Boulevard does not appear to be eligible for listing as a historical resource under national and state, and local criteria A/1/1, B/2/2, or C/3/3.

B12. References (Continued from Page 2):

Amero, Richard W. "The Making of the Panama-California Exposition, 1909-1915." *The Journal of San Diego History* 26, no. 1, Winter 1990. Accessed January 2, 2018, <http://www.sandiegohistory.org/journal/1990/january/expo/>.

City of Los Angeles Department of Building and Safety. Building Permits. Various Dates.

City of Los Angeles Office of Historic Resources. "Residential Development and Suburbanization, Early Residential Development 1880-1930." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, September 2017.

Gebhard, David. "The Spanish Colonial Revival in Southern California (1895-1930)." *Journal of the Society of Architectural Historians* 26, no. 2, May 1967.

GPA Consulting. "Architecture and Engineering, 1850-1980: Arts and Crafts Movement, 1895-1930." *Los Angeles Citywide Historic Context Statement*. City of Los Angeles Office of Historic Resources, June 2016.

Historic Resources Group. "Historic Resources Survey Report: Venice Community Plan Area." *SurveyLA Los Angeles Historic Resources Survey*. City of Los Angeles Office of Historic Resources, March 2015.

Los Angeles Times. Various dates.

National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation. Washington D.C.: National Park Service, 2002,

Prosser, Daniel. "Streetcar Commercial Development, 1880-1934, Neighborhood Commercial Development, 1880-1980, Commercial Development 1859-1980." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, August 2017.

Prosser, Daniel. "Venice 1901-1925, Pre-Consolidation Communities of Los Angeles, 1862-1932." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, July 2016.

Sanborn Map Company. Venice, Vol. 1, 1918.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code

Reviewer

Date

Page 1 of 4 *Resource Name or #: (Assigned by recorder) 1023 1/2 S. Abbot Kinney Boulevard

P1. Other Identifier: None

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach, CA Date 1981 T ; R ; of of Sec ; B.M.

c. Address 1023 1/2 S. Abbot Kinney Boulevard City Los Angeles Zip 90291

d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APN: 4239-021-026

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

1023 1/2 S. Abbot Kinney Boulevard is located on S. Abbot Kinney Boulevard between E. Broadway Street and E. Westminster Avenue. The building faces south onto an alley paved with tile pavers and is sited along the north, east, and west property lines on a rectangular parcel. There are two other buildings on the parcel, 1023 S. Abbot Kinney Boulevard to the southwest and 1025 S. Abbot Kinney Boulevard to the southeast. A narrow alley running east-west separates 1023 1/2 S. Abbot Kinney Boulevard from 1023 and 1025 S. Abbot Kinney Boulevard. (Continued on Page 3.)

*P3b. Resource Attributes: (List attributes and codes) HP2. Single Family Property

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo: (view, date, accession #) 1023 S. Abbot Kinney Boulevard, view E

*P6. Date Constructed/Age and Source: Historic Prehistoric
 Both

1907/1913; Los Angeles County Office of the Assessor

*P7. Owner and Address: Wynkoop Properties LLC

1027 1/2 S. Abbot Kinney Blvd
Los Angeles, CA 90291

*P8. Recorded by: (Name, affiliation, and address)

Emily Rinaldi
GPA Consulting
617 S. Olive Street, Suite 910
Los Angeles, CA 90014

*P9. Date Recorded: 7/20/2018

*P10. Survey Type: (Describe)
Intensive Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

GPA Consulting, "Historical Resource Technical Report for the 1000 Block of S. Abbot Kinney Boulevard, Los Angeles, California, California," July 2018

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) 1023 1/2 S. Abbot Kinney Boulevard *NRHP Status Code 6Z
Page 2 of 4

B1. Historic Name: None
B2. Common Name: None
B3. Original Use: Residential B4. Present Use: Commercial
*B5. Architectural Style: None
*B6. Construction History: (Construction date, alterations, and date of alterations) See Continuation Sheet

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____
*B8. Related Features: 1023 S. Abbot Kinney Boulevard; 1025 S. Abbot Kinney Boulevard

B9a. Architect: Unknown b. Builder: Unknown
*B10. Significance: Theme Venice, 1901-1925; Craftsman Style, 1905-1930 Area Venice
Period of Significance 1907/1913 Property Type Residential Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

1023½ S. Abbot Kinney Boulevard does not appear to meet the integrity considerations for the Venice theme. The building was constructed in 1907 or 1913 as a single-family dwelling and dates from the period of significance for pre-consolidation Venice. However, due to the cumulative effect of subsequent alterations, the building no longer retains the physical features of its original massing, fenestration, and main entrance, which are essential to the expression of its original design and function as a residential building from the late 1900s or early 1910s. If the building had not been altered, there might have been an increased potential for eligibility under Criterion A as an example of early residential development in Venice. Research did not reveal that the building was associated with other important events in local, state, or national history. (Continued on Page 3.)

B11. Additional Resource Attributes: (List attributes and codes) None

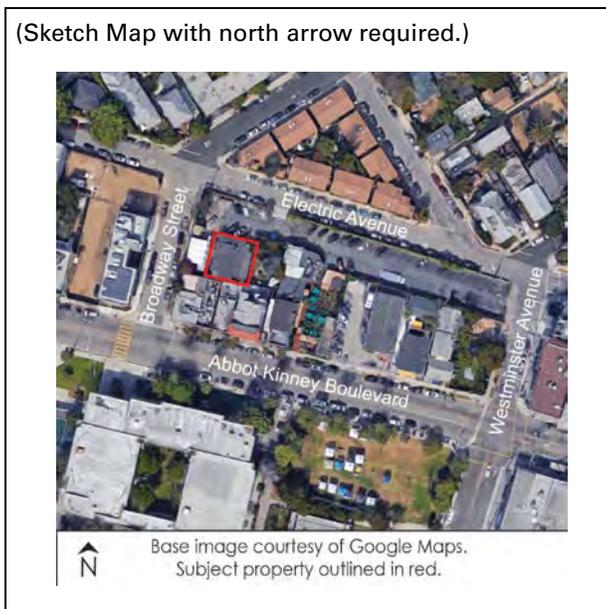
*B12. References:

See Continuation Sheet.

B13. Remarks: None.

*B14. Evaluator: Emily Rinaldi
*Date of Evaluation: 7/20/2018

(This space reserved for official comments.)



CONTINUATION SHEET

Page 3 of 4 *NRHP Status Code 6Z *Resource Name or # (Assigned by recorder) 1023 1/2 S. Abbot Kinney Blvd
*Recorded by: Emily Rinaldi *Date 7/20/2018 Continuation Update

P3a. Description (Continued from Page 1):

The building is a bungalow with Craftsman-style features. It is square in plan and one story in height. It has a gable roof with overhanging eaves, fascia boards, and exposed rafters and a small hipped gable that extends to the south over what was likely originally a porch but has since been enclosed. There is also a shed roof that extends over an addition on the north elevation and a corrugated metal awning to the east that extends over a patio paved with tile pavers. A red brick chimney is located near the northwest corner of the roof. The exterior is clad in wood clapboard. The main entrance is located on the east face of the enclosed porch and accessed via a short flight of brick steps. It consists of a partially glazed door covered by a metal screen door. There are also two additional entrances, one off center to the south on the west elevation and one off center to the north on the east elevation. Both consist of partially glazed wood doors. The building has several different types of windows. The enclosed porch has a fixed multi-light window grouped with an operable double-hung window. On the north elevation, there is a double hung window grouped with a fixed single-light window in a wood window frame. On the east elevation, there is a tripartite wood window with a fixed single-light center sash flanked by double-hung sashes. The double-hung sashes are ornamented with gothic arched screens with leaded glass. On the west elevation, there are three double-hung wood windows with wood sills. There is a small one-story addition on the north elevation with two large wood sliding doors.

B6. Construction History (Continued from Page 2):

1023 1/2 S. Abbot Kinney Boulevard is a commercial office building that was originally constructed as a single-family dwelling in 1907 or 1913. It has been altered since its construction. Sometime before 2004, the building was converted from a single-family dwelling into offices. In 2004, a small addition was added to the basement and first floor. Alterations that occurred at an unknown date include the enclosure of the porch, the construction of an addition to the north, the infilling of window openings on the east and west elevation, and the likely re-sizing of window openings into door openings on the east and west elevation.

B10. Significance (Continued from Page 2):

Research did not reveal associations with the lives of historic personages important to national, state, or local history. Known occupants include Leon and Bessie Fraggi in 1958. There is no evidence to suggest that these individuals can be considered significant to our past.

The building is a basic example of a bungalow with Craftsman-style features, a popular type and style for early residential buildings in Venice. It does not meet the eligibility standards for the Craftsman style or type. The building does not exemplify the tenets of the Arts and Crafts movement or the Craftsman style. It is a modest example of the type and style from the period it was constructed and is lacking in the qualities and craftsmanship that are associated with finer examples of the Craftsman style. It has also been altered since its construction, including additions to the basement and first floor, enclosure of the porch, infilling of original window openings, and likely re-sizing of window openings into door openings. No original building permit was found; however, it is unlikely, given the building's simple appearance, that it is representative of the work of a master or that it possesses high artistic value.

CONTINUATION SHEET

Page 4 of 4 *NRHP Status Code 6Z *Resource Name or # (Assigned by recorder) 1023 ½ S. Abbot Kinney Blvd
*Recorded by: Emily Rinaldi *Date 7/20/2018 Continuation Update

The potential of the property to yield information important in prehistory or history was not considered as part of this evaluation as it applies to archeological resources.

1023½ S. Abbot Kinney Boulevard does not appear to be eligible for listing as a historical resource under national, state, and local criteria A/1/1, B/2/2, or C/3/3.

B12. References (Continued from Page 2):

Amero, Richard W. "The Making of the Panama-California Exposition, 1909-1915." *The Journal of San Diego History* 26, no. 1, Winter 1990. Accessed January 2, 2018, <http://www.sandiegohistory.org/journal/1990/january/expo/>.

City of Los Angeles Department of Building and Safety. Building Permits. Various Dates.

City of Los Angeles Office of Historic Resources. "Residential Development and Suburbanization, Early Residential Development 1880-1930." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, September 2017.

Gebhard, David. "The Spanish Colonial Revival in Southern California (1895-1930)." *Journal of the Society of Architectural Historians* 26, no. 2, May 1967.

GPA Consulting. "Architecture and Engineering, 1850-1980: Arts and Crafts Movement, 1895-1930." *Los Angeles Citywide Historic Context Statement*. City of Los Angeles Office of Historic Resources, June 2016.

Historic Resources Group. "Historic Resources Survey Report: Venice Community Plan Area." *SurveyLA Los Angeles Historic Resources Survey*. City of Los Angeles Office of Historic Resources, March 2015.

Los Angeles Times. Various dates.

National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation. Washington D.C.: National Park Service, 2002.

Prosser, Daniel. "Streetcar Commercial Development, 1880-1934, Neighborhood Commercial Development, 1880-1980, Commercial Development 1859-1980." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, August 2017.

Prosser, Daniel. "Venice 1901-1925, Pre-Consolidation Communities of Los Angeles, 1862-1932." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, July 2016. Sanborn Map Company. Venice, Vol. 1, 1918.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code

Reviewer

Date

Page 1 of 4 *Resource Name or #: (Assigned by recorder) 1025 S. Abbot Kinney Boulevard

P1. Other Identifier: None

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach, CA Date 1981 T ; R ; of of Sec ; B.M.

c. Address 1025 S. Abbot Kinney Boulevard City Los Angeles Zip 90291

d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APN: 4239-021-026

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

1025 S. Abbot Kinney Boulevard is located on S. Abbot Kinney Boulevard between E. Broadway Street and E. Westminster Avenue. The building faces south onto S. Abbot Kinney Boulevard and is sited along the south and east property lines of a rectangular parcel. There are two other buildings on the parcel, 1023 S. Abbot Kinney Boulevard to the west and 1023½ S. Abbot Kinney Boulevard to the north. A narrow alley paved with tile pavers separates 1023 and 1025 S. Abbot Kinney Boulevard. (Continued on Page 3.)

*P3b. Resource Attributes: (List attributes and codes) HP6. Commercial Building

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo: (view, date, accession #) 1025 S. Abbot Kinney Boulevard, view N

*P6. Date Constructed/Age and Source: Historic Prehistoric Both

1907/1913; Los Angeles County Office of the Assessor

*P7. Owner and Address:

Wynkoop Properties LLC

1027 ½ S. Abbot Kinney Blvd

Los Angeles, CA 90291

*P8. Recorded by: (Name, affiliation, and address)

Emily Rinaldi

GPA Consulting

617 S. Olive Street, Suite 910

Los Angeles, CA 90014

*P9. Date Recorded: 7/20/2018

*P10. Survey Type: (Describe)

Intensive Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

GPA Consulting, "Historical Resource Technical Report for the 1000 Block of S. Abbot Kinney Boulevard, Los Angeles, California, California," July 2018

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) 1025 S. Abbot Kinney Boulevard *NRHP Status Code 6Z

Page 2 of 4

B1. Historic Name: None

B2. Common Name: None

B3. Original Use: Commercial B4. Present Use: Commercial

*B5. Architectural Style: Spanish Colonial Revival

*B6. Construction History: (Construction date, alterations, and date of alterations) See Continuation Sheet

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: 1023 1/2 S. Abbot Kinney Boulevard; 1023 S. Abbot Kinney Boulevard

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Streetcar Commercial Development, 1873-1934; Spanish Colonial Revival, 1915-1942
Area Venice Period of Significance 1907/1913 Property Type Commercial Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

1025 S. Abbot Kinney Boulevard does not appear to meet the integrity considerations for the Streetcar Commercial Development sub-theme. The building was constructed in 1907 or 1913 as a commercial building and dates from the period of significance. It is also located along the former Inglewood Line, a Pacific Electric streetcar line that ran along Electric Avenue, and approximately two blocks away from the former Venice Short Line, a Pacific Electric streetcar line that ran along Pacific Avenue. However, due to the cumulative effect of subsequent alterations, the building no longer retains the physical features of its original massing, fenestration, and storefront, which are essential to the expression of its original design and function as a commercial building from the late 1900s or early 1910s. If the building had not been altered, there might have been an increased potential for eligibility under Criterion A as an example of early commercial development located along a former streetcar route in Venice. Research did not reveal that the building was associated with other important events in local, state, or national history. (Continued on Page 3.)

B11. Additional Resource Attributes: (List attributes and codes) None

*B12. References:

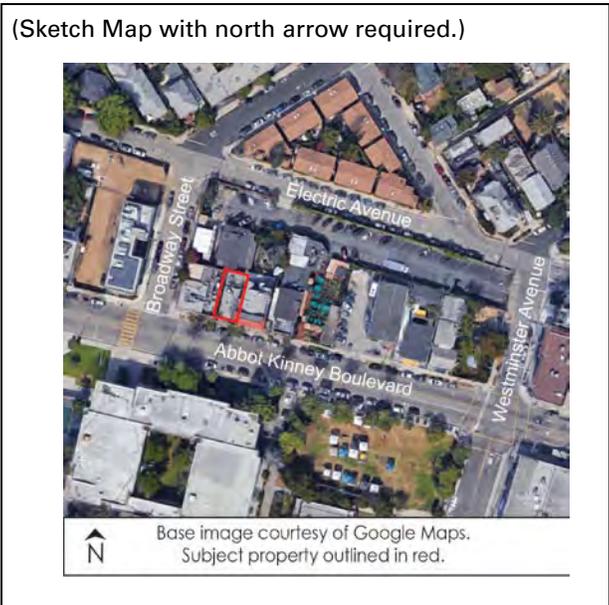
See Continuation Sheet.

B13. Remarks: None.

*B14. Evaluator: Emily Rinaldi

*Date of Evaluation: 7/20/2018

(This space reserved for official comments.)



CONTINUATION SHEET

Page 3 of 4 *NRHP Status Code 6Z *Resource Name or # (Assigned by recorder) 1025 S. Abbot Kinney Blvd
*Recorded by: Emily Rinaldi *Date 7/20/2018 Continuation Update

P3a. Description (Continued from Page 1):

The building is rectangular in plan and one-story in height. It has a gable roof with overhanging eaves, fascia boards, and exposed rafters. The south and west elevation is clad in stucco and the north elevation is clad in wood clapboard. The elevation facing S. Abbot Kinney Boulevard shares a false front with 1023 S. Abbot Kinney Boulevard. The false front has a raised stepped or Spanish Colonial Revival-style parapet clad in red clay tile. An arched opening with a metal gate spans across the alley located between the two buildings. The storefront of 1025 S. Abbot Kinney Boulevard consists of a fully glazed metal door flanked by plate glass windows in wood frames with metal-clad bulkheads. Six wood transom windows span the width of the storefront. There are also two brick planters, one to either side of the main entrance.

B6. Construction History (Continued from Page 2):

1025 S. Abbot Kinney Boulevard is a commercial building originally constructed in 1907 or 1913. It has been altered since its construction. The building's false front it shares with 1023 S. Abbot Kinney Boulevard were likely constructed in 1926. It appears on the 1933 aerial photograph. A building permit notes that the storefront was remodeled in 1971 during which the storefront windows were likely replaced. In 1999, the roof rafters were repaired and replaced. The main entry door facing S. Abbot Kinney Boulevard was replaced in 2013. Less than substantial structural damage was repaired in 2016. Sometime between 2015 and 2017, the exterior stucco cladding was replaced. Alterations that occurred at an unknown date include the infilling of window openings on the north and west elevations.

B10. Significance (Continued from Page 2):

Research did not reveal associations with the lives of historic personages important to national, state, or local history.

The building exhibits basic elements of the Spanish Colonial Revival style as adapted for commercial buildings, including a stepped parapet clad in clay tile and an arched opening to the alley. It does not meet the eligibility standards for the Spanish Colonial Revival style. These Spanish Colonial Revival details most likely date from a 1926 alteration and were simply overlaid over the original elevation rather than integrated into a fully-realized design concept. The building does not stand out as an important example for any aspect of its design. It does not demonstrate any innovative, important, or outstanding design features. It has also been altered since its construction, including the construction of a false front on the south elevation, the replacement of the exterior stucco cladding, and the replacement of the storefront windows and door. The building was also internally connected to 1023 S. Abbot Kinney Boulevard. No original building permit was found; however, it is unlikely, given the building's simple and utilitarian appearance, that it is representative of the work of a master or that it possesses high artistic value.

The potential of the property to yield information important in prehistory or history was not considered as part of this evaluation as it applies to archeological resources.

1025 S. Abbot Kinney Boulevard does not appear to be eligible for listing as a historical resource under

CONTINUATION SHEET

Page 4 of 4 *NRHP Status Code 6Z *Resource Name or # (Assigned by recorder) 1025 S. Abbot Kinney Blvd
*Recorded by: Emily Rinaldi *Date 7/20/2018 Continuation Update

national, state, and local criteria A/1/1, B/2/2, or C/3/3.

B12. References (Continued from Page 2):

Amero, Richard W. "The Making of the Panama-California Exposition, 1909-1915." *The Journal of San Diego History* 26, no. 1, Winter 1990. Accessed January 2, 2018, <http://www.sandiegohistory.org/journal/1990/january/expo/>.

City of Los Angeles Department of Building and Safety. Building Permits. Various Dates.

City of Los Angeles Office of Historic Resources. "Residential Development and Suburbanization, Early Residential Development 1880-1930." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, September 2017.

Gebhard, David. "The Spanish Colonial Revival in Southern California (1895-1930)." *Journal of the Society of Architectural Historians* 26, no. 2, May 1967.

GPA Consulting. "Architecture and Engineering, 1850-1980: Arts and Crafts Movement, 1895-1930." *Los Angeles Citywide Historic Context Statement*. City of Los Angeles Office of Historic Resources, June 2016.

Historic Resources Group. "Historic Resources Survey Report: Venice Community Plan Area." *SurveyLA Los Angeles Historic Resources Survey*. City of Los Angeles Office of Historic Resources, March 2015.

Los Angeles Times. Various dates.

National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation. Washington D.C.: National Park Service, 2002,

Prosser, Daniel. "Streetcar Commercial Development, 1880-1934, Neighborhood Commercial Development, 1880-1980, Commercial Development 1859-1980." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, August 2017.

Prosser, Daniel. "Venice 1901-1925, Pre-Consolidation Communities of Los Angeles, 1862-1932." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, July 2016.

Sanborn Map Company. Venice, Vol. 1, 1918.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code

Reviewer

Date

Page 1 of 5 *Resource Name or #: (Assigned by recorder) 1027 S. Abbot Kinney Boulevard

P1. Other Identifier: None

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach, CA Date 1981 T ; R ; of of Sec ; B.M.

c. Address 1027 S. Abbot Kinney Boulevard City Los Angeles Zip 90291

d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APN: 4239-021-025

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

1027 S. Abbot Kinney Boulevard is located on S. Abbot Kinney Boulevard between E. Broadway Street and E. Westminster Avenue. The building faces south onto S. Abbot Kinney Boulevard and is sited along the south, east, and west property lines of a rectangular parcel. To the north is a patio paved with tile pavers. A metal fence is located at the property line to the north and west. (Continued on Page 3.)

*P3b. Resource Attributes: (List attributes and codes) HP3. Multiple Family Property; HP6. Commercial Building

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo: (view, date, accession #) 1027 Abbot Kinney Boulevard, view N

*P6. Date Constructed/Age and Source: Historic Prehistoric Both

1923; Los Angeles County Office of the Assessor

*P7. Owner and Address: Wynkoop Properties LLC
1027 1/2 S. Abbot Kinney Blvd
Los Angeles, CA 90291

*P8. Recorded by: (Name, affiliation, and address)
Emily Rinaldi
GPA Consulting
617 S. Olive Street, Suite 910
Los Angeles, CA 90014

*P9. Date Recorded: 7/20/2018

*P10. Survey Type: (Describe)
Intensive Survey

*P11. Report Citation: (Cite survey

report and other sources, or enter "none.")

GPA Consulting, "Historical Resource Technical Report for the 1000 Block of S. Abbot Kinney Boulevard, Los Angeles, California, California," July 2018

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List): _____

State of California - The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #
 HRI#

*Resource Name or # (Assigned by recorder) 1027 S. Abbot Kinney Boulevard *NRHP Status Code 6Z
 Page 2 of 5

B1. Historic Name: None
 B2. Common Name: None
 B3. Original Use: Mixed-Use B4. Present Use: Commercial
 *B5. Architectural Style: Spanish Colonial Revival
 *B6. Construction History: (Construction date, alterations, and date of alterations) See Continuation Sheet
 *B7. Moved? No Yes Unknown Date: _____ Original Location: _____
 *B8. Related Features: None

B9a. Architect: Unknown b. Builder: Unknown
 *B10. Significance: Theme Streetcar Commercial Development, 1873-1934; Spanish Colonial Revival, 1915-1942
 Area Venice Period of Significance 1923 Property Type Mixed-Use Applicable Criteria N/A
 (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

1027 S. Abbot Kinney Boulevard does not appear to meet the integrity considerations for the Venice theme. The building was constructed in 1923 as a mixed-use building and dates from the period of significance for pre-consolidation Venice. However, due to the cumulative effect of subsequent alterations, the building no longer retains the physical features of its original massing, cladding, roof-shape, and storefronts, which are essential to the expression of its original design and function as a mixed-use building from the early 1920s. If the building had not been altered, there might have been an increased potential for eligibility under Criterion A as an example of early residential development in Venice. Research did not reveal that the building was associated with other important events in local, state, or national history. (Continued on Page 3.)

B11. Additional Resource Attributes: (List attributes and codes) None

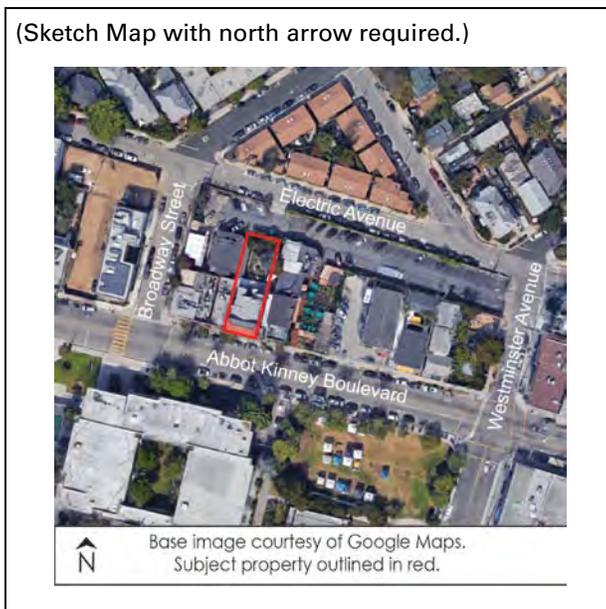
*B12. References:

See Continuation Sheet.

B13. Remarks: None.

*B14. Evaluator: Emily Rinaldi
 *Date of Evaluation: 7/20/2018

(This space reserved for official comments.)



CONTINUATION SHEET

Page 3 of 5 *NRHP Status Code 6Z *Resource Name or # (Assigned by recorder) 1027 S. Abbot Kinney Blvd
*Recorded by: Emily Rinaldi *Date 7/20/2018 Continuation Update

P3a. Description (Continued from Page 1):

The building is a commercial building with Spanish Colonial Revival-style features. It is irregular in plan and two stories in height. It has a combination roof consisting of a shallow hipped roof clad in red clay tile over the southern portion of the building, a gable roof with overhanging eaves and fascia boards over the northern portion, and two small gable roofs extending over secondary wings located at the east and west ends of the north elevation.

The south elevation is clad in stucco and masonry or GFRC tile. The entrance to the second story is located on the center of this elevation. The entrance consists of a wood paneled door and arched wood transom window within an arched opening ornamented with masonry bas-relief. To either side of the central entrance are storefronts with entry doors flanked by plate glass windows in wood frames with metal-clad bulkheads. The entry door to the eastern storefront consists of a recessed fully glazed metal door. The entry door to the western storefront consists of a fully glazed wood door. On the eastern storefront, five wood transom windows span the width of the storefront, while only three transom windows span the width of the western storefront. There are brick planters located to either side of each storefront entrance. On the second story are three window openings. The center window opening has a wood double hung window, while the remaining openings both have two single-light fixed sash grouped within a wood window frame. The south elevation is topped with a projecting cornice underneath which is a sign band with individually mounted letters that spell "Venice Place."

The north elevation is clad in wood clapboard. Within a ground-floor porch spanning the width of this elevation are two secondary entrances located off center to the east and west. The porch is supported by wood columns and has a corrugated metal roof. The secondary entrances both consist of wood slab doors. On the second story are two additional entrances with wood slab doors accessed via a metal spiral staircase. To the east and west are single-light fixed windows in wood window frames. The east and west elevations are clad in stucco and have double-hung windows on the second story.

B6. Construction History (Continued from Page 2):

1027 S. Abbot Kinney Boulevard is a commercial building originally constructed as a mixed-use building in 1923. The earliest building permit found for 1027 S. Abbot Kinney Boulevard dates from 1926. It describes the use of the building as a residence and store. A Sanborn map from 1950 shows that the building had two ground-floor storefronts. The residences were likely originally located on the second floor. The building has been altered since its construction. In 1926, the building's south, east, and west elevations were stuccoed, the roof's eaves were cut off, and the tile-clad hipped roof constructed. At an unknown date, the building's second floor was converted into commercial offices. Other alterations that occurred at an unknown date include the recessing and replacement of the entry door on the westernmost storefront; likely replacement of the original windows on the second floor of the north and south elevations with single-light fixed windows; likely recladding of the south elevation with masonry or GFRC tile; and the installation of a spiral stair on the north elevation.

B10. Significance (Continued from Page 2):

Research did not reveal associations with the lives of historic personages important to national, state, or local history. Known residents of 1027 S. Abbot Kinney Boulevard include John, Ted, and Willis

CONTINUATION SHEET

Page 4 of 5 *NRHP Status Code 6Z *Resource Name or # (Assigned by recorder) 1027 S. Abbot Kinney Blvd
*Recorded by: Emily Rinaldi *Date 7/20/2018 Continuation Update

Batchelor in 1925 and James M. Hinshaw and his wife in 1952. There is no evidence to suggest that these individuals can be considered significant to our past.

The building exhibits basic elements of the Spanish Colonial Revival style as adapted for commercial buildings, including a clay tile roof, an arched entry, and embellished door and window surrounds. It does not meet the eligibility standards for the Spanish Colonial Revival style. These Spanish Colonial Revival details most likely date from a 1926 alteration and were simply overlaid over the south elevation rather than integrated into a fully-realized design concept. The building does not stand out as an important example for any aspect of its design. It does not demonstrate any innovative, important, or outstanding design features. It has also been altered since its construction, including the re-cladding in stucco and masonry or GFRC tile, alteration of the roof-shape, re-configuration of the western storefront entrance, replacement of original window sash, and installation of a new spiral stair. No original building permit was found; however, it is unlikely, given the building's simple and utilitarian appearance, that it is representative of the work of a master or that it possesses high artistic value.

The potential of the property to yield information important in prehistory or history was not considered as part of this evaluation as it applies to archeological resources.

1027 S. Abbot Kinney Boulevard does not appear to be eligible for listing as a historical resource under national, state, and local criteria A/1/1, B/2/2, or C/3/3.

B12. References (Continued from Page 2):

Amero, Richard W. "The Making of the Panama-California Exposition, 1909-1915." *The Journal of San Diego History* 26, no. 1, Winter 1990. Accessed January 2, 2018, <http://www.sandiegohistory.org/journal/1990/january/expo/>.

City of Los Angeles Department of Building and Safety. Building Permits. Various Dates.

City of Los Angeles Office of Historic Resources. "Residential Development and Suburbanization, Early Residential Development 1880-1930." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, September 2017.

Gebhard, David. "The Spanish Colonial Revival in Southern California (1895-1930)." *Journal of the Society of Architectural Historians* 26, no. 2, May 1967.

GPA Consulting. "Architecture and Engineering, 1850-1980: Arts and Crafts Movement, 1895-1930." *Los Angeles Citywide Historic Context Statement*. City of Los Angeles Office of Historic Resources, June 2016.

Historic Resources Group. "Historic Resources Survey Report: Venice Community Plan Area." *SurveyLA Los Angeles Historic Resources Survey*. City of Los Angeles Office of Historic Resources, March 2015.

Los Angeles Times. Various dates.

CONTINUATION SHEET

Page 5 of 5 *NRHP Status Code 6Z *Resource Name or # (Assigned by recorder) 1027 S. Abbot Kinney Blvd
*Recorded by: Emily Rinaldi *Date 7/20/2018 Continuation Update

National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation.
Washington D.C.: National Park Service, 2002,

Prosser, Daniel. "Streetcar Commercial Development, 1880-1934, Neighborhood Commercial Development, 1880-1980, Commercial Development 1859-1980." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, August 2017.

Prosser, Daniel. "Venice 1901-1925, Pre-Consolidation Communities of Los Angeles, 1862-1932." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, July 2016.
Sanborn Map Company. Venice, Vol. 1, 1918.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code

Reviewer

Date

Page 1 of 4 *Resource Name or #: (Assigned by recorder) 1031 S. Abbot Kinney Boulevard

P1. Other Identifier: None

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach, CA Date 1981 T ; R ; of of Sec ; B.M.

c. Address 1031 S. Abbot Kinney Boulevard City Los Angeles Zip 90291

d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APN: 4239-021-024

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

1031 S. Abbot Kinney Boulevard is located on S. Abbot Kinney Boulevard between E. Broadway Street and E. Westminster Avenue. The building faces south onto S. Abbot Kinney Boulevard and is sited along the south, east, and west property lines on a rectangular-shaped parcel. The building is composed of a one-and-a-half-story building constructed in 1908 and an addition constructed to the south of the original building in 1954. There is also an enclosed patio to the north constructed out of wood and corrugated metal. (Continued on Page 3.)

*P3b. Resource Attributes: (List attributes and codes) HP2. Single Family Property

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo: (view, date, accession #) 1031 S. Abbot Kinney Boulevard, view NE

*P6. Date Constructed/Age and Source: Historic Prehistoric
 Both

1908; Los Angeles County Office of the Assessor

*P7. Owner and Address:

Wynkoop Properties LLC
1027 1/2 S. Abbot Kinney Blvd
Los Angeles, CA 90291

*P8. Recorded by: (Name, affiliation, and address)

Emily Rinaldi
GPA Consulting
617 S. Olive Street, Suite 910
Los Angeles, CA 90014

*P9. Date Recorded: 7/20/2018

*P10. Survey Type: (Describe)
Intensive Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

GPA Consulting, "Historical Resource Technical Report for the 1000 Block of S. Abbot Kinney Boulevard, Los Angeles, California, California," July 2018

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List): _____

State of California - The Resources Agency Primary #
 DEPARTMENT OF PARKS AND RECREATION HRI#
BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) 1031 S. Abbot Kinney Boulevard *NRHP Status Code 6Z
 Page 2 of 4

B1. Historic Name: None
 B2. Common Name: None
 B3. Original Use: Residential B4. Present Use: Commercial
 *B5. Architectural Style: None
 *B6. Construction History: (Construction date, alterations, and date of alterations) See Continuation Sheet
 *B7. Moved? No Yes Unknown Date: _____ Original Location: _____
 *B8. Related Features: None

B9a. Architect: Unknown b. Builder: Unknown
 *B10. Significance: Theme Venice, 1901-1925; Craftsman Style, 1905-1930 Area Venice
 Period of Significance 1908 Property Type Residential Applicable Criteria N/A
 (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

1031 S. Abbot Kinney Boulevard does not appear to meet the integrity considerations for the Venice theme (see Table 2). The building was constructed in 1908 as a single-family dwelling and dates from the period of significance for pre-consolidation Venice. However, due to the cumulative effect of subsequent alterations, the building no longer retains the physical features of its original massing, fenestration, exterior cladding, and main entrance, which are essential to the expression of its original design and function as a residential building from the late 1900s. If the building had not been altered, there might have been an increased potential for eligibility under Criterion A as an example of early residential development in Venice. Research did not reveal that the building was associated with other important events in local, state, or national history. (Continued on Page 3.)

B11. Additional Resource Attributes: (List attributes and codes) None

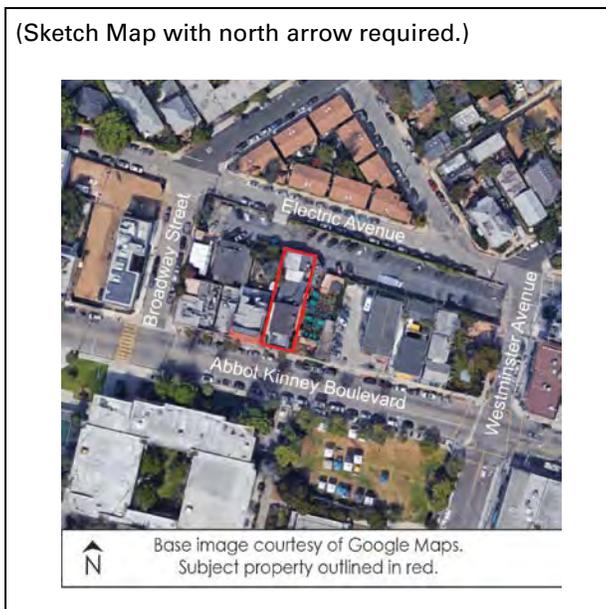
*B12. References:

See Continuation Sheet.

B13. Remarks: None.

*B14. Evaluator: Emily Rinaldi
 *Date of Evaluation: 7/20/2018

(This space reserved for official comments.)



CONTINUATION SHEET

Page 3 of 4 *NRHP Status Code 6Z *Resource Name or # (Assigned by recorder) 1031 S. Abbot Kinney Blvd

*Recorded by: Emily Rinaldi *Date 7/20/2018 Continuation Update

P3a. Description (Continued from Page 1):

The 1954 addition has a flat roof with a raised parapet. A wood fence along the east, west, and south elevation is just visible over the parapet and likely surrounds an occupiable roof. The exterior is clad in stucco. The main entrance is located on the center of the south elevation within a recess and accessed via brick steps. It consists of a fully glazed wood door. There are single-light fixed windows with wood sills located within the recess to either side of the main entrance. Fully glazed wood double doors within a wood door frame flank the main entrance to the east and west.

The 1908 building is accessed via the 1954 addition to the south. It has a gable roof with overhanging eaves, fascia boards, and exposed rafters. There are also two one-story wings on the east elevation with shed roofs. The exterior is clad in stucco. On the south elevation, there are French doors on the upper story that open out onto what is likely an occupiable roof. Two double hung vinyl windows are located on the upper story of the north elevation. On the east elevation, there are two windows on the first story obscured by metal security bars. Also on the east elevation is a shed dormer window and a red brick chimney that penetrates through the gable roof.

B6. Construction History (Continued from Page 2):

1031 S. Abbot Kinney Boulevard is a commercial building originally constructed as a single-family dwelling in 1908. A 1918 Sanborn map depicts 1031 S. Abbot Kinney Boulevard as one-and-a-half-story dwelling with a porch and two one-story ancillary buildings at the northern property line. It has been altered since its construction. In 1954, an addition was constructed to the south and used as a commercial storefront. It is unknown whether the original porch was removed or enclosed during this alteration. The 1908 building was converted from a dwelling into commercial offices in 1971 and a new roof dormer was added. In 1972, the exterior was stuccoed. Other alterations that occurred at an unknown date include the infilling of original window openings on all elevations, the insertion of new window openings on the north elevation, the likely resizing of an original window opening into a door opening on the south elevation, and the construction of two small one-story additions with shed roofs on the west elevation.

B10. Significance (Continued from Page 2):

Research did not reveal associations with the lives of historic personages important to national, state, or local history. Known residents of 1027 S. Abbot Kinney Boulevard include Herman Kuhne in 1917, Jas C. Lacque in 1921-1922, and Lawrence D. Collins in 1923-1924. There is no evidence to suggest that these individuals can be considered significant to our past.

The building is a basic example of a bungalow with Craftsman-style features, a popular type and style for early residential buildings in Venice. It does not meet the eligibility standards for the Craftsman style or type. The building does not exemplify the tenets of the Arts and Crafts movement or the Craftsman style. It is a modest example of the type and style from the period it was constructed and is lacking in the qualities and craftsmanship that are associated with finer examples of the Craftsman style. It has also been altered since its construction, including the re-cladding of the exterior in stucco, construction of additions to the south and to the west, construction of a new dormer, likely re-sizing of original window openings, insertion of new window openings, and the infilling of original window

CONTINUATION SHEET

Page 4 of 4 *NRHP Status Code 6Z *Resource Name or # (Assigned by recorder) 1031 S. Abbot Kinney Blvd

*Recorded by: Emily Rinaldi *Date 7/20/2018 Continuation Update

openings. No original building permit was found; however, it is unlikely, given the building's simple appearance, that it is representative of the work of a master or that it possesses high artistic value.

The potential of the property to yield information important in prehistory or history was not considered as part of this evaluation as it applies to archeological resources.

1031 S. Abbot Kinney Boulevard does not appear to be eligible for listing as a historical resource under national, state, and local criteria A/1/1, B/2/2, or C/3/3.

B12. References (Continued from Page 2):

Amero, Richard W. "The Making of the Panama-California Exposition, 1909-1915." *The Journal of San Diego History* 26, no. 1, Winter 1990. Accessed January 2, 2018, <http://www.sandiegohistory.org/journal/1990/january/expo/>.

City of Los Angeles Department of Building and Safety. Building Permits. Various Dates.

City of Los Angeles Office of Historic Resources. "Residential Development and Suburbanization, Early Residential Development 1880-1930." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, September 2017.

Gebhard, David. "The Spanish Colonial Revival in Southern California (1895-1930)." *Journal of the Society of Architectural Historians* 26, no. 2, May 1967.

GPA Consulting. "Architecture and Engineering, 1850-1980: Arts and Crafts Movement, 1895-1930." *Los Angeles Citywide Historic Context Statement*. City of Los Angeles Office of Historic Resources, June 2016.

Historic Resources Group. "Historic Resources Survey Report: Venice Community Plan Area." *SurveyLA Los Angeles Historic Resources Survey*. City of Los Angeles Office of Historic Resources, March 2015.

Los Angeles Times. Various dates.

National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation. Washington D.C.: National Park Service, 2002.

Prosser, Daniel. "Streetcar Commercial Development, 1880-1934, Neighborhood Commercial Development, 1880-1980, Commercial Development 1859-1980." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, August 2017.

Prosser, Daniel. "Venice 1901-1925, Pre-Consolidation Communities of Los Angeles, 1862-1932." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, July 2016. Sanborn Map Company. Venice, Vol. 1, 1918.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5S3

Other Listings
Review Code

Reviewer

Date

Page 1 of 4 *Resource Name or #: (Assigned by recorder) 1047 S. Abbot Kinney Boulevard

P1. Other Identifier: None

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach, CA Date 1981 T ; R ; of of Sec ; B.M.

c. Address 1047 S. Abbot Kinney Boulevard City Los Angeles Zip 90291

d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APN: 4239-021-018

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

1047 S. Abbot Kinney Boulevard is located on S. Abbot Kinney Boulevard between E. Broadway Street and E. Westminster Avenue. It shares a parcel with two other bungalows located to the north. The parcel is paved with concrete pavers. A plywood fence is located at the property line surrounding both the parcel at 1047 S. Abbot Kinney Boulevard and the parcel directly west at 1051 S. Abbot Kinney Boulevard. (Continued on Page 3.)

*P3b. Resource Attributes: (List attributes and codes) HP2. Single Family Property

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) 1047 S. Abbot Kinney Boulevard, view SE

*P6. Date Constructed/Age and Source: Historic Prehistoric
 Both

1921-22; Los Angeles County Office of the Assessor

*P7. Owner and Address: Wynkoop Properties LLC
1027 1/2 S. Abbot Kinney Blvd
Los Angeles, CA 90291

*P8. Recorded by: (Name, affiliation, and address)
Emily Rinaldi
GPA Consulting
617 S. Olive Street, Suite 910
Los Angeles, CA 90014

*P9. Date Recorded: 7/20/2018

*P10. Survey Type: (Describe)
Intensive Survey

*P11. Report Citation: (Cite survey

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



report and other sources, or enter "none.")

GPA Consulting, "Historical Resource Technical Report for the 1000 Block of S. Abbot Kinney Boulevard, Los Angeles, California, California," July 2018

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) 1047 S. Abbot Kinney Boulevard *NRHP Status Code 5S3
Page 2 of 4

B1. Historic Name: None
B2. Common Name: None
B3. Original Use: Residential B4. Present Use: Commercial
*B5. Architectural Style: None
*B6. Construction History: (Construction date, alterations, and date of alterations) See Continuation Sheet

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____
*B8. Related Features: 1047 A S. Abbot Kinney Boulevard; 1047 B S. Abott Kinney Boulevard

B9a. Architect: Unknown b. Builder: Unknown
*B10. Significance: Theme Venice, 1901-1925; Craftsman Style, 1905-1930 Area Venice
Period of Significance 1921-22 Property Type Residential Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

1047 S. Abbot Kinney Boulevard appears to meet the eligibility standards and integrity considerations for the Venice theme. The building was constructed in 1921-1922 as a single-family dwelling together with two other single-family dwellings on a single parcel. It dates from the period of significance for pre-consolidation Venice. It is associated with early residential development in Venice and is a rare example of an intact single-family dwelling on Abbot Kinney Boulevard. Abbot Kinney Boulevard was originally developed beginning in the late 1900s with a mix of residential and commercial buildings. In the 1920s, it was transformed into a primarily commercial corridor and many of the early residential buildings were demolished or substantially altered for commercial use. While the original windows and main entry door have been replaced, the building retains most of its essential physical features from the period of significance, including its massing, pattern of fenestration, exterior cladding materials, and features such as entry overhang, exposed rafters, and fascia boards. While the broader setting has changed, it also retains its integrity of immediate setting, including its relationship to the other two bungalows on the parcel and what appear to be original concrete pavers. Overall, it retains integrity of design, location, feeling, and association from the period of significance for the Venice theme. (Continued on Page 3.)

B11. Additional Resource Attributes: (List attributes and codes) None

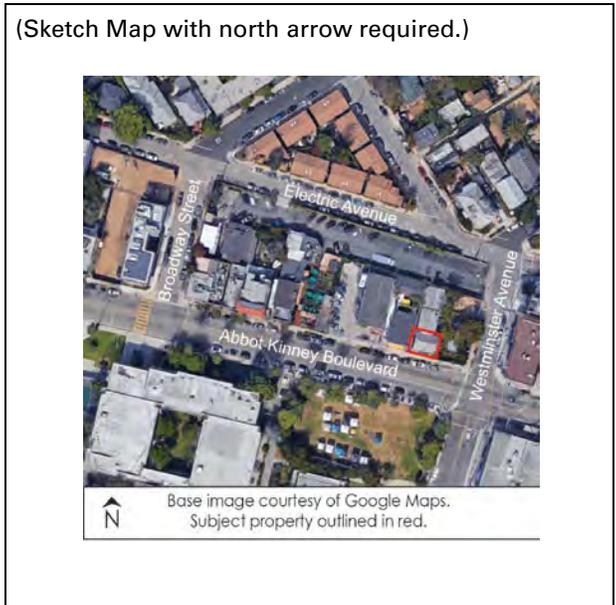
*B12. References:

See Continuation Sheet.

B13. Remarks: None.

*B14. Evaluator: Emily Rinaldi
*Date of Evaluation: 7/20/2018

(This space reserved for official comments.)



CONTINUATION SHEET

Page 3 of 4 *NRHP Status Code 5S3 *Resource Name or # (Assigned by recorder) 1047 S. Abbot Kinney Blvd

*Recorded by: Emily Rinaldi *Date 7/20/2018 Continuation Update

P3a. Description (Continued from Page 1):

The building is a bungalow with Craftsman-style features. It is slightly set back from the southern property line and faces south onto S. Abbot Kinney Boulevard. It is rectangular in plan and one story in height. It has a clipped gambrel roof clad with a gambrel overhang extending out over the main entrance on the south elevation. The exterior is clad in wood clapboard. The main entrance is located on the center of the south elevation. It consists of a fully glazed wood door in a wood frame. It is accessed via wood steps that lead to a wood porch, which extends the width of the south elevation. There is also a secondary entrance located to the west on the north elevation consisting of a wood slab door. There are two windows to either side of the main entrance on the south elevation. Both are tripartite vinyl windows with a fixed center sash flanked by sliding side sash in wood window frames. There are three vinyl single-hung windows in wood window frames on the west elevation. On the north elevation are two double-hung vinyl window immediately to the east of the secondary entrance.

B6. Construction History (Continued from Page 2):

1047 S. Abbot Kinney Boulevard is currently used as classrooms for a childcare facility, but was originally built as a single-family dwelling in 1921-1922. The building has been altered since its construction. In 2012, alterations were made to the building to legalize its use as a childcare facility, although the extent of these alterations remains unknown. Other alterations made at an unknown date include the removal and replacement of the original windows and the removal and replacement of the original main entry door.

B10. Significance (Continued from Page 2):

Research did not reveal associations with the lives of historic personages important to national, state, or local history. Known residents include John and Eileen Keltus in 1923-1924, Erwin and Hilda Dear in 1925, and George Clark in 1952. There is no evidence to suggest that these individuals can be considered significant to our past.

The building is a basic example of a bungalow with Craftsman-style features, a popular type and style for early residential buildings in Venice. It does not meet the eligibility standards for the Craftsman style or type. The building does not exemplify the tenets of the Arts and Crafts movement or the Craftsman style. It is a modest example of the type and style from the period it was constructed and is lacking in the qualities and craftsmanship that are associated with finer examples of the Craftsman style. No original building permit was found; however, it is unlikely, given the building's simple appearance, that it is representative of the work of a master or that it possesses high artistic value.

The potential of the property to yield information important in prehistory or history was not considered as part of this evaluation as it applies to archeological resources.

CONTINUATION SHEET

Page 4 of 4 *NRHP Status Code 5S3 *Resource Name or # (Assigned by recorder) 1047 S. Abbot Kinney Blvd
*Recorded by: Emily Rinaldi *Date 7/20/2018 Continuation Update

1047 S. Abbot Kinney Boulevard appears to meet the eligibility standards and integrity considerations for the Venice theme and therefore, appears to be eligible for listing as a historical resource under local criteria 1. It does not appear to be eligible under national and state criteria A/1. Although the building is associated with early residential development in Venice, National Register Bulletin #15 states that a "mere association with historic events or trends is not enough [...] to qualify under Criterion A: a property's specific association must be considered important as well." 1047 S. Abbot Kinney Boulevard does not appear to have an important association with the early development of Venice. It represents the continuation of an established trend only in the construction of single-family dwellings on S. Abbot Kinney Boulevard in response to expansive residential and commercial growth in this area of Venice during the 1920s. Therefore, 1047 S. Abbot Kinney Boulevard appears to meet local Criterion 1 only and does not appear to meet significance thresholds for National Register or California Register eligibility.

B12. References (Continued from Page 2):

Amero, Richard W. "The Making of the Panama-California Exposition, 1909-1915." *The Journal of San Diego History* 26, no. 1, Winter 1990. Accessed January 2, 2018, <http://www.sandiegohistory.org/journal/1990/january/expo/>.

City of Los Angeles Department of Building and Safety. Building Permits. Various Dates.

City of Los Angeles Office of Historic Resources. "Residential Development and Suburbanization, Early Residential Development 1880-1930." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, September 2017.

Gebhard, David. "The Spanish Colonial Revival in Southern California (1895-1930)." *Journal of the Society of Architectural Historians* 26, no. 2, May 1967.

GPA Consulting. "Architecture and Engineering, 1850-1980: Arts and Crafts Movement, 1895-1930." *Los Angeles Citywide Historic Context Statement*. City of Los Angeles Office of Historic Resources, June 2016.

Historic Resources Group. "Historic Resources Survey Report: Venice Community Plan Area." *SurveyLA Los Angeles Historic Resources Survey*. City of Los Angeles Office of Historic Resources, March 2015.

Los Angeles Times. Various dates.

Prosser, Daniel. "Streetcar Commercial Development, 1880-1934, Neighborhood Commercial Development, 1880-1980, Commercial Development 1859-1980." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, August 2017.

Prosser, Daniel. "Venice 1901-1925, Pre-Consolidation Communities of Los Angeles, 1862-1932." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, July 2016. Sanborn Map Company. Venice, Vol. 1, 1918.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5S3

Other Listings
Review Code

Reviewer

Date

Page 1 of 4 *Resource Name or #: (Assigned by recorder) 1047A S. Abbot Kinney Boulevard

P1. Other Identifier: None

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach, CA Date 1981 T ; R ; of of Sec ; B.M.

c. Address 1047A S. Abbot Kinney Boulevard City Los Angeles Zip 90291

d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APN: 4239-021-018

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

1047A S. Abbot Kinney Boulevard is located on S. Abbot Kinney Boulevard between Broadway Street and Westminster Avenue. It shares a parcel with two other bungalows, one located to the north and one located to the south. The parcel is paved with concrete pavers. A plywood fence is located at the property line surrounding both the parcel at 1047 S. Abbot Kinney Boulevard and the parcel directly west at 1051 S. Abbot Kinney Boulevard. (Continued on Page 3.)

*P3b. Resource Attributes: (List attributes and codes) HP2. Single Family Property

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo: (view, date, accession #) 1047A S. Abbot Kinney Boulevard, view SE

*P6. Date Constructed/Age and Source: Historic Prehistoric
 Both

1921-22; Los Angeles County Office of the Assessor

*P7. Owner and Address: Wynkoop Properties LLC
1027 1/2 S. Abbot Kinney Blvd
Los Angeles, CA 90291

*P8. Recorded by: (Name, affiliation, and address)
Emily Rinaldi
GPA Consulting
617 S. Olive Street, Suite 910
Los Angeles, CA 90014

*P9. Date Recorded: 7/20/2018

*P10. Survey Type: (Describe)
Intensive Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

GPA Consulting, "Historical Resource Technical Report for the 1000 Block of S. Abbot Kinney Boulevard, Los Angeles, California, California," July 2018

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) 1047A S. Abbot Kinney Boulevard *NRHP Status Code 5S3

Page 2 of 4

B1. Historic Name: None

B2. Common Name: None

B3. Original Use: Residential B4. Present Use: Commercial

*B5. Architectural Style: None

*B6. Construction History: (Construction date, alterations, and date of alterations) See Continuation Sheet

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: None

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Venice, 1901-1925; Craftsman Style, 1905-1930 Area Venice

Period of Significance 1921-22 Property Type Residential Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

1047A S. Abbot Kinney Boulevard appears to meet the eligibility standards and integrity considerations for the Venice theme (see Table 2). The building was constructed in 1921-1922 as a single-family dwelling together with two other single-family dwellings on a single parcel. It dates from the period of significance for pre-consolidation Venice. It is associated with early residential development in Venice and is a rare example of an intact single-family dwelling on Abbot Kinney Boulevard. Abbot Kinney Boulevard was originally developed beginning in the late 1900s with a mix of residential and commercial buildings. In the 1920s, it was transformed into a primarily commercial corridor and many of the early residential buildings were demolished or or substantially altered for commercial use. While the original windows and main entry door have been replaced, the building retains most of its essential physical features from the period of significance, including its massing, pattern of fenestration, exterior cladding materials, and features such as wood window frames, wood door surround, entry overhang, exposed rafters, and fascia boards. While the broader setting has changed, it also retains its integrity of immediate setting, including its relationship to the other two bungalows on the parcel and what appear to be original concrete pavers. Overall, it retains integrity of design, location, feeling, and association from the period of significance for the Venice theme. (Continued on Page 3.)

B11. Additional Resource Attributes: (List attributes and codes) None

*B12. References:

See Continuation Sheet.

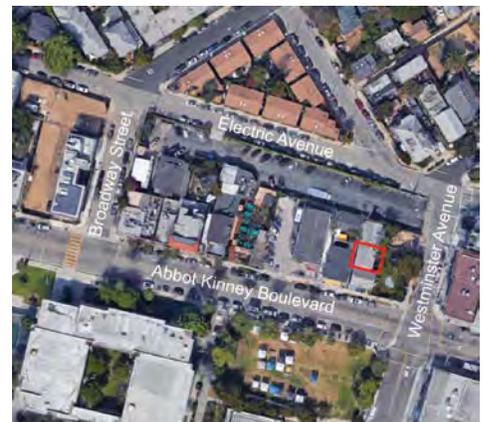
B13. Remarks: None.

*B14. Evaluator: Emily Rinaldi

*Date of Evaluation: 720/2018

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



Base image courtesy of Google Maps.
Subject property outlined in red.

CONTINUATION SHEET

Page 3 of 4 *NRHP Status Code 5S3 *Resource Name or # (Assigned by recorder) 1047A S. Abbot Kinney Blvd
*Recorded by: Emily Rinaldi *Date 7/20/2018 Continuation Update

P3a. Description (Continued from Page 1):

The building is a bungalow with Craftsman-style features. It is set back on the parcel and faces east onto a playground area. It is rectangular in plan and one story in height. It has a clipped gambrel roof and a gambrel overhang extending out over the main entrance on the east elevation. The exterior is clad in wood clapboard. The main entrance is located on the center of the east elevation. It is accessed via concrete steps and consists of a fully glazed wood door in a wood frame. There are two windows to either side of the main entrance on the east elevation. Both are tripartite vinyl windows with a fixed center sash flanked by sliding side sash in wood window frames. On the north elevation, there are three vinyl single-hung windows in wood window frames. On the south elevation, there is a fixed single-light window and a single-hung window in wood window frames.

B6. Construction History (Continued from Page 2):

1047A S. Abbot Kinney Boulevard is currently used as classrooms for a childcare facility, but was originally built as a single-family dwelling in 1921-1922. The building has been altered since its construction. In 2012, alterations were made to the building to legalize its use as a childcare facility, although the extent of these alterations remains unknown. Other alterations made at an unknown date include the removal and replacement of the original windows and the removal and replacement of the original main entrance door.

B10. Significance (Continued from Page 2):

Research did not reveal associations with the lives of historic personages important to national, state, or local history. Known residents include Burton and Mayme McManus in 1923-1924 and Celia Cleaveland in 1925. There is no evidence to suggest that these individuals can be considered significant to our past.

The building is a basic example of a bungalow with Craftsman-style features, a popular type and style for early residential buildings in Venice. It does not meet the eligibility standards for the Craftsman style or type (see Table 4). The building does not exemplify the tenets of the Arts and Crafts movement or the Craftsman style. It is a modest example of the type and style from the period it was constructed and is lacking in the qualities and craftsmanship that are associated with finer examples of the Craftsman style. No original building permit was found; however, it is unlikely, given the building's simple appearance, that it is representative of the work of a master or that it possesses high artistic value.

The potential of the property to yield information important in prehistory or history was not considered as part of this evaluation as it applies to archeological resources.

1047A S. Abbot Kinney Boulevard appears to meet the eligibility standards and integrity considerations for the Venice theme and therefore, appears to be eligible for listing as a historical resource under local criteria 1. It does not appear to be eligible under national and state criteria A/1. Although the building is associated with early residential development in Venice, *National Register Bulletin #15* states that a "mere association with historic events or trends is not enough [...] to qualify

CONTINUATION SHEET

Page 4 of 4 *NRHP Status Code 5S3 *Resource Name or # (Assigned by recorder) 1047A S. Abbot Kinney Blvd
*Recorded by: Emily Rinaldi *Date 7/20/2018 Continuation Update

under Criterion A: a property's specific association must be considered important as well." 1047A S. Abbot Kinney Boulevard does not appear to have an important association with the early development of Venice. It represents the continuation of an established trend only in the construction of single-family dwellings on S. Abbot Kinney Boulevard in response to expansive residential and commercial growth in this area of Venice during the 1920s. Therefore, 1047A S. Abbot Kinney Boulevard appears to meet local Criterion 1 only and does not appear to meet significance thresholds for National Register or California Register eligibility.

B12. References (Continued from Page 2):

Amero, Richard W. "The Making of the Panama-California Exposition, 1909-1915." *The Journal of San Diego History* 26, no. 1, Winter 1990. Accessed January 2, 2018, <http://www.sandiegohistory.org/journal/1990/january/expo/>.

City of Los Angeles Department of Building and Safety. Building Permits. Various Dates.

City of Los Angeles Office of Historic Resources. "Residential Development and Suburbanization, Early Residential Development 1880-1930." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, September 2017.

Gebhard, David. "The Spanish Colonial Revival in Southern California (1895-1930)." *Journal of the Society of Architectural Historians* 26, no. 2, May 1967.

GPA Consulting. "Architecture and Engineering, 1850-1980: Arts and Crafts Movement, 1895-1930." *Los Angeles Citywide Historic Context Statement*. City of Los Angeles Office of Historic Resources, June 2016.

Historic Resources Group. "Historic Resources Survey Report: Venice Community Plan Area." *SurveyLA Los Angeles Historic Resources Survey*. City of Los Angeles Office of Historic Resources, March 2015.

Los Angeles Times. Various dates.

Prosser, Daniel. "Streetcar Commercial Development, 1880-1934, Neighborhood Commercial Development, 1880-1980, Commercial Development 1859-1980." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, August 2017.

Prosser, Daniel. "Venice 1901-1925, Pre-Consolidation Communities of Los Angeles, 1862-1932." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, July 2016.
Sanborn Map Company. Venice, Vol. 1, 1918.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5S3

Other Listings
Review Code

Reviewer

Date

Page 1 of 4 *Resource Name or #: (Assigned by recorder) 1047B S. Abbot Kinney Boulevard

P1. Other Identifier: None

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Long Beach, CA Date 1981 T ; R ; of of Sec ; B.M.

c. Address 1047B S. Abbot Kinney Boulevard City Los Angeles Zip 90291

d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APN: 4239-021-018

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

1047B S. Abbot Kinney Boulevard is located on S. Abbot Kinney Boulevard between E. Broadway Street and Westminster Avenue. It shares a parcel with two other bungalows located to the south. The parcel is paved with concrete pavers. A plywood fence is located at the property line surrounding both the parcel at 1047 S. Abbot Kinney Boulevard and the parcel directly west at 1051 S. Abbot Kinney Boulevard. (Continued on Page 3.)

*P3b. Resource Attributes: (List attributes and codes) HP2. Single Family Property

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo: (view, date, accession #) 1047B S. Abbot Kinney Boulevard, view NE

*P6. Date Constructed/Age and Source: Historic Prehistoric
 Both

1921-22; Los Angeles County Office of the Assessor

*P7. Owner and Address: Wynkoop Properties LLC
1027 1/2 S. Abbot Kinney Blvd
Los Angeles, CA 90291

*P8. Recorded by: (Name, affiliation, and address)
Emily Rinaldi
GPA Consulting
617 S. Olive Street, Suite 910
Los Angeles, CA 90014

*P9. Date Recorded: 7/20/2018

*P10. Survey Type: (Describe)
Intensive Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

GPA Consulting, "Historical Resource Technical Report for the 1000 Block of S. Abbot Kinney Boulevard, Los Angeles, California, California," July 2018

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) 1047B S. Abbot Kinney Boulevard *NRHP Status Code 5S3

Page 2 of 4

B1. Historic Name: None

B2. Common Name: None

B3. Original Use: Residential B4. Present Use: Commercial

*B5. Architectural Style: None

*B6. Construction History: (Construction date, alterations, and date of alterations) See Continuation Sheet

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: 1047 S. Abbot Kinney Boulevard; 1047A S. Abbot Kinney Boulevard

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Venice, 1901-1925; Craftsman Style, 1905-1930 Area Venice

Period of Significance 1921-22 Property Type Residential Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

1047B S. Abbot Kinney Boulevard appears to meet the eligibility standards and integrity considerations for the Venice theme. The building was constructed in 1921-1922 as a single-family dwelling together with two other single-family dwellings on a single parcel. It dates from the period of significance for pre-consolidation Venice. It is associated with early residential development in Venice and is a rare example of an intact single-family dwelling on Abbot Kinney Boulevard. Abbot Kinney Boulevard was originally developed beginning in the late 1900s with a mix of residential and commercial buildings. In the 1920s, it was transformed into a primarily commercial corridor and many of the early residential buildings were demolished or substantially altered for commercial use. While the original windows and main entry door have been replaced, the building retains most of its essential physical features from the period of significance, including its massing, pattern of fenestration, exterior cladding materials, and features such as wood window frames, wood door surround, entry overhang, exposed rafters, and fascia boards. While the broader setting has changed, it also retains its integrity of immediate setting, including its relationship to the other two bungalows on the parcel and what appear to be original concrete pavers. Overall, it retains integrity of design, location, feeling, and association from the period of significance for the Venice theme. (Continued on Page 3.)

B11. Additional Resource Attributes: (List attributes and codes) None

*B12. References:

See Continuation Sheet.

B13. Remarks: None.

*B14. Evaluator: Emily Rinaldi

*Date of Evaluation: 7/20/2018

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



Base image courtesy of Google Maps.
Subject property outlined in red.

CONTINUATION SHEET

Page 3 of 4 *NRHP Status Code 5S3 *Resource Name or # (Assigned by recorder) 1047B S. Abbot Kinney Blvd
*Recorded by: Emily Rinaldi *Date 7/20/2018 Continuation Update

P3a. Description (Continued from Page 1):

The building is a bungalow with Craftsman-style features. It is set back from the southern property line and faces east onto a playground area. It is rectangular in plan and one story in height. It has a clipped gambrel roof clad with a front gable that extends out over a centrally located porch. The exterior is clad in wood clapboard. The main entrance is located on the center of the east elevation. It is accessed via concrete steps and consists of a fully glazed wood door in a wood frame. There are two windows to either side of the main entrance on the east elevation. Both are tripartite vinyl windows with a fixed center sash flanked by sliding side sash in wood window frames. On the north elevation, there are three vinyl single-hung windows in wood window frames. On the south elevation, there is a fixed single-light window and a single-hung window in wood window frames.

B6. Construction History (Continued from Page 2):

1047B S. Abbot Kinney Boulevard is currently used as classrooms for a childcare facility, but was originally built as a single-family dwelling in 1921-1922. The building has been altered since its construction. In 2012, alterations were made to the building to legalize its use as a childcare facility, although the extent of these alterations remains unknown. Other alterations made at an unknown date include the removal and replacement of the original windows and the removal and replacement of the original main entrance door.

B10. Significance (Continued from Page 2):

Research did not reveal associations with the lives of historic personages important to national, state, or local history.

The building is a basic example of a bungalow with Craftsman-style features, a popular type and style for early residential buildings in Venice. It does not meet the eligibility standards for the Craftsman style or type. The building does not exemplify the tenets of the Arts and Crafts movement or the Craftsman style. It is a modest example of the type and style from the period it was constructed and is lacking in the qualities and craftsmanship that are associated with finer examples of the Craftsman style. No original building permit was found; however, it is unlikely, given the building's simple appearance, that it is representative of the work of a master or that it possesses high artistic value.

The potential of the property to yield information important in prehistory or history was not considered as part of this evaluation as it applies to archeological resources.

1047B S. Abbot Kinney Boulevard appears to meet the eligibility standards and integrity considerations for the Venice theme and therefore, appears to be eligible for listing as a historical resource under local Criterion 1. It does not appear to be eligible under national and state criteria A/1. Although the building is associated with early residential development in Venice, *National Register Bulletin #15* states that a "mere association with historic events or trends is not enough [...] to qualify under Criterion A: a property's specific association must be considered important as well." 1047B S. Abbot Kinney Boulevard does not appear to have an important association with the early

CONTINUATION SHEET

Page 4 of 4 *NRHP Status Code 5S3 *Resource Name or # (Assigned by recorder) 1047B S. Abbot Kinney Blvd
*Recorded by: Emily Rinaldi *Date 7/20/2018 Continuation Update

development of Venice. It represents the continuation of an established trend only in the construction of single-family dwellings on S. Abbot Kinney Boulevard in response to expansive residential and commercial growth in this area of Venice during the 1920s. Therefore, 1047B S. Abbot Kinney Boulevard appears to meet local Criterion 1 only and does not appear to meet significance thresholds for National Register or California Register eligibility.

B12. References (Continued from Page 2):

Amero, Richard W. "The Making of the Panama-California Exposition, 1909-1915." *The Journal of San Diego History* 26, no. 1, Winter 1990. Accessed January 2, 2018, <http://www.sandiegohistory.org/journal/1990/january/expo/>.

City of Los Angeles Department of Building and Safety. Building Permits. Various Dates.

City of Los Angeles Office of Historic Resources. "Residential Development and Suburbanization, Early Residential Development 1880-1930." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, September 2017.

Gebhard, David. "The Spanish Colonial Revival in Southern California (1895-1930)." *Journal of the Society of Architectural Historians* 26, no. 2, May 1967.

GPA Consulting. "Architecture and Engineering, 1850-1980: Arts and Crafts Movement, 1895-1930." *Los Angeles Citywide Historic Context Statement*. City of Los Angeles Office of Historic Resources, June 2016.

Historic Resources Group. "Historic Resources Survey Report: Venice Community Plan Area." *SurveyLA Los Angeles Historic Resources Survey*. City of Los Angeles Office of Historic Resources, March 2015.

Los Angeles Times. Various dates.

Prosser, Daniel. "Streetcar Commercial Development, 1880-1934, Neighborhood Commercial Development, 1880-1980, Commercial Development 1859-1980." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, August 2017.

Prosser, Daniel. "Venice 1901-1925, Pre-Consolidation Communities of Los Angeles, 1862-1932." *Los Angeles Citywide Context Statement*. City of Los Angeles Office of Historic Resources, July 2016. Sanborn Map Company. Venice, Vol. 1, 1918.



Appendix D - Entitlement Submittal



DAVID HERTZ ARCHITECTS FAIA
STUDIO OF ENVIRONMENTAL
ARCHITECTURE
57 MARKET ST., VENICE, CA 90291

THE VENICE PLACE PROJECT

1033 ABBOT KINNEY, VENICE, CA 90291
CASE#: 2012-3354-CUB-CU-CDP-MEL-WDI-SPP-SPR

WYNKOOP PROPERTIES, LLC.
1027 1/2 ABBOT KINNEY BLVD.
VENICE, CA 90291

COVER SHEET
100
7/13/17

CONTACT INFORMATION

OWNER:

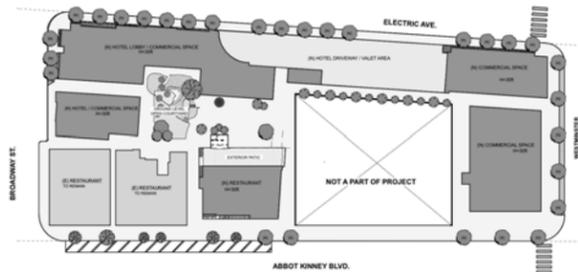
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 1027 1/2 ABBOT KINNEY BLVD.
 VENICE, CA 90291

ARCHITECT:

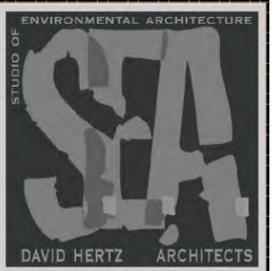
DAVID HERTZ ARCHITECTS /
 STUDIO OF ENVIRONMENTAL ARCHITECTURE
 57 MARKET ST.
 VENICE, CA 90291
 OFFICE PHONE: 310-829-9932
 OFFICE FAX: 310-829-5641
 CONTACT: DAVID R. HERTZ
 E-MAIL: hertz@studioea.com
 LICENSE #: C-25190

SHEET INDEX

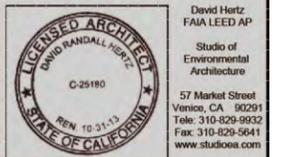
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1016	THIRD FLOOR PLAN
1017	ROOF PLAN
1018	ELEVATIONS
1019	ELEVATIONS
1020	SECTIONS
1021	LOADING ZONE



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VENICE PLACE PROJECT

1033 ABBOT KINNEY BLVD., VENICE, CA 90291

CASE#: 2012-3354-CUB-CU-CDP-MEL-WDI-SPP-SPR

**OWNER/
 APPLICANT:**
 WYNKOOP PROPERTIES, LLC

SHEET TITLE:

TABLE OF CONTENTS

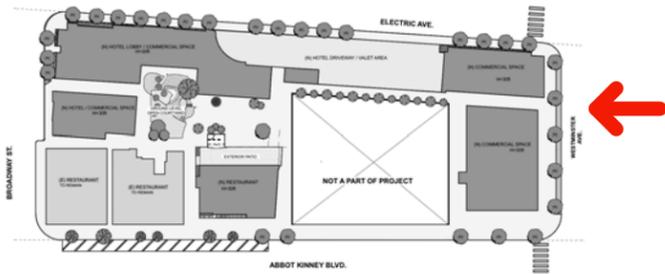
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PRINT DATE: 7/13/17

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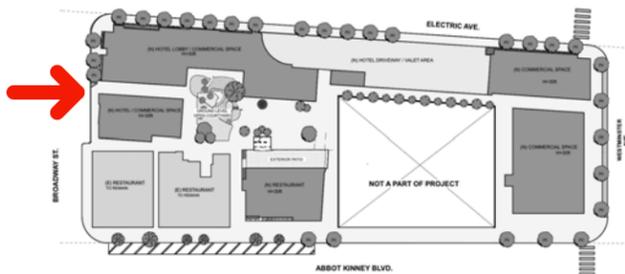
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KEYPLAN

THE WESTMINSTER & ELECTRIC FROM WESTMINSTER



KEYPLAN

THE ELECTRIC & BROADWAY FROM BROADWAY



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VENICE PLACE PROJECT
 1033 ABBOT KINNEY BLVD., VENICE, CA 90291

CASE#: 2012-3354-CUB-CU-CDP-MEL-WDI-SPP-SPR

OWNER/APPLICANT:
 WYNKOOP PROPERTIES, LLC

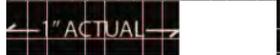
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RENDERINGS

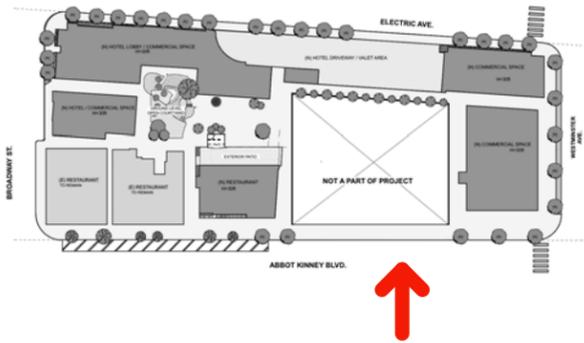
PROJECT NO: 1111D

PRINT DATE: 7/13/17

SHEET NO: 102

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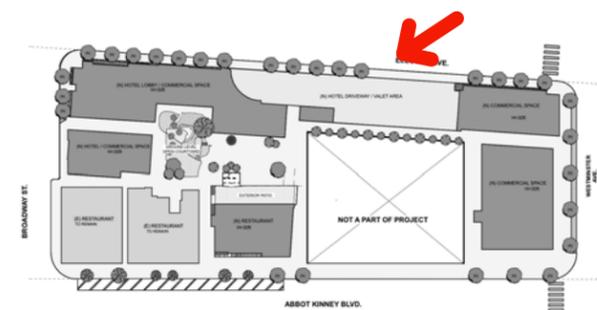


KEYPLAN



ABBOT KINNEY STREET VIEW - SOUTH

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KEYPLAN



MOTORCOURT ON ELECTRIC

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VENICE PLACE PROJECT

1033 ABBOT KINNEY BLVD., VENICE, CA 90291

CASE#: 2012-3354-CUB-CU-CDP-MEL-WDI-SPP-SPR

OWNER/APPLICANT:
WYNKOOP PROPERTIES, LLC

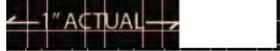
SHEET TITLE:
RENDERINGS

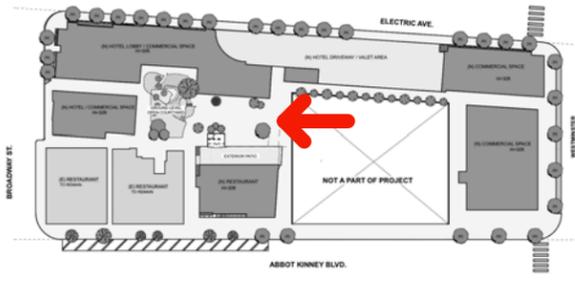
PROJECT NO: 1111D

PRINT DATE: 7/13/17

SHEET NO: 103

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



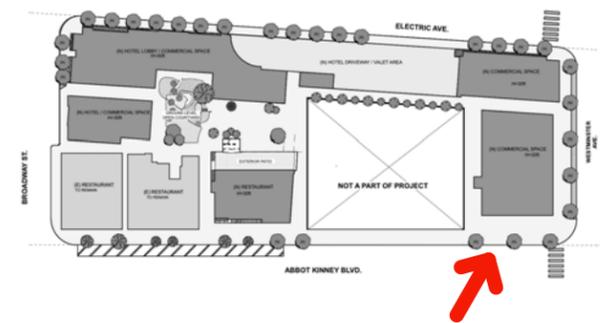


KEYPLAN



INTERIOR COURTYARD & LOBBY

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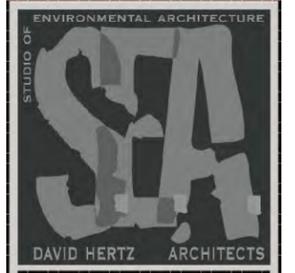


KEYPLAN



THE WESTMINSTER - CORNER OF WESTMINSTER & ABBOT KINNEY

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VENICE PLACE PROJECT
 1033 ABBOT KINNEY BLVD., VENICE, CA 90291

CASE#: 2012-3354-CUB-CU-CDP-MEL-WDI-SPP-SPR

OWNER/APPLICANT:
 WYNKOOP PROPERTIES, LLC

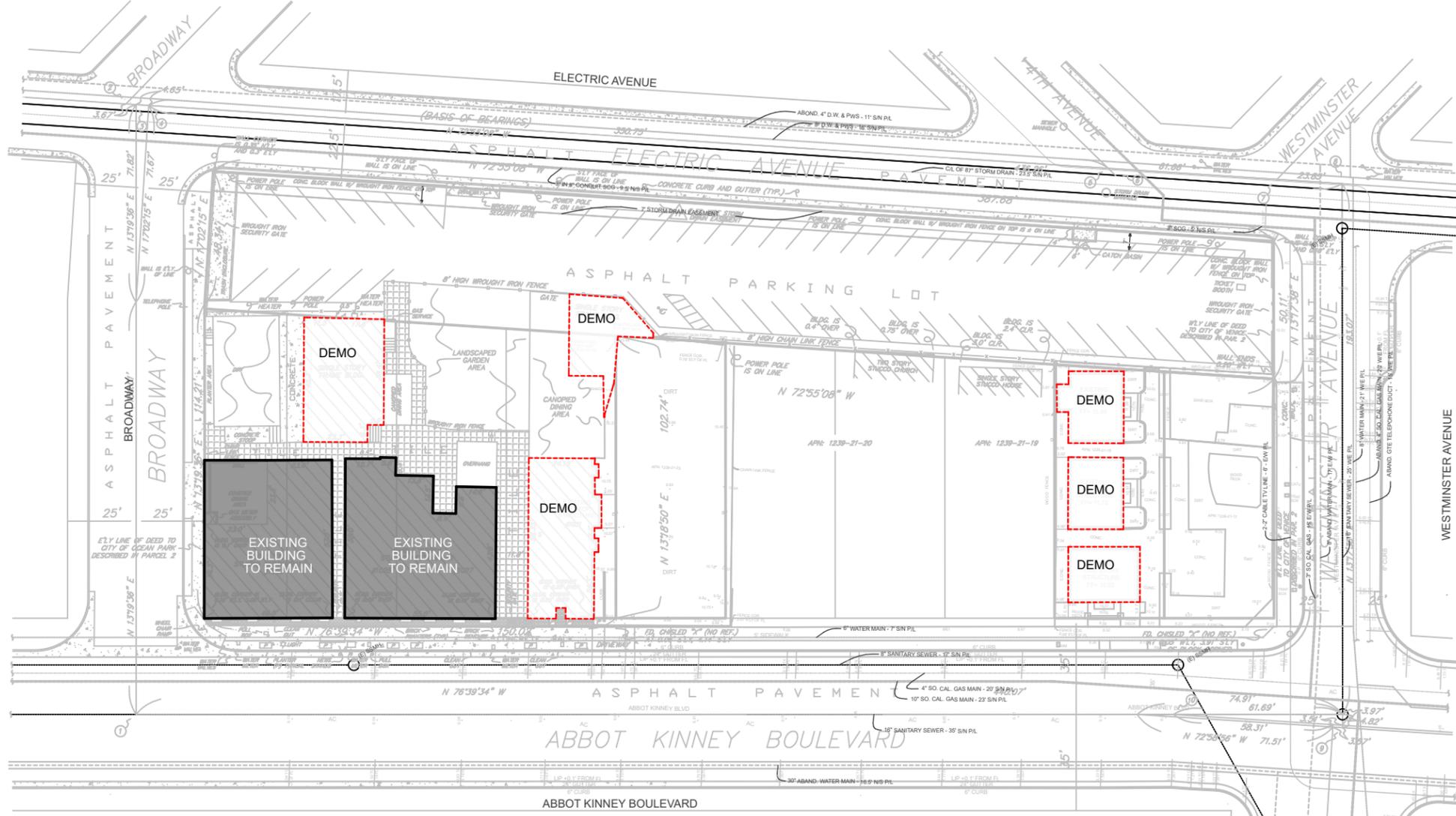
SHEET TITLE:
RENDERINGS

PROJECT NO: 1111D
 PRINT DATE: 7/13/17
 SHEET NO: 104

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



TOTAL EXISTING STRUCTURES 11,673 SF
 TOTAL STRUCTURES TO BE DEMO'D 5,253 SF
 TOTAL EXISTING STRUCTURES TO REMAIN 6,420 SF



- MONUMENT NOTES:**
1. FD. L.A.C.E. SPIKE & WASHER PER C.E.F.B. 108-141 PG. 102. FITS TIES.
 2. FD. L.A.C.E. STANDARD WELL MONUMENT PER C.E.F.B. 108-141 PG. 215.
 3. FD. L.A.C.E. SPIKE & WASHER PER C.E.F.B. 108-141 PG. 215.
 4. FD. L.A.C.E. SPIKE & WASHER PER C.E.F.B. 108-141 PG. 215.
 5. FD. SPIKE & TIN PER C.E.F.B. 108-145 PG. 134.
 6. FD. L.A.C.E. STANDARD WELL MONUMENT PER C.E.F.B. 108-145 PG. 134.
 7. FD. LARGE PUNCHED NAIL IN LIEU OF SPIKE & WASHER PER C.E.F.B. 108-145 PG. 134. FITS TIES.
 8. FD. L.A.C.E. SPIKE & WASHER PER C.E.F.B. 108-145 PG. 134.
 9. FD. L.A.C.E. SPIKE & WASHER IN LIEU OF SPIKE & TIN PER C.E.F.B. 108-145 PG. 105. FITS TIES.
 10. FD. SPIKE & TIN PER C.E.F.B. 108-145 PG. 104.



- GENERAL NOTES:**
1. THERE APPEARS TO BE A CONFLICT IN THE ADDRESS OF THE SUBJECT PROPERTY. ONE SOURCE STATES WASHINGTON BLVD., WHILE ANOTHER SITES ABBOT KINNEY BLVD.
 2. BOTH POWER AND TELEPHONE LINES RUN EAST AND WEST ALONG THE ROW OF POWER POLES THAT LIES ALONG THE NORTHERLY BOUNDARY LINE. THE SLY PORTION OF THESE LINES OVERLAPS SUBJECT PROPERTY. A SIMILAR SITUATION EXISTS ALONG THE SLY LINE OF PARCEL 2.
 3. IN THE STATE OF CALIFORNIA, METES AND BOUNDS DESCRIPTIONS ARE TYPICALLY NOT WRITTEN TO DESCRIBE PROPERTY SUCH AS THIS, BUT RATHER IN A FORMAT SUCH AS FOUND IN THE ACTUAL LEGAL DESCRIPTION INSCRIBED HEREON. SUCH, THEREFORE, IS NOT INCLUDED HERE.
 4. DATE OF GROUND SURVEY: APRIL 9, 2004.
 5. CURRENT ZONING: C2.
 6. SETBACKS: NONE.
 7. PARKING REQUIREMENTS PER CURRENT ZONING:
 RESTAURANTS OVER 1000 SQ. FT.: 1 SPACE PER 100 SQ. FT.
 RESTAURANTS UNDER 1000 SQ. FT.: 1 SPACE PER 200 SQ. FT.
 RETAIL BUSINESSES: 1 SPACE PER 250 SQ. FT.
 COMMERCIAL OFFICES: 1 SPACE PER 500 SQ. FT.
 8. PROPERTY LINE

TITLE REPORT:
 THE BOUNDARY AND EASEMENTS SHOWN HEREON ARE BASED ON INFORMATION SUPPLIED BY STEWART TITLE GUARANTY COMPANY, PRELIMINARY REPORT NO. 0207574 DATED AUGUST 11, 1999 TOGETHER WITH THE DOCUMENT(S) NOTED IN SAID REPORT.

LEGAL DESCRIPTION:
 THE LAND REFERRED TO HEREIN IS SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
 PARCEL 1:
 LOTS 7, 8 AND 9, IN BLOCK "T" OF OCEAN PARK VILLA TRACT NO. 2, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 4, PAGE 48 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM LOT 10 THAT PORTION CONVEYED BY THE CITY OF OCEAN PARK FOR STREET PURPOSES (BEING 10 FEET ALONG THE NORTH AND SOUTH LINES) OFF THE WESTERLY SIDE OF SAID LOT.

PARCEL 2:
 THAT PORTION OF 58.15 ACRE TRACT OF LAND, IN THE RANCHO LA BALLONA, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ALIQUOT TO DOLORES MACHADO BY DEED OF PARTITION OF THE ESTATE OF RAMONA S. DE MACHADO, DECEASED, HAD IN CASE NO. 14797 IN THE SUPERIOR COURT OF SAID COUNTY, BEING THAT CERTAIN STRIP OF LAND 50.00 FEET WIDE AS DESCRIBED IN THE DEED TO THE LOS ANGELES-PACIFIC RAILROAD COMPANY, RECORDED IN BOOK 106 PAGE 232 OF DEEDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THAT PORTION OF SAID LAND LYING EASTERLY OF THE WESTERLY LINE OF THE LAND AS SHOWN DESCRIBED IN THE DEED TO THE CITY OF VENICE, RECORDED LINE 16, 19-- IN BOOK 6034 PAGE 201 AS INSTRUMENT NO. 104, OF DEEDS IN SAID RECORDER'S OFFICE.

ALSO EXCEPT THEREFROM THAT PORTION OF SAID LAND WESTERLY OF THE EASTERLY LINE OF THE LAND AS SHOWN DESCRIBED IN THE DEED TO THE CITY OF OCEAN PARK, RECORDED MAY 27, 1915, IN BOOK 6094 PAGE 42, AS INSTRUMENT NO. 142, OF DEEDS IN SAID RECORDER'S OFFICE.

TOGETHER WITH ALL RIGHTS, TITLE AND INTEREST OF THE GRANTEE IN AND TO THAT PORTION OF SAID LAND IN SAID CITY, COUNTY AND STATE, DESCRIBED IN SAID DEED TO THE CITY OF VENICE LYING WESTERLY OF A LINE THAT IS PARALLEL WITH AND DISTANT EASTERLY 25.00 FEET, MEASURED AT RIGHT ANGLES FROM THE WESTERLY LINE AND ITS SOUTHERLY PROLONGATION OF SAID LAST MENTIONED LAND.

AND TOGETHER WITH ALL RIGHTS, TITLE AND INTEREST OF THE GRANTEE IN AND TO THAT PORTION OF SAID LAND AS SHOWN DESCRIBED IN SAID CITY, COUNTY AND STATE, LYING EASTERLY OF A LINE THAT IS PARALLEL WITH AND DISTANT WESTERLY 50.00 FEET, MEASURED AT RIGHT ANGLES FROM THE WESTERLY LINE OF SAID LAST MENTIONED LAND.

BASEIS OF BEARINGS:
 THE BEARING OF N 72°50'08" W FOR THE CENTERLINE OF ELECTRIC AVENUE PER C.E.F.B. 108-141 PG. 215 AND C.E.F.B. 108-145 PG. 134 WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY.

EASEMENTS:
 AN EASEMENT FOR STORM DRAIN PURPOSE GRANTED TO THE CITY OF VENICE, RECORDED LINE 4, 1915 AS INSTRUMENT NO. 148 OF DEEDS IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY.

AREA:
 35,612 SQUARE FEET OR 0.818 ACRES.

STREET NOTE:
 ALL ADJACENT STREETS ADJOINING SUBJECT PROPERTY ARE PUBLIC.

SURVEYOR'S CERTIFICATE:
 THE UNDERSIGNED HEREBY CERTIFIES, AS OF APRIL 09, 2004, TO COLMAN RANDALL, INC. AND ITS SUCCESSORS AND ASSIGNS, STEWART TITLE OF CALIFORNIA, INC. THAT HE IS A DAILY REGISTERED LAND SURVEYOR OF THE STATE OF CALIFORNIA, THAT THIS SURVEY IS MADE AT LEAST IN ACCORDANCE WITH THE MINIMUM STANDARDS ESTABLISHED BY SAID STATE FOR CONVEYANCE AND RECORDING PURPOSES AND WITH THE MINIMUM REQUIREMENTS FOR LAND PROPERTY TITLE SURVEYS AS ADOPTED BY THE AMERICAN LAND SURVEYING TITLE ASSOCIATION AND AMERICAN CONGRESS ON SURVEYING AND MAPPING. THAT THIS SURVEY CORRECTLY SHOWS LOCATION OF ALL BUILDINGS, STRUCTURES AND OTHER IMPROVEMENTS SITUATED ON THE SUBJECT PREMISES, AND THAT, EXCEPT AS SHOWN, THERE ARE NO VISIBLE EASEMENTS OR RIGHTS OF WAY ACROSS SAID PREMISES OR ANY OTHER EASEMENTS OR RIGHTS OF WAY OF WHICH THE UNDERSIGNED HAS BEEN ADVISED. NO PARTY WALLS, NO ENCROACHMENTS ONTO ADJOINING PREMISES, STREETS OR OTHER IMPROVEMENTS, AND NO ENCROACHMENTS ONTO SAID PREMISES BY BUILDINGS, STRUCTURES OR OTHER IMPROVEMENTS SITUATED ON ADJOINING PREMISES. THE PROPERTY IS NOT LOCATED IN A 100-YEAR FLOOD PLAIN OR IN AN HISTORIC FLOOD PRONE AREA AS DEFINED BY THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, PURSUANT TO THE FLOOD DISASTER PROTECTION ACT OF 1973, AS AMENDED, AS RELAYED BY FLOOD INSURANCE RATE MAPS DATED 02-04-1992 WHICH SAME MAP PANEL COVERS THE AREA IN WHICH THE PROPERTY IS SITUATED. THE PROPERTY IS LOCATED WITHIN ZONE "C".

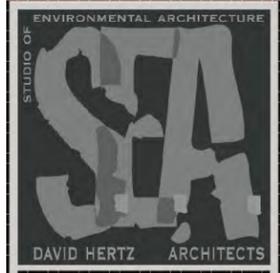
JAYME TARBERT
 L.S. NO. 7129

PREPARED FOR:
 TIGER MORTGAGE EQUITIES
 2500 VIA CABRILLO MARINA
 SUITE 108
 SAN PEDRO, CA 90731

PREPARED BY:
 I/W/S SURVEYING
 2602 BIRCHFIELD AVE.
 RANCHO P. V., CA 90275
 TEL. (310) 328-8888 FAX: (310) 378-7018

PROJECT DESCRIPTION:
 ALTA/ACSM LAND TITLE SURVEY
 PROPERTY ADDRESS:
 1021-1031 ABBOT KINNEY BOULEVARD,
 CITY OF LOS ANGELES, COUNTY OF LOS ANGELES,
 STATE OF CALIFORNIA

DATE:	DRAWING NAME:	SCALE: 1" = 50'	JOB NO.:
4/30/04	VENICE04	DRAWN BY: JWS	4055



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VENICE PLACE PROJECT
 1033 ABBOT KINNEY BLVD., VENICE, CA 90291

CASE#: 2012-3354-CUB-CU-CDP-MEL-WDI-SPP-SPR

OWNER/APPLICANT:
 WYNKOOP PROPERTIES, LLC

SHEET TITLE:

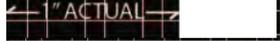
DEMO SITE PLAN

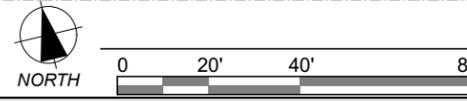
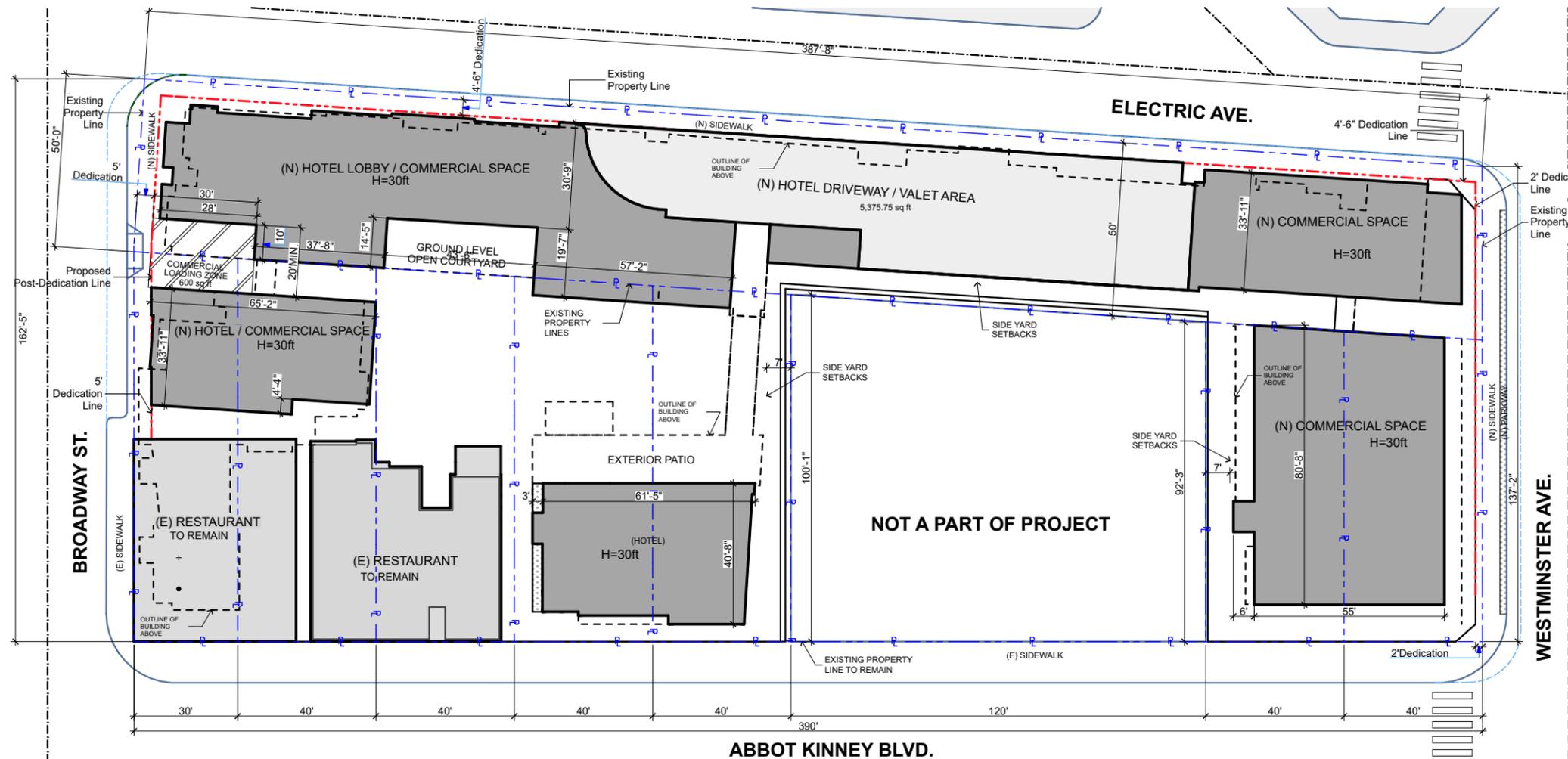
PROJECT NO: 1111D

PRINT DATE: 7/13/17

SHEET NO: 106

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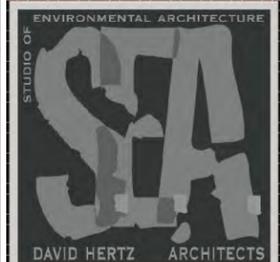
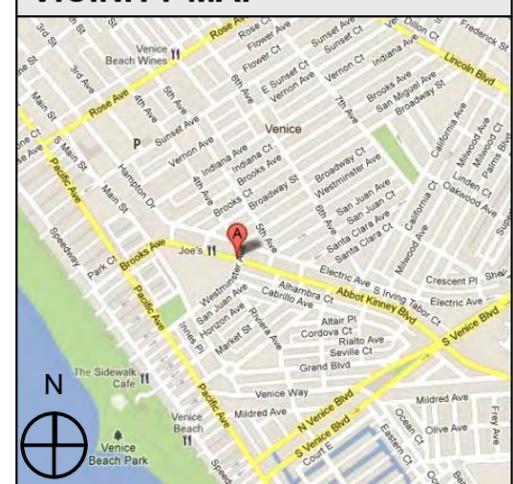


PLOT PLAN
SCALE: 1" = 40' 1

PROJECT DESCRIPTION

RENOVATION AND NEW CONSTRUCTION OF A UNIFIED DEVELOPMENT, INCLUDING AN APARTMENT HOTEL, WITH 80 GUEST ROOMS AND 4 DWELLING UNITS, APPROXIMATELY 10,496 SQUARE FEET OF NEW COMMERCIAL, OFFICE AND RESTAURANT USES, WITH 175 ON-SITE PARKING SPACES.

VICINITY MAP



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VENICE PLACE PROJECT
1033 ABBOT KINNEY BLVD., VENICE, CA 90291

CASE#: 2012-3354-CUB-CU-CDP-MEL-WDI-SPP-SPR

OWNER/APPLICANT:
WYNKOOP PROPERTIES, LLC

PROPERTY INFORMATION

A.P.N. NOS:	4239-021-017,-018,-023,-027,-029
LEGAL DESCRIPTION:	OCEAN PARK VILLA TRACT NO. 2 LOT: FR 10, BLOCK: NONE LOTS: 1, 2, 6, 7, 8, 9, BLOCK: T RANCHO LA BALLONA Pt. Dolores Machado 58.1 Acres, Block: None
CURRENT ZONING:	C2-1-CA
CURRENT LAND USE DESIGNATION:	COMMUNITY COMMERCIAL
COMMUNITY PLAN:	VENICE COASTAL ZONE
SPECIFIC PLAN:	NORTH TRANSPORTATION CORRIDOR
SUBAREA:	
COUNCIL DISTRICT:	11 - BONIN
GROSS SITE AREA (PER ZIMAS):	46,877 S.F.
NET SITE AREA (AFTER DEDICATIONS):	43,797 S.F.
REQUIRED DEDICATIONS:	BROADWAY STREET 5' WESTIMINSTER AVENUE 2' ELECTRIC AVENUE 4.5'

PROJECT INFORMATION

DENSITY	PERMITTED	PROVIDED
GUEST ROOMS (1/500 SF LAND AREA):	93	80
DWELLING UNITS (1/800 SF LAND AREA):	58	4
NON-RESIDENTIAL (EXISTING)		
RESTAURANT (EXISTING)		5,075 SF
OFFICE (EXISTING)		1,344 SF
SUBTOTAL		6,420 SF
NON-RESIDENTIAL (NEW)		
RESTAURANT (NEW)		4,200 SF
OFFICE (NEW)		2,027 SF
RETAIL (NEW)		2,534 SF
SPA (NEW)		1,735 SF
SUBTOTAL		10,496 SF
F.A.R. CALCULATION FAR ALLOWED	PERMITTED	PROVIDED
BUILDING AREA ALLOWED (FAR)	1.5 : 1	1.5 : 1
	70,316 SF	70,310 SF
EXISTING BUILDING (GROSS)	11,673 SF	6,420 SF (to remain)
STORIES	3	3

BUILDING HEIGHT	PERMITTED	PROVIDED	
	30' (w/ flat roof)	30'	
SETBACKS (REQ'D. BY LAMC 12.22.A.18)			
ABBOT KINNEY BOULEVARD	0'	0'	
BROADWAY STREET	0'	5'	
WESTMINSTER AVENUE	0'	5'	
ELECTRIC AVENUE	0'	5'	
PARKING	REQUIRED	PROVIDED	
VEHICULAR PARKING	175*	175	
BICYCLE PARKING	22	56	
*158 Required including 10% Bike Parking Reduction per LAMC 12.21.A.4			
OPEN SPACE	REQUIRED	PROVIDED	
PAVED OPEN SPACE	0 SF	13,389 SF not req'd. <6 dwelling	
LANDSCAPED OPEN SPACE		5,257 SF	
TOTAL		18,646 SF	
RESTAURANT SEATING	INDOOR	OUTDOOR	TOTAL
(N) HOTEL RESTAURANT	113	47	160

SHEET TITLE:
PLOT PLAN

PROJECT NO:
1111D

PRINT DATE:
7/13/17

SHEET NO:
108

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

1" ACTUAL

**Table
Vehicle Parking**

Amount Required			
Use	Size	Ratio	Spaces
Hotel	80 rooms	2 spaces, plus 1/1 up to 30 units, 1/2 up to 60 units, 1/3 after 60	54
Apartments	4 units	2 per unit	8
Existing Restaurant SFA	2,108 sf	1 space / 50 sf	42
Hotel Restaurant SFA	2,051	1 space / 100 sf	21
New Office	2,027 sf	1 space / 250 sf	8
Spa / Shower Facilities	1,735 sf	1 space / 250 sf	7
Retail	2,034 sf	1 space / 225 sf	9
Restaurant	500 sf	1 space / 50 sf	10
Total			159
Beach Impact Parking	9,996 sf	1 space / 640 sf ground floor new commercial	16
Total Required			175

sf = square feet. SFA = service floor area.
Note: The Project is NOT taking any parking reductions allowed under LAMC Section 12.21.A.4. A parking reduction requires the additional provision of bike parking. The LAMC allows up to a 20% reduction for nonresidential buildings and up to 10% reduction for residential buildings. For information purposes only, if a 10% parking reduction were taken, up to 17 vehicle spaces would be credited for a new required total of 158. The LAMC requires 4 bike parking spaces per credited vehicle spaces, or 72 bike parking spaces. The Project is providing 56 spaces, which is more than required. However, the Project is not taking any parking credit reductions.
Parking per VCZSP, 1 space per 50 sf Restaurant Service Area.
Parking per VCZSP, 1 space per 100 sf Hotel Restaurant Service Area.
Source: Project Applicant, July 2017.



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VENICE PLACE PROJECT
 1033 ABBOT KINNEY BLVD., VENICE, CA 90291

CASE#: 2012-3354-CUB-CU-CDP-MEL-WDI-SPP-SPR

**OWNER/
APPLICANT:**
 WYNKOOP PROPERTIES, LLC

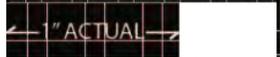
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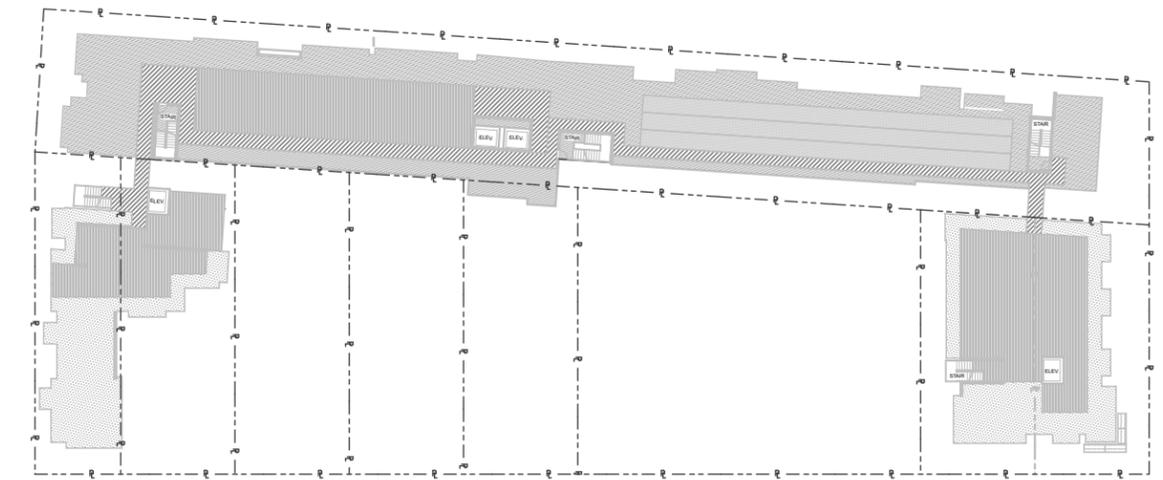
PROJECT NO:
 1111D

PRINT DATE:
 7/13/17

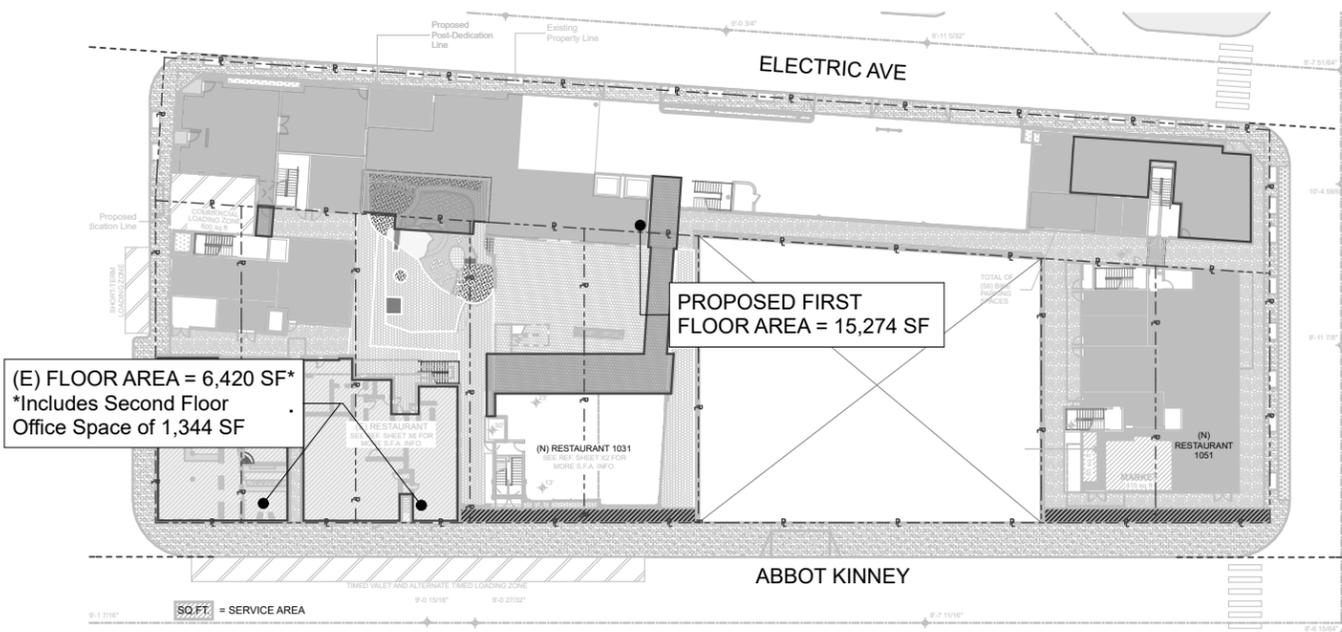
SHEET NO:
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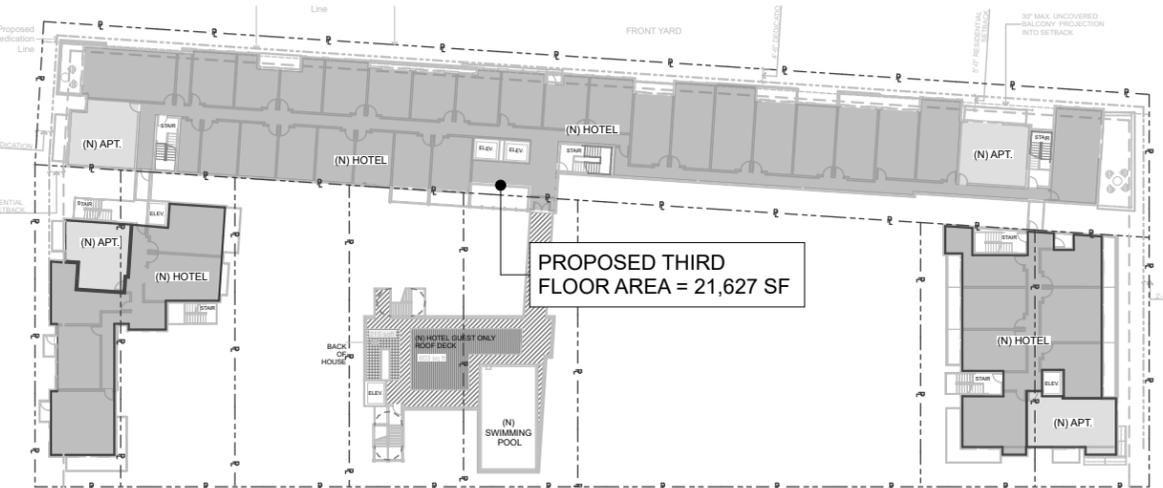
1/64" = 1'-0" ROOF PLAN 5



1/64" = 1'-0" FIRST FLOOR PLAN 2

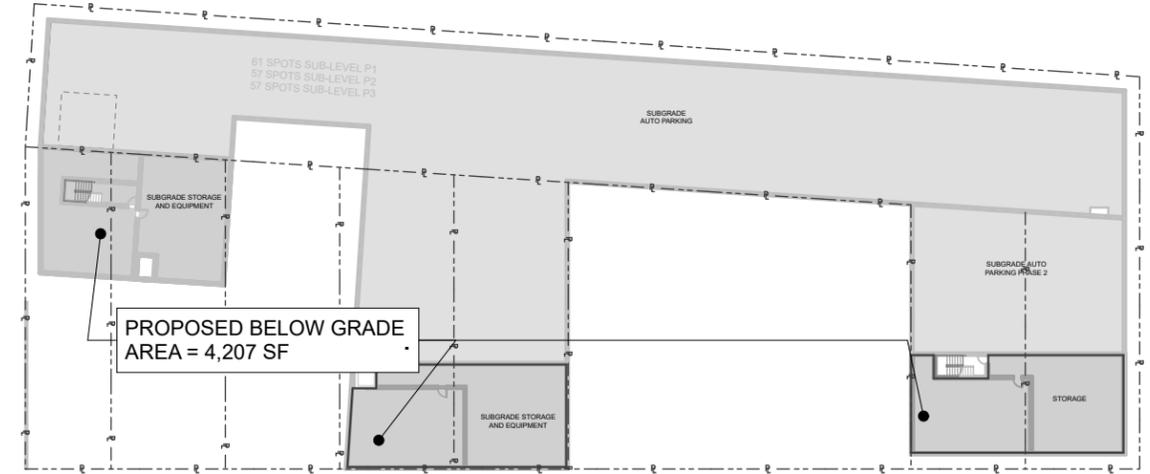
(E) FLOOR AREA = 6,420 SF*
*Includes Second Floor Office Space of 1,344 SF

PROPOSED FIRST FLOOR AREA = 15,274 SF



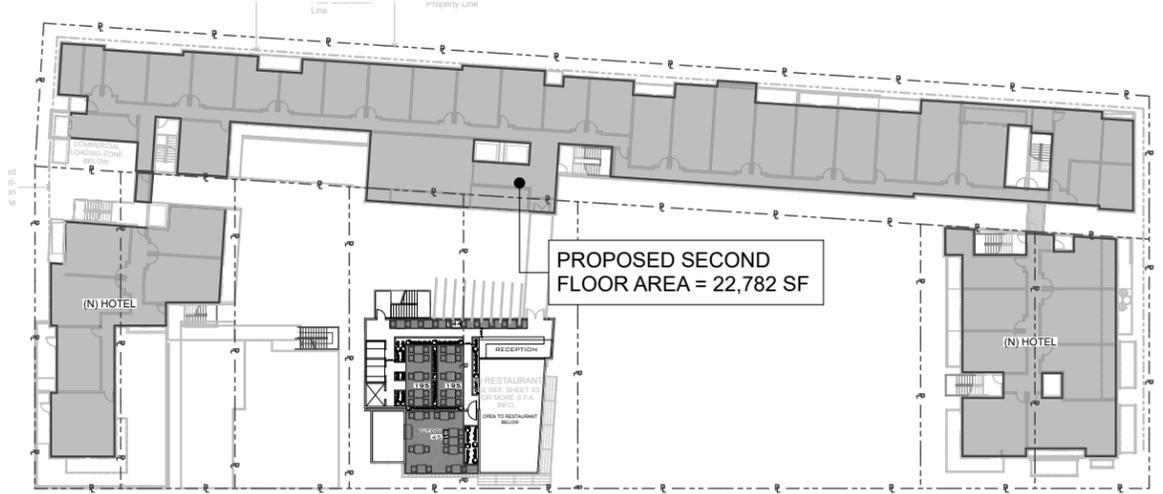
1/64" = 1'-0" THIRD FLOOR PLAN 4

PROPOSED THIRD FLOOR AREA = 21,627 SF



1/64" = 1'-0" SUBGRADE PLAN 1

PROPOSED BELOW GRADE AREA = 4,207 SF

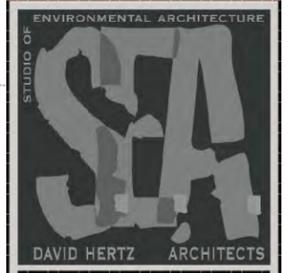


1/64" = 1'-0" SECOND FLOOR PLAN 3

PROPOSED SECOND FLOOR AREA = 22,782 SF

EXISTING FLOOR AREA = 6,420 SF
BELOW GRADE FLOOR AREA = 4,207 SF
FIRST FLOOR AREA = 15,274 SF
SECOND FLOOR AREA = 22,782 SF
THIRD FLOOR AREA = 21,627 SF
TOTAL F.A.R. AREA = 70,310 SF

FAR 1.5



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VENICE PLACE PROJECT
1033 ABBOT KINNEY BLVD., VENICE, CA 90291

CASE#: 2012-3354-CUB-CU-CDP-MEL-WDI-SPP-SPR

OWNER/APPLICANT:
WYNKOOP PROPERTIES, LLC

SHEET TITLE:
FLOOR AREA CALCULATIONS

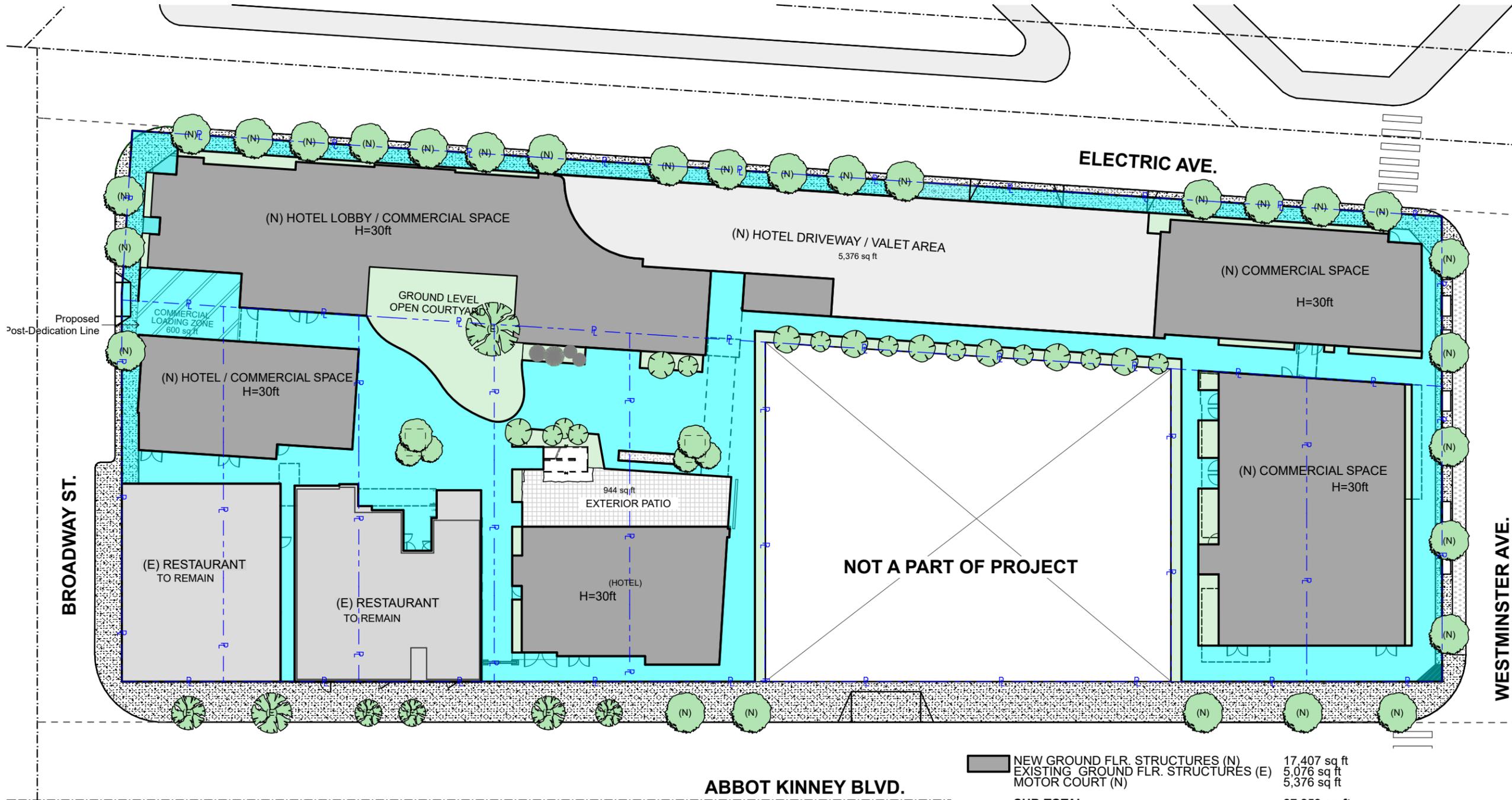
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PRINT DATE: 7/13/17

SHEET NO: 1010

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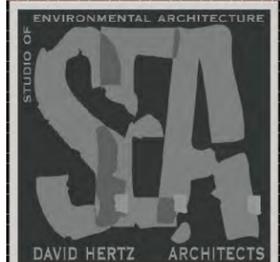
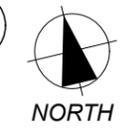
	NEW GROUND FLR. STRUCTURES (N)	17,407 sq ft
	EXISTING GROUND FLR. STRUCTURES (E)	5,076 sq ft
	MOTOR COURT (N)	5,376 sq ft
	SUB-TOTAL	27,859 sq ft
	PAVED OPEN SPACE	13,389 sq ft
	SUB-TOTAL	13,389 sq ft
	LANDSCAPED OPEN SPACE	5,257 sq ft
	SUB-TOTAL	5,257 sq ft
	TOTAL PEDESTRIAN PLAZA OPEN SPACE	18,646 sq ft
	Approximately 39.7% of total 46,850 sq ft Site Area	

OPEN SPACE PLAN

SCALE: 1/32" = 1'-0"

0 16' 32' 64'

1



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VENICE PLACE PROJECT
 1033 ABBOT KINNEY BLVD., VENICE, CA 90291

CASE#: 2012-3354-CUB-CU-CDP-MEL-WDI-SPP-SPR

OWNER/APPLICANT:
 WYNKOOP PROPERTIES, LLC

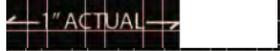
SHEET TITLE:
OPEN SPACE PLAN

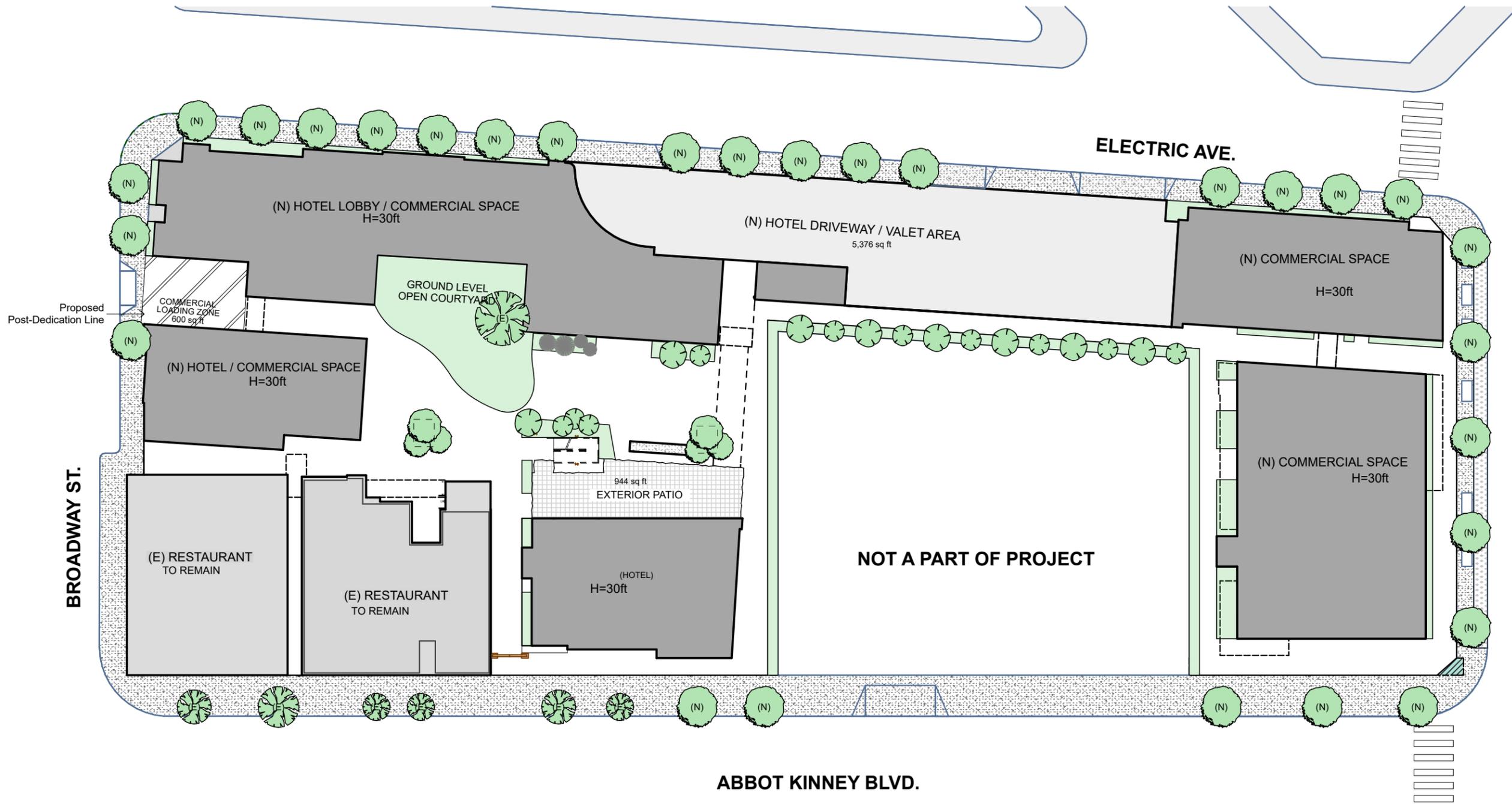
PROJECT NO:
1111D

PRINT DATE:
7/13/17

SHEET NO:
1011

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ABBOT KINNEY BLVD.

LANDSCAPE PLAN

DROUGHT TOLERANT PLANT LIST:
BOTANICAL NAME - COMMON NAME

- Muhlenbergia rigens - Deer Grass
- Myrica californica - Pacific Wax Myrtle
- Carex tumicola - Berkeley Sedge
- Carpenteria californica - Bush Anemone
- Heuchera maxima - Island Alum Root
- Keckiella cordifolia - Climbing Penstemon
- Ribes viburnifolium - Evergreen Currant
- Symphoricarpos albus - White Snowberry
- Umbellularia californica - California Laurel
- Agonis flexuosa - Peppermint Tree
- Festuca ovina glauca - Blue Fescue
- Teucrium chamaedrys - Germander

SCALE: 1/32" = 1'-0"



1



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VENICE PLACE PROJECT
1033 ABBOT KINNEY BLVD., VENICE, CA 90291

CASE#: 2012-3354-CUB-CU-CDP-MEL-WDI-SPP-SPR

OWNER/APPLICANT:
WYNKOOP PROPERTIES, LLC

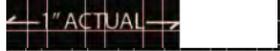
SHEET TITLE:
LANDSCAPE PLAN

PROJECT NO:
1111D

PRINT DATE:
7/13/17

SHEET NO:
1012

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VENICE PLACE PROJECT
 1033 ABBOT KINNEY BLVD., VENICE, CA 90291

CASE#: 2012-3354-CUB-CU-CDP-MEL-WDI-SPP-SPR

OWNER/APPLICANT:
 WYNKOOP PROPERTIES, LLC

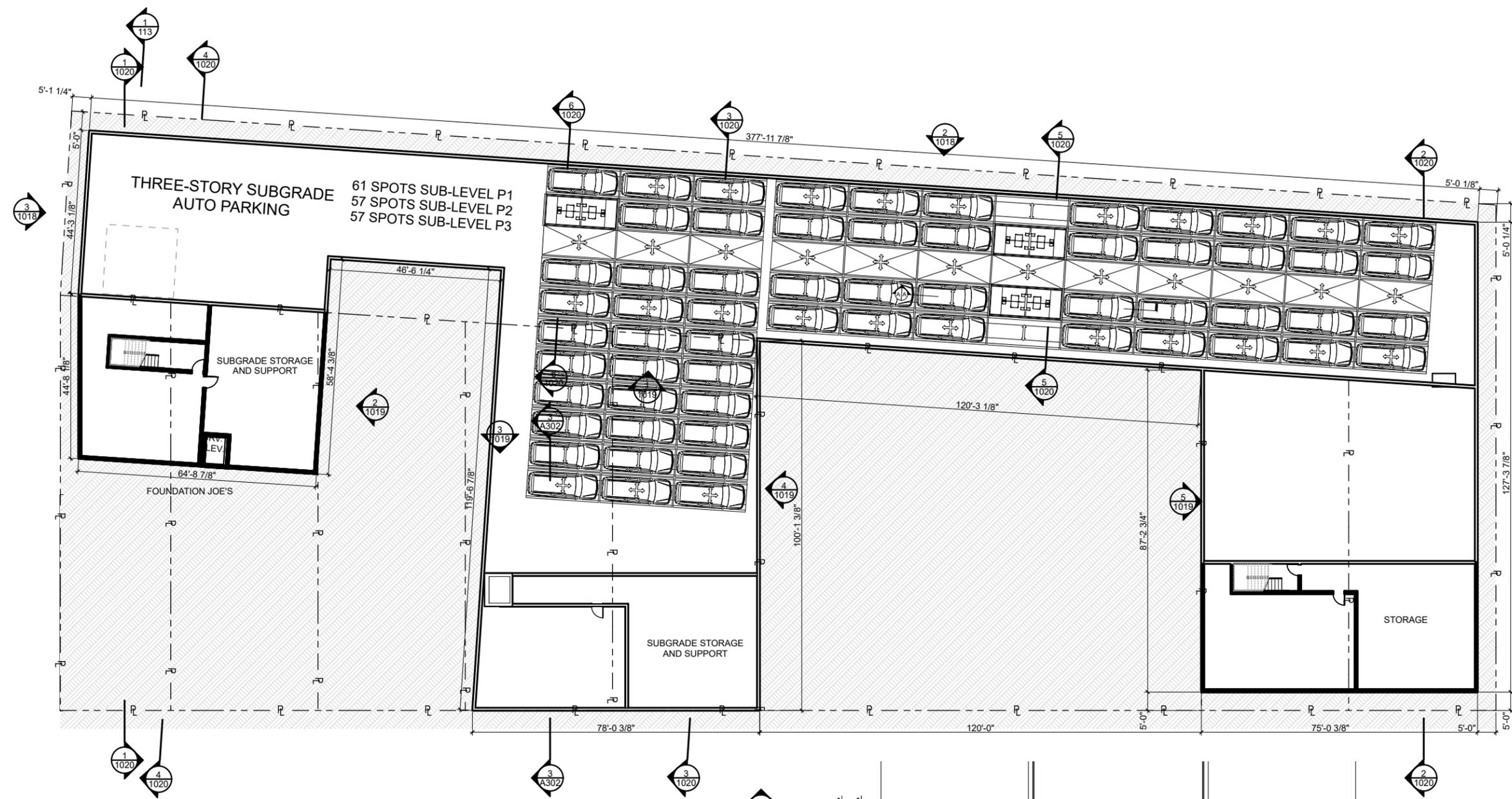
SHEET TITLE:
SUBGRADE PLAN

PROJECT NO:
1111D

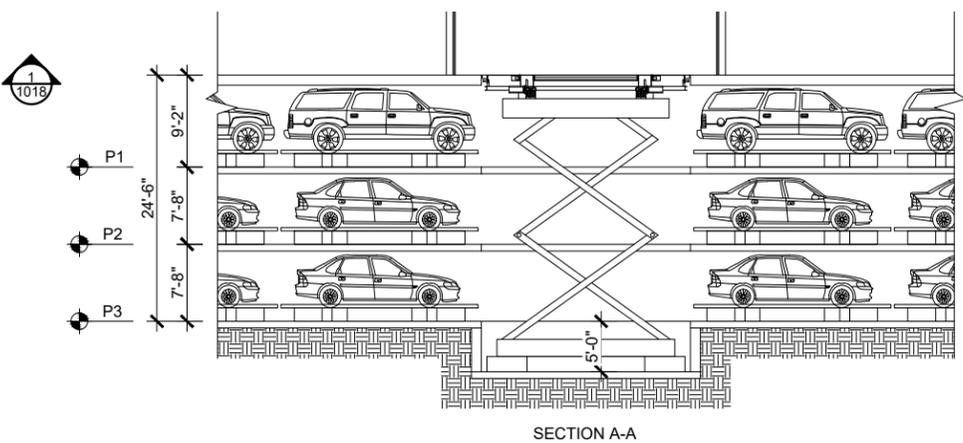
PRINT DATE:
7/13/17

SHEET NO:
1013

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



THREE-STORY SUBGRADE AUTO PARKING
 SUB-LEVEL P1 61 (SHOWN)
 SUB-LEVEL P2 57
 SUB-LEVEL P3 57
TOTAL PARKING 175
 (MIN. REQ'D & PROVIDED)

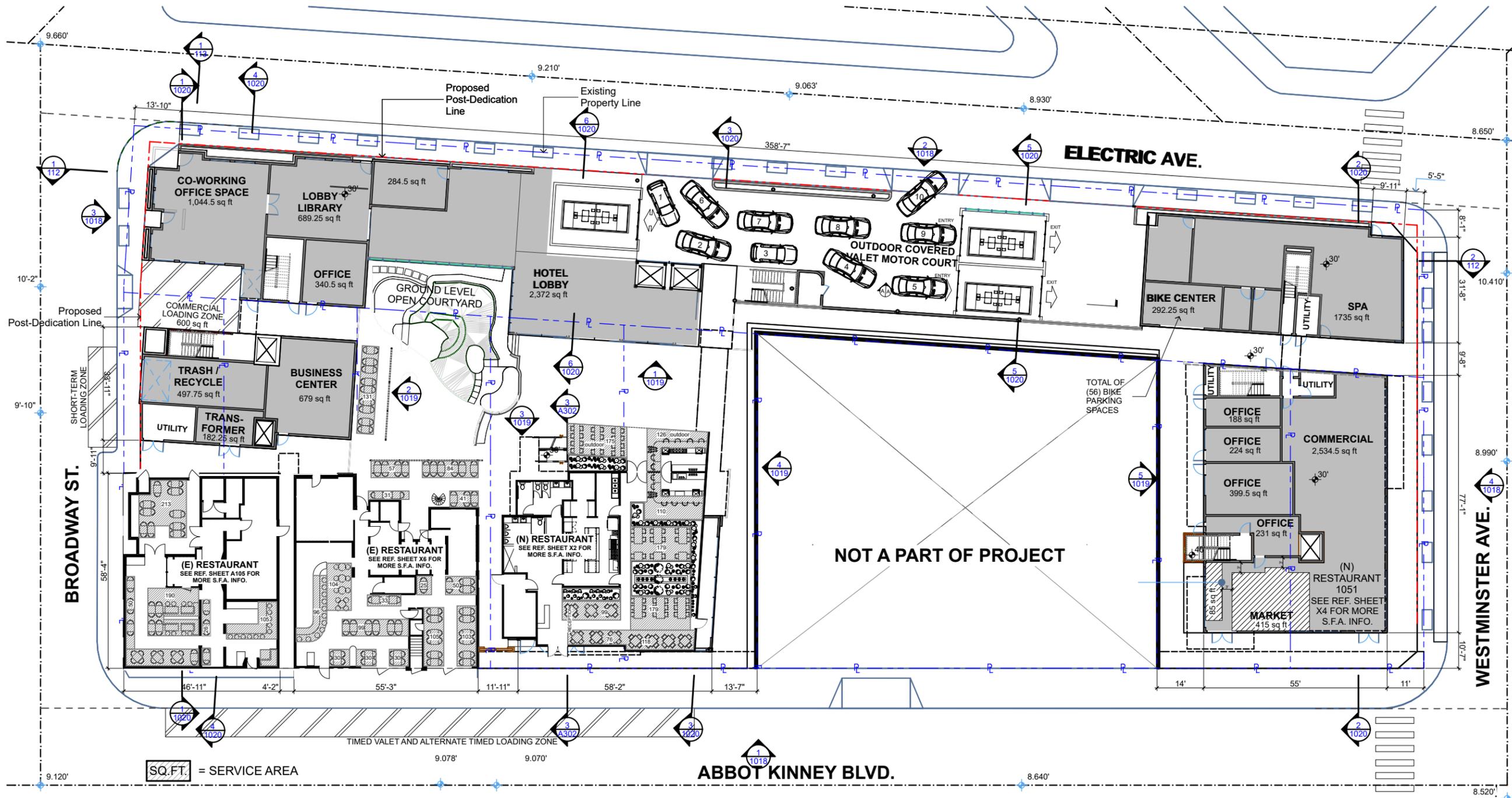


TYP. SUBGRADE PARKING PLAN (FIRST OF TWO-STORIES)

SCALE: 1/32" = 1'-0"
 0 16' 32' 64'

01

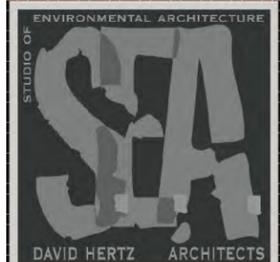




FIRST FLOOR PLAN

SCALE: 1/32" = 1'-0"
 0 16' 32' 64'

01



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VENICE PLACE PROJECT
 1033 ABBOT KINNEY BLVD., VENICE, CA 90291

CASE#: 2012-3354-CUB-CU-CDP-MEL-WDI-SPP-SPR

OWNER/APPLICANT:
 WYNKOOP PROPERTIES, LLC

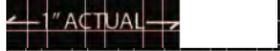
SHEET TITLE:
FIRST FLOOR PLAN

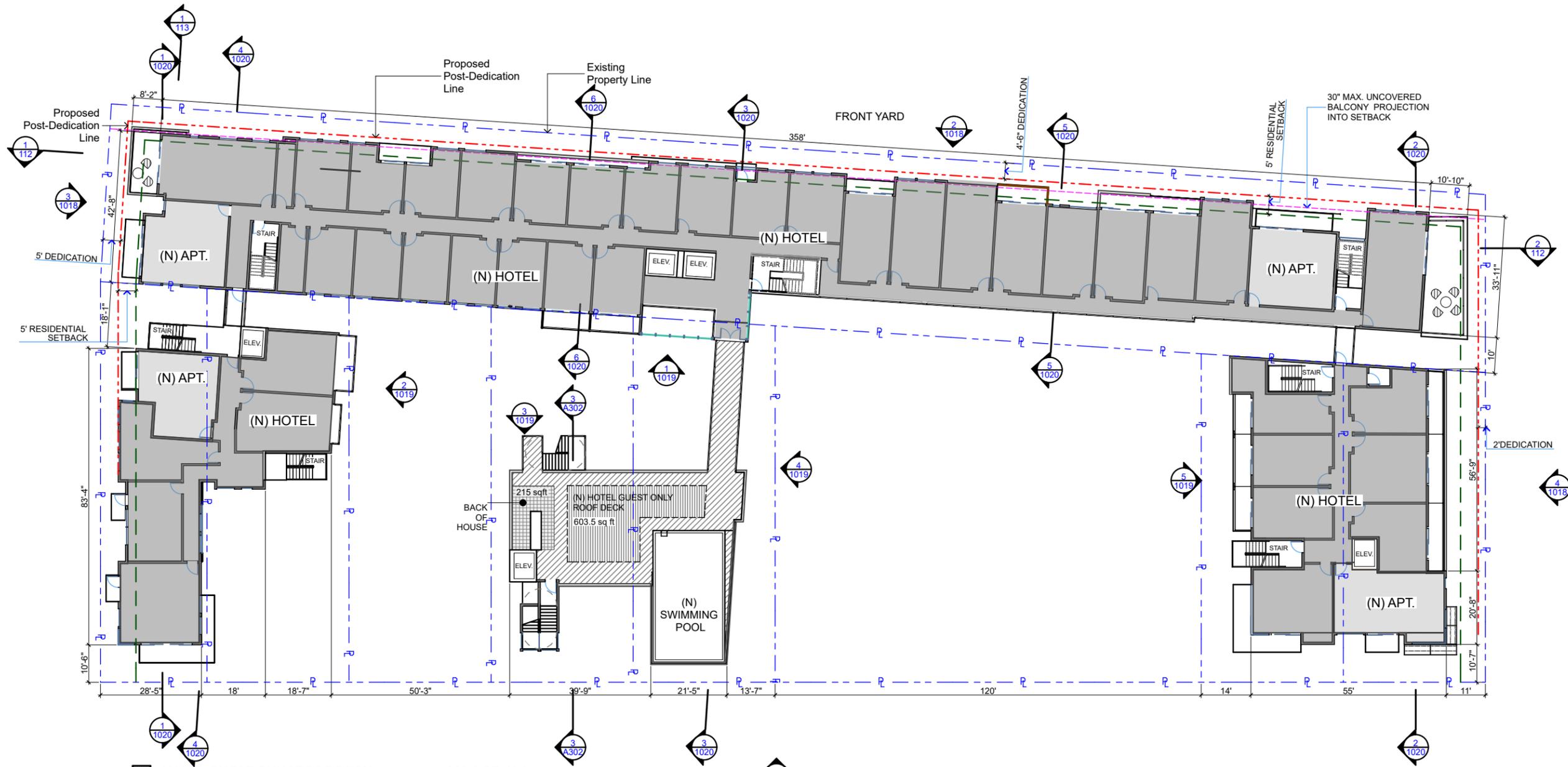
PROJECT NO:
1111D

PRINT DATE:
7/13/17

SHEET NO:
1014

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





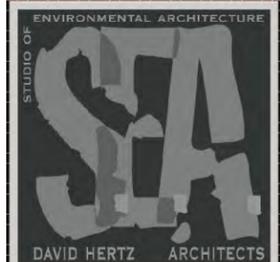
- HOTEL GUEST ONLY ROOF DECK 603.5 SF (N/A)
- ROOF DECK BACK OF HOUSE 215 SF (N/A)
- ROOF DECK PATH OF TRAVEL TBD (N/A)
- ROOF ONLY N/A

THIRD FLOOR PLAN

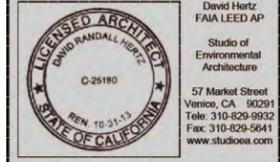
SCALE: 1/32" = 1'-0"



01



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VENICE PLACE PROJECT
 1033 ABBOT KINNEY BLVD., VENICE, CA 90291

CASE#: 2012-3354-CUB-CU-CDP-MEL-WDI-SPP-SPR

OWNER/APPLICANT:
 WYNKOOP PROPERTIES, LLC

SHEET TITLE:
THIRD FLOOR PLAN

PROJECT NO:
1111D

PRINT DATE:
7/13/17

SHEET NO:
1016

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

1" ACTUAL

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VENICE PLACE PROJECT
 1033 ABBOT KINNEY BLVD., VENICE, CA 90291

CASE#: 2012-3354-CUB-CU-CDP-MEL-WDI-SPP-SPR

OWNER/APPLICANT:
 WYNKOOP PROPERTIES, LLC

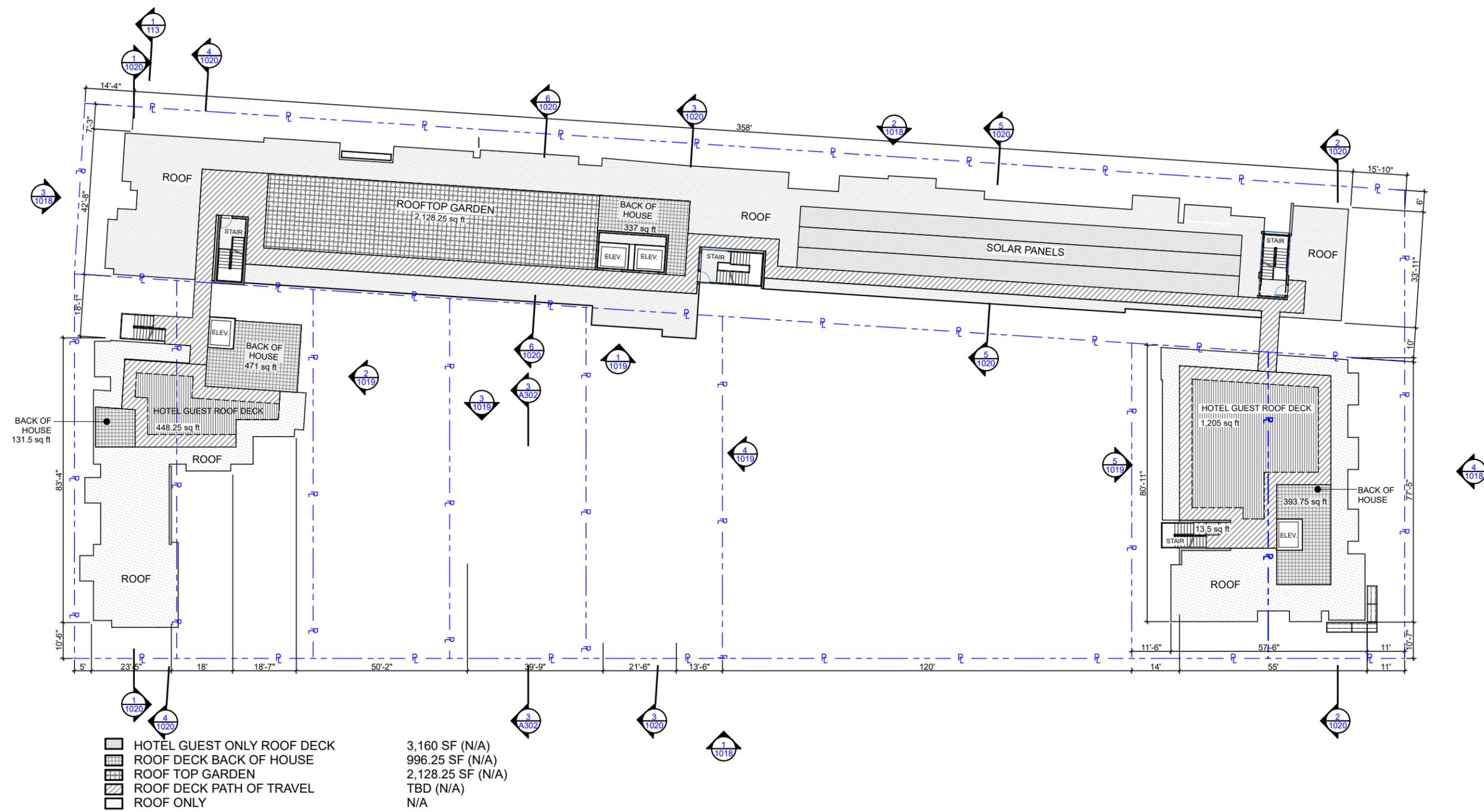
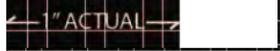
SHEET TITLE:
ROOF PLAN

PROJECT NO:
1111D

PRINT DATE:
7/13/17

SHEET NO:
1017

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



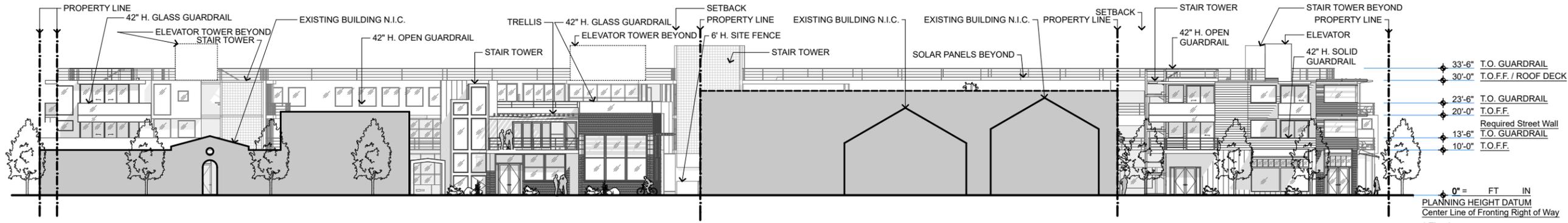
- HOTEL GUEST ONLY ROOF DECK 3,160 SF (N/A)
- ROOF DECK BACK OF HOUSE 996.25 SF (N/A)
- ROOF TOP GARDEN 2,128.25 SF (N/A)
- ROOF DECK PATH OF TRAVEL TBD (N/A)
- ROOF ONLY N/A

ROOF PLAN

SCALE: 1/32" = 1'-0"

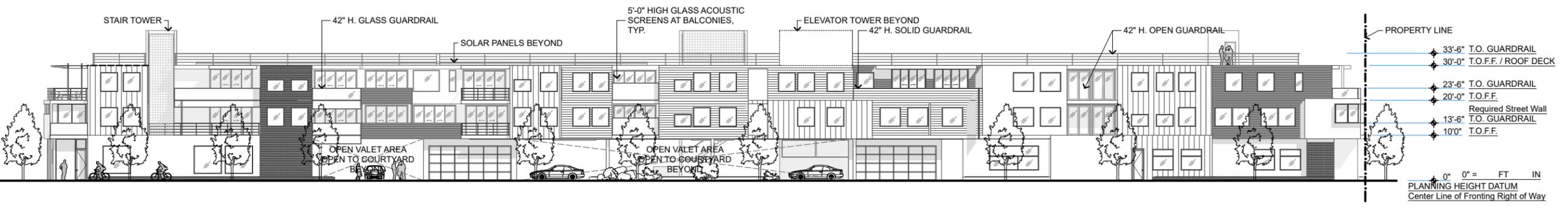
01





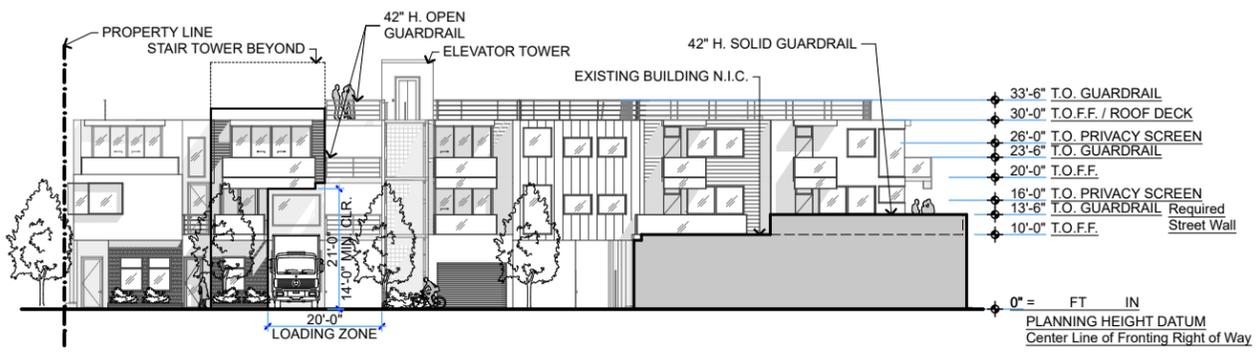
SOUTH ELEVATION (ABBOT KINNEY)

SCALE: 1/32" = 1'-0"



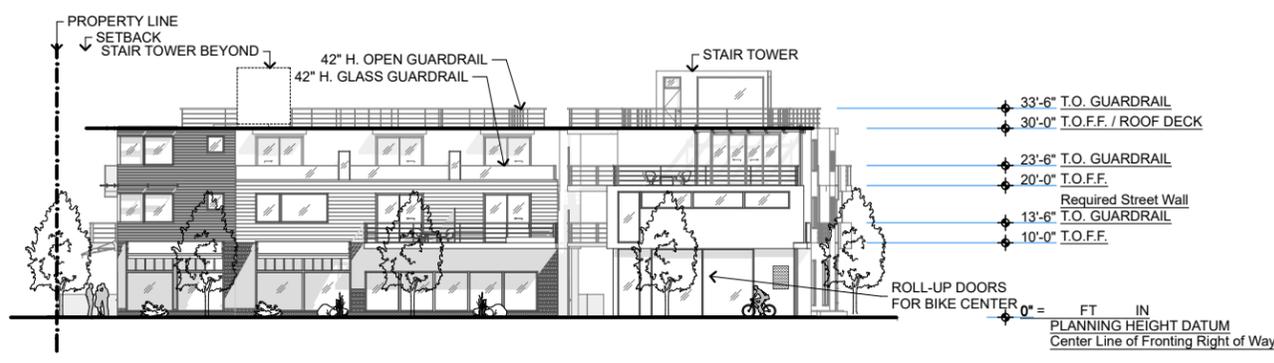
NORTH ELEVATION (ELECTRIC)

SCALE: 1/32" = 1'-0"



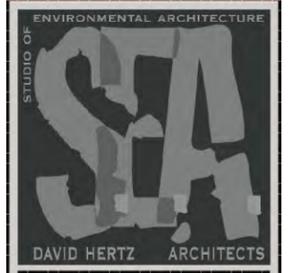
WEST ELEVATION (BROADWAY)

SCALE: 1/32" = 1'-0"



EAST ELEVATION (WESTMINSTER)

SCALE: 1/32" = 1'-0"



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VENICE PLACE PROJECT

1033 ABBOT KINNEY BLVD., VENICE, CA 90291

CASE#: 2012-3354-CUB-CU-CDP-MEL-WDI-SPP-SPR

OWNER/APPLICANT:
WYNKOOP PROPERTIES, LLC

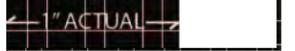
SHEET TITLE:
ELEVATIONS

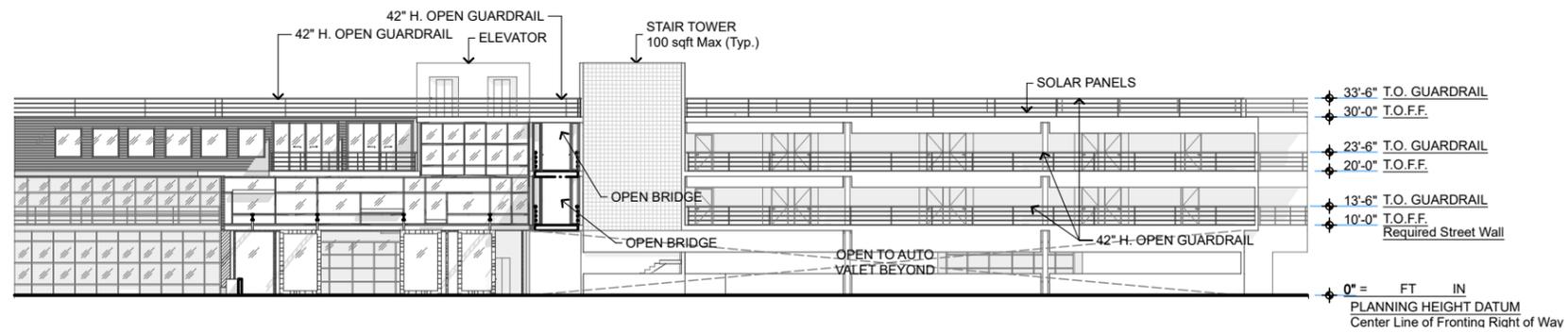
PROJECT NO: 1111D

PRINT DATE: 7/13/17

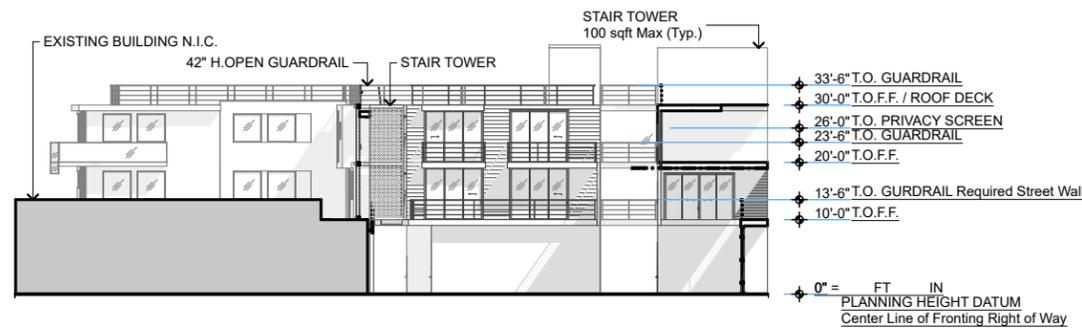
SHEET NO: 1018

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

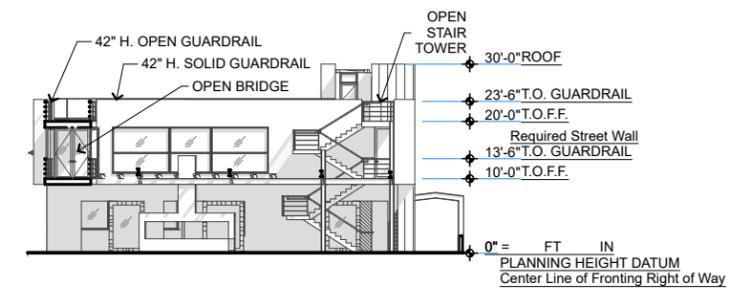




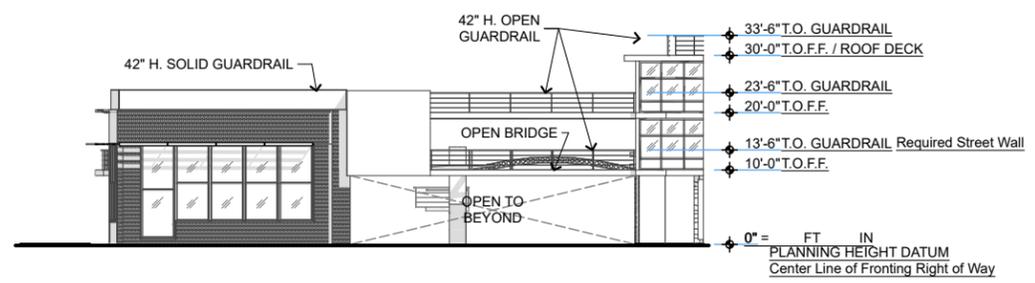
COURTYARD 1 ELEVATION ①
 SCALE: 1/32" = 1'-0"
 0 16' 32' 64'



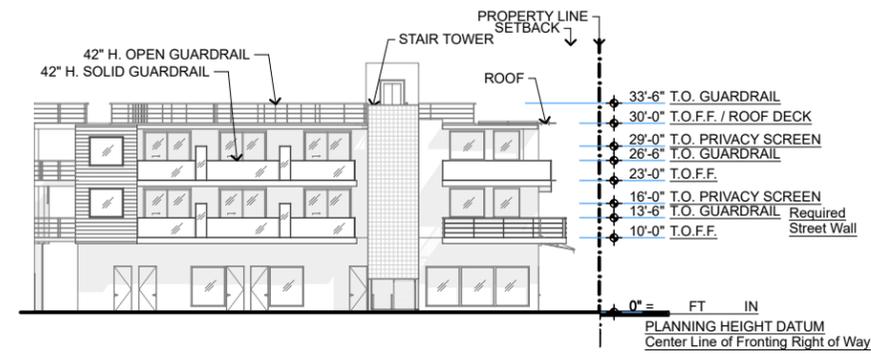
COURTYARD 2 ELEVATION ②
 SCALE: 1/32" = 1'-0"
 0 16' 32' 64'



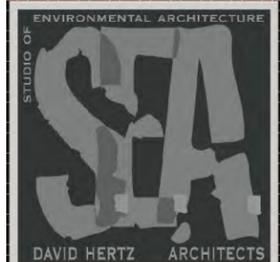
COURTYARD 3 ELEVATION ③
 SCALE: 1/32" = 1'-0"
 0 16' 32' 64'



ELEVATION 2 ④
 SCALE: 1/32" = 1'-0"
 0 16' 32' 64'



ELEVATION 1 ⑤
 SCALE: 1/32" = 1'-0"
 0 16' 32' 64'



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VENICE PLACE PROJECT
 1033 ABBOT KINNEY BLVD., VENICE, CA 90291

CASE#: 2012-3354-CUB-CU-CDP-MEL-WDI-SPP-SPR

OWNER/APPLICANT:
 WYNKOOP PROPERTIES, LLC

SHEET TITLE:
ELEVATIONS

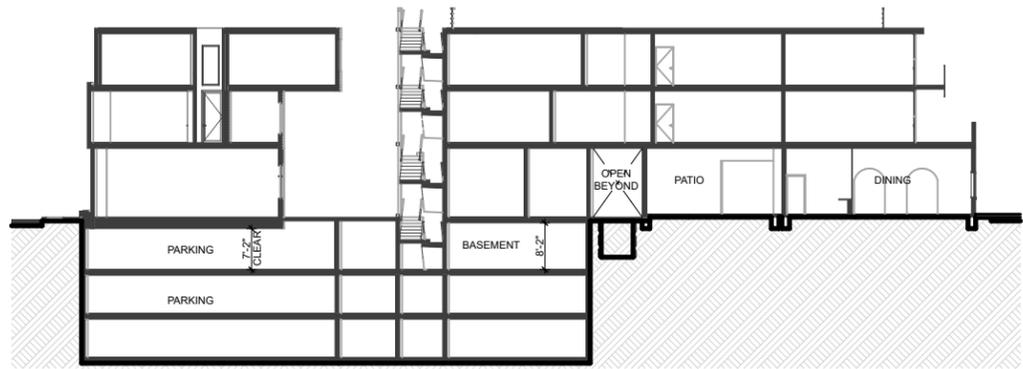
PROJECT NO:
 1111D

PRINT DATE:
 7/13/17

SHEET NO:
1019

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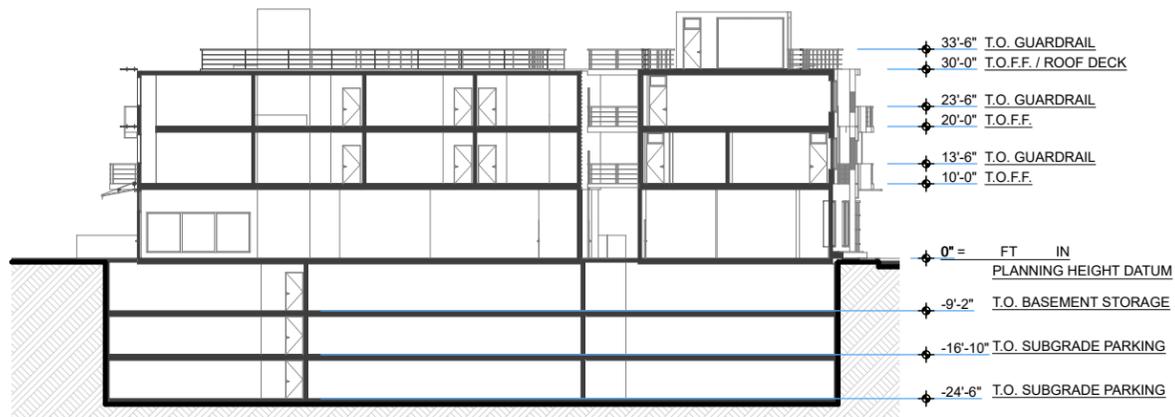




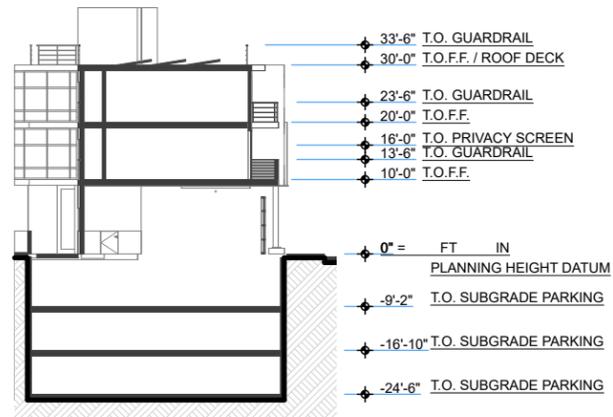
SECTION 1
SCALE: 1/32" = 1'-0"
0 16' 32' 64'



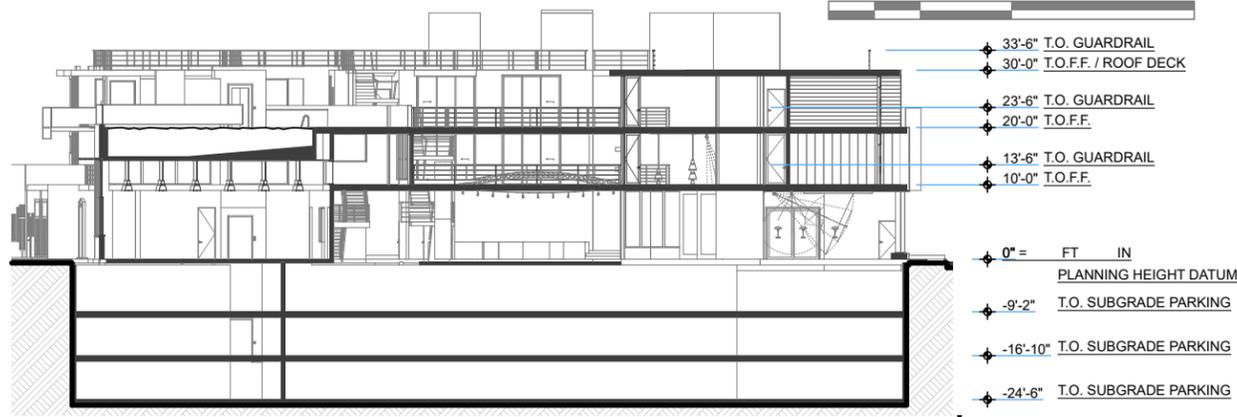
SECTION 4
SCALE: 1/32" = 1'-0"
0 16' 32' 64'



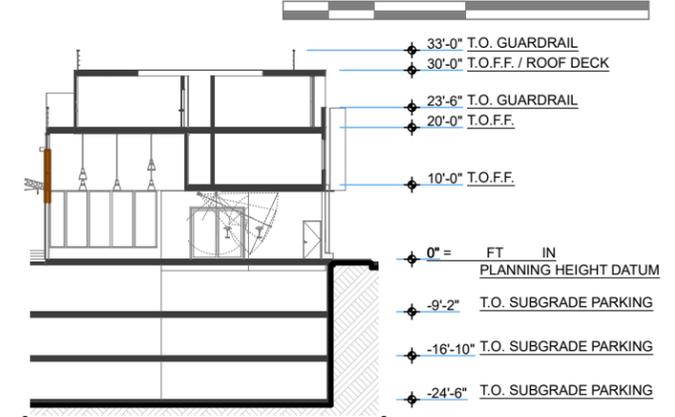
SECTION 2
SCALE: 1/32" = 1'-0"
0 16' 32' 64'



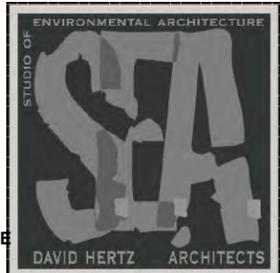
SECTION 5
SCALE: 1/32" = 1'-0"
0 16' 32' 64'



SECTION 3
SCALE: 1/32" = 1'-0"
0 16' 32' 64'



SECTION 6
SCALE: 1/32" = 1'-0"
0 16' 32' 64'



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VENICE PLACE PROJECT
1033 ABBOT KINNEY BLVD., VENICE, CA 90291

CASE#: 2012-3354-CUB-CU-CDP-MEL-WDI-SPP-SPR

OWNER/APPLICANT:
WYNKOOP PROPERTIES, LLC

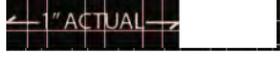
SHEET TITLE:
SECTIONS

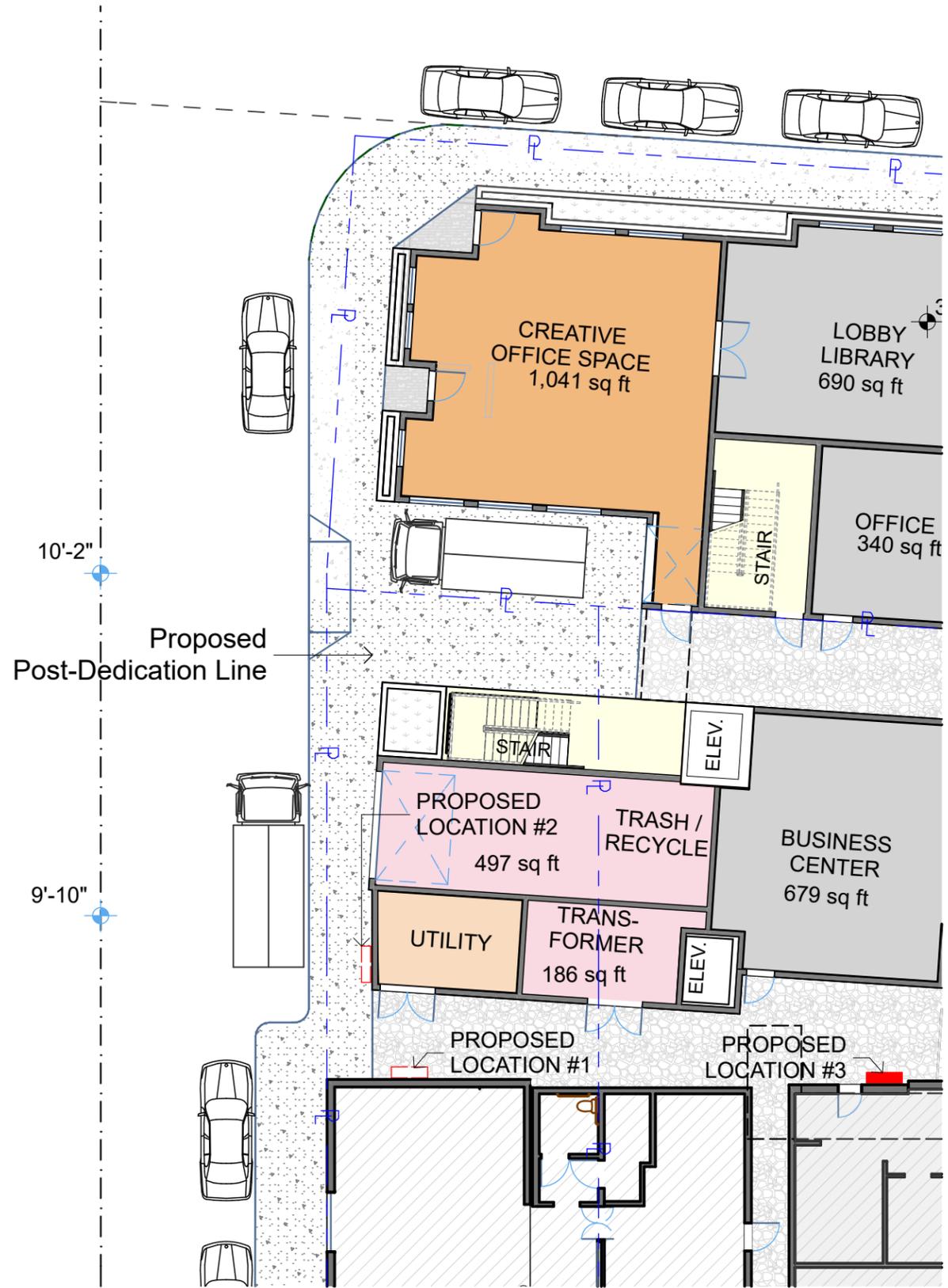
PROJECT NO: 1111D

PRINT DATE: 7/13/17

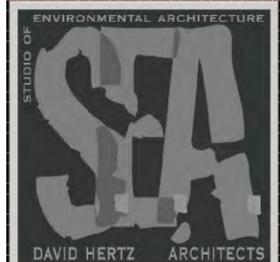
SHEET NO: 1020

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





LOADING ZONE AREA ON BROADWAY ST. 01
 SCALE: 1/16" = 1'-0"
 0 8' 16' 32'



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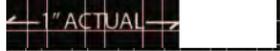
VENICE PLACE PROJECT
 1033 ABBOT KINNEY BLVD., VENICE, CA 90291

CASE#: 2012-3354-CUB-CU-CDP-MEL-WDI-SPP-SPR

OWNER/APPLICANT:
 WYNKOOP PROPERTIES, LLC

SHEET TITLE:
LOADING ZONE
 PROJECT NO: 1111D
 PRINT DATE: 7/13/17
 SHEET NO: **1021**

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



1ST FLOOR = 1062 S.F.

INDOOR DINING

$$\frac{\text{S.F. SERVICE AREA}}{\text{PARKING RATIO}} = \frac{761}{100} = 8 \quad \text{SPACES REQUIRED}$$

OUTDOOR DINING

$$\frac{\text{S.F. SERVICE AREA}}{\text{PARKING RATIO}} = \frac{301}{100} = 3 \quad \text{SPACES REQUIRED}$$

2ND FLOOR = 989 S.F.

INDOOR DINING

$$\frac{\text{S.F. SERVICE AREA}}{\text{PARKING RATIO}} = \frac{534}{100} = 5 \quad \text{SPACES REQUIRED}$$

OUTDOOR DINING

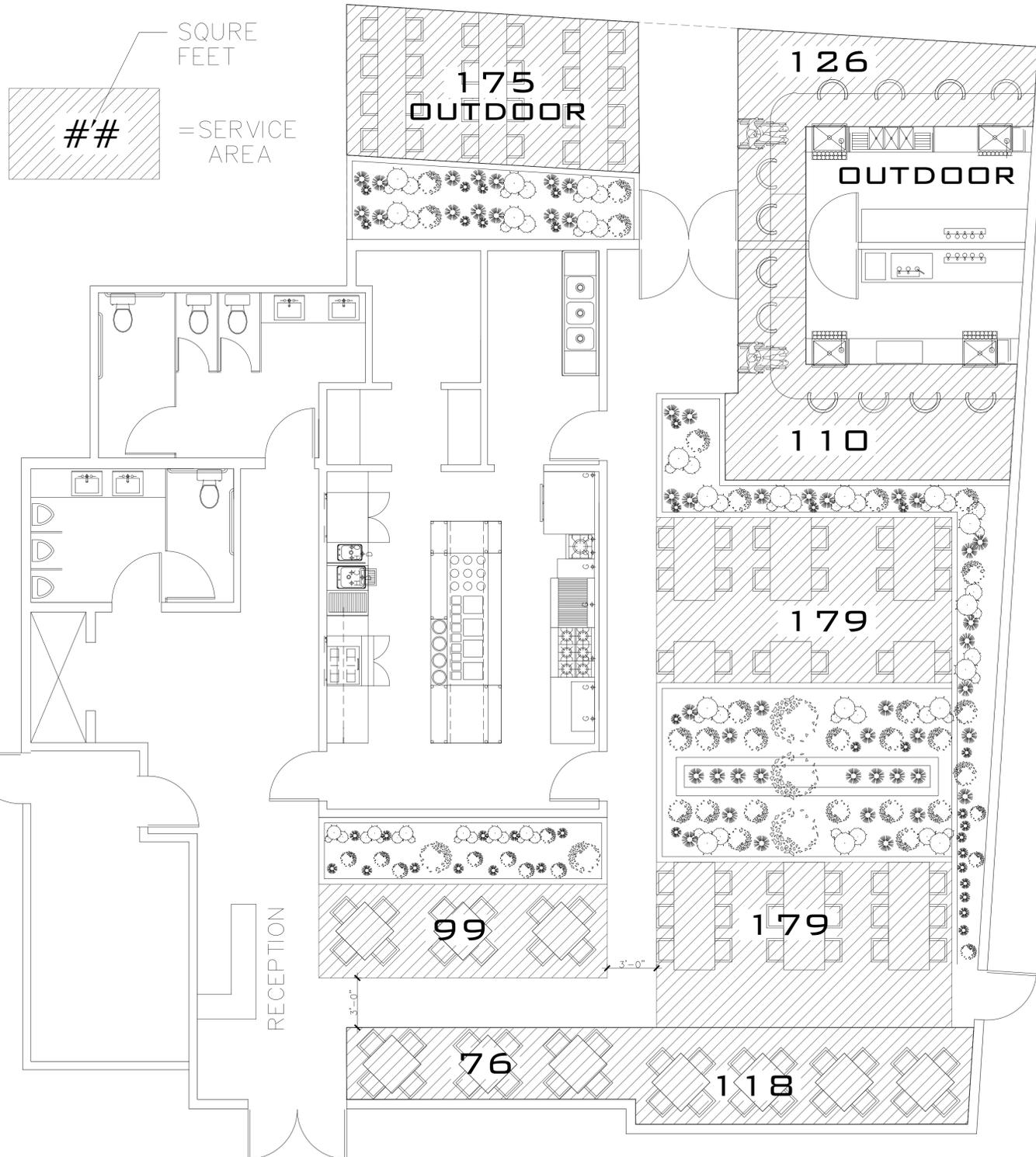
$$\frac{\text{S.F. SERVICE AREA}}{\text{PARKING RATIO}} = \frac{455}{100} = 5 \quad \text{SPACES REQUIRED}$$

TOTAL DINING

$$\frac{\text{SERVICE AREA}}{\text{RATIO}} = \frac{2051}{100} = 21 \quad \text{SPACES REQUIRED}$$

TOTAL = 21 SPACES REQUIRED

**2051 S.F. = SERVICE AREA
(INCLUDING 2ND FLOOR)**



NOTE: SEE X3 FOR 2ND FLOOR

FIRST FLOOR PLAN



**NEWMAN
BUILDING
DESIGNS**
6529 VISTA DEL MAR
PDR, CA. 90293
(310) 384-9473
NEWMANBUILDINGDESIGNS.COM

- ▲ INITIAL CONCEPTS 07/17/13
- ▲ UPDATE FOR LUPC 09/25/13
- ▲ UPDATE FOR LUPC 12/18/13
- ▲ OWNER REVISIONS 05/28/16
- ▲ PLANNING REVISIONS 7/29/16

**THE VENICE
PLACE PROJECT**
1021-1033 & 1047-1051
ABBOT KINNEY BLVD.
VENICE, CA 90291

THE VENICE
PLACE PROJECT
1021-1033
& 1047-1051
ABBOT KINNEY BLVD.
VENICE, CA 90291

**PARKING
INFORMATION
AND CALCULATIONS**

Date _____ Scale _____ Per Plan _____
Sheet _____

X2

PARKING FOR NEW RESTAURANT

②

SCALE
1/4"=1'-0"

1



NEWMAN
BUILDING
DESIGNS
6529 VISTA DEL MAR
PDR, CA. 90293
(310) 384-9473
NEWMANBUILDINGDESIGNS.COM

▲ INITIAL CONCEPTS 07/17/13
▲ UPDATE FOR LUPC 09/25/13
▲ UPDATE FOR LUPC 12/18/13
▲ OWNER REVISIONS 05/28/16
▲ PLANNING REVISIONS 7/29/16

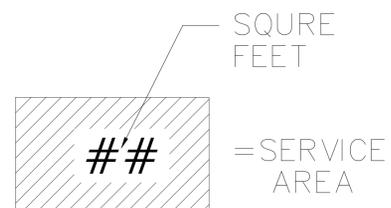
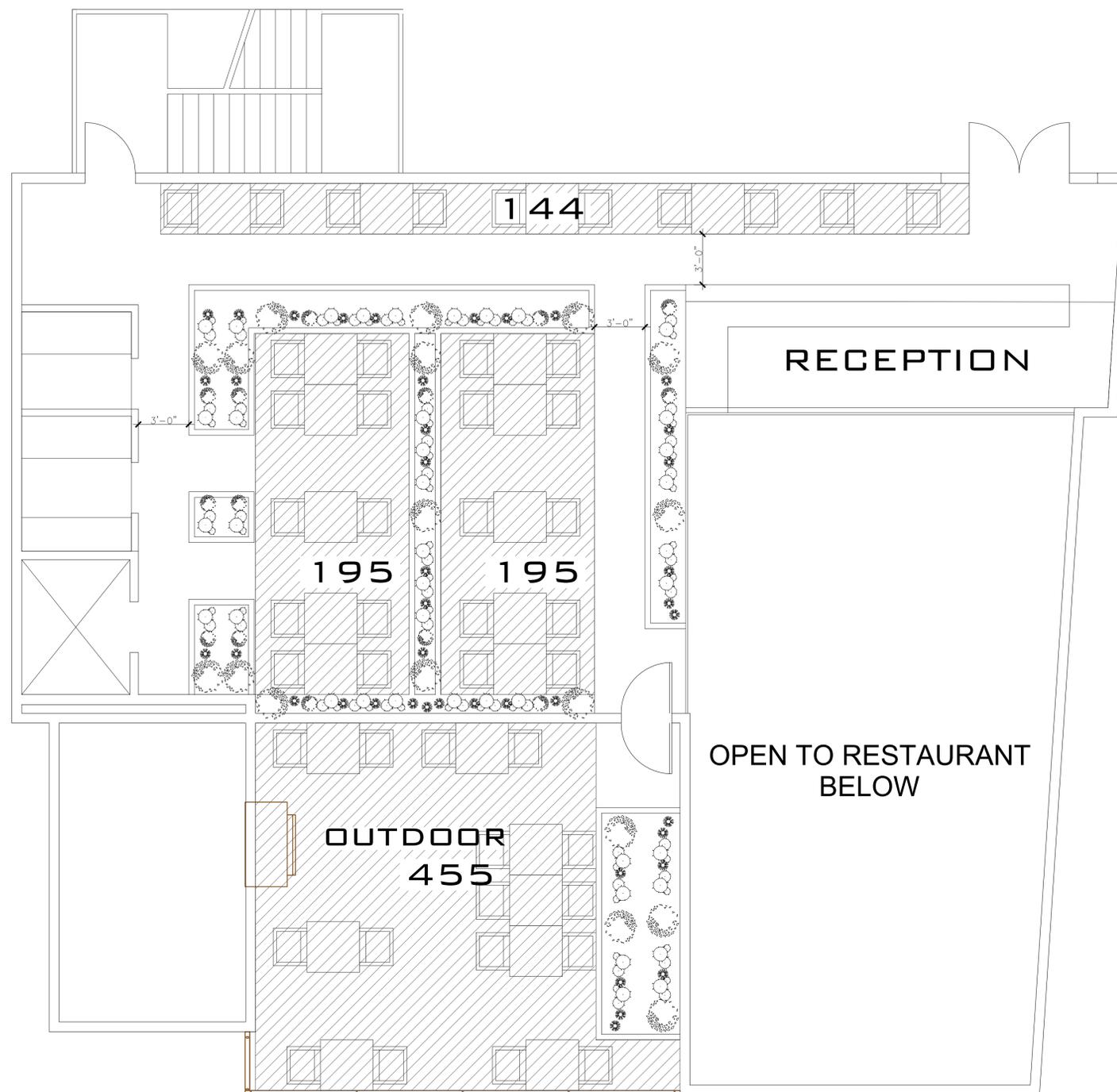
**THE VENICE
PLACE PROJECT**
1021-1033 & 1047-1051
ABBOT KINNEY BLVD.
VENICE, CA 90291

THE VENICE
PLACE PROJECT
1021-1033
& 1047-1051
ABBOT KINNEY BLVD.
VENICE, CA 90291

PARKING
INFORMATION
AND CALCULATIONS

Date _____ Scale _____ Per Plan _____
Sheet _____

X3



NOTE: SEE X2 FOR 1ST FLOOR
AND CALCULATIONS

1ST FLOOR = 1062 S.F.

INDOOR DINING

$$\frac{\text{S.F. SERVICE AREA}}{\text{PARKING RATIO}} = \frac{809}{50}$$

OUTDOOR DINING

$$\frac{\text{S.F. SERVICE AREA}}{\text{PARKING RATIO}} = \frac{372}{100}$$

TOTAL DINING

$$\frac{\text{SERVICE AREA}}{\text{RATIO}} = \frac{1181}{50} = 24 \text{ SPACES REQUIRED}$$

$$\frac{\text{S.F. STORAGE}}{\text{PARKING RATIO}} = \frac{200}{500} = 0$$

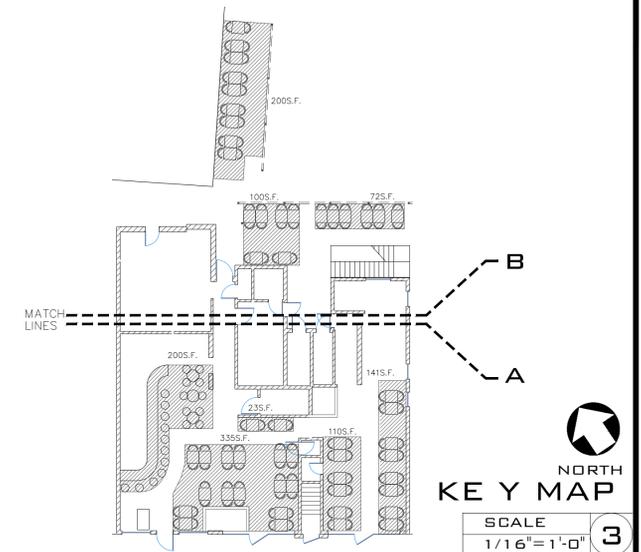
$$\frac{\text{S.F. KITCHEN}}{\text{PARKING RATIO}} = \frac{500}{250} = 2$$

$$\frac{\text{S.F. SERVICE AREA}}{\text{PARKING RATIO}} = \frac{1181}{50} = 24$$

TOTAL = 26

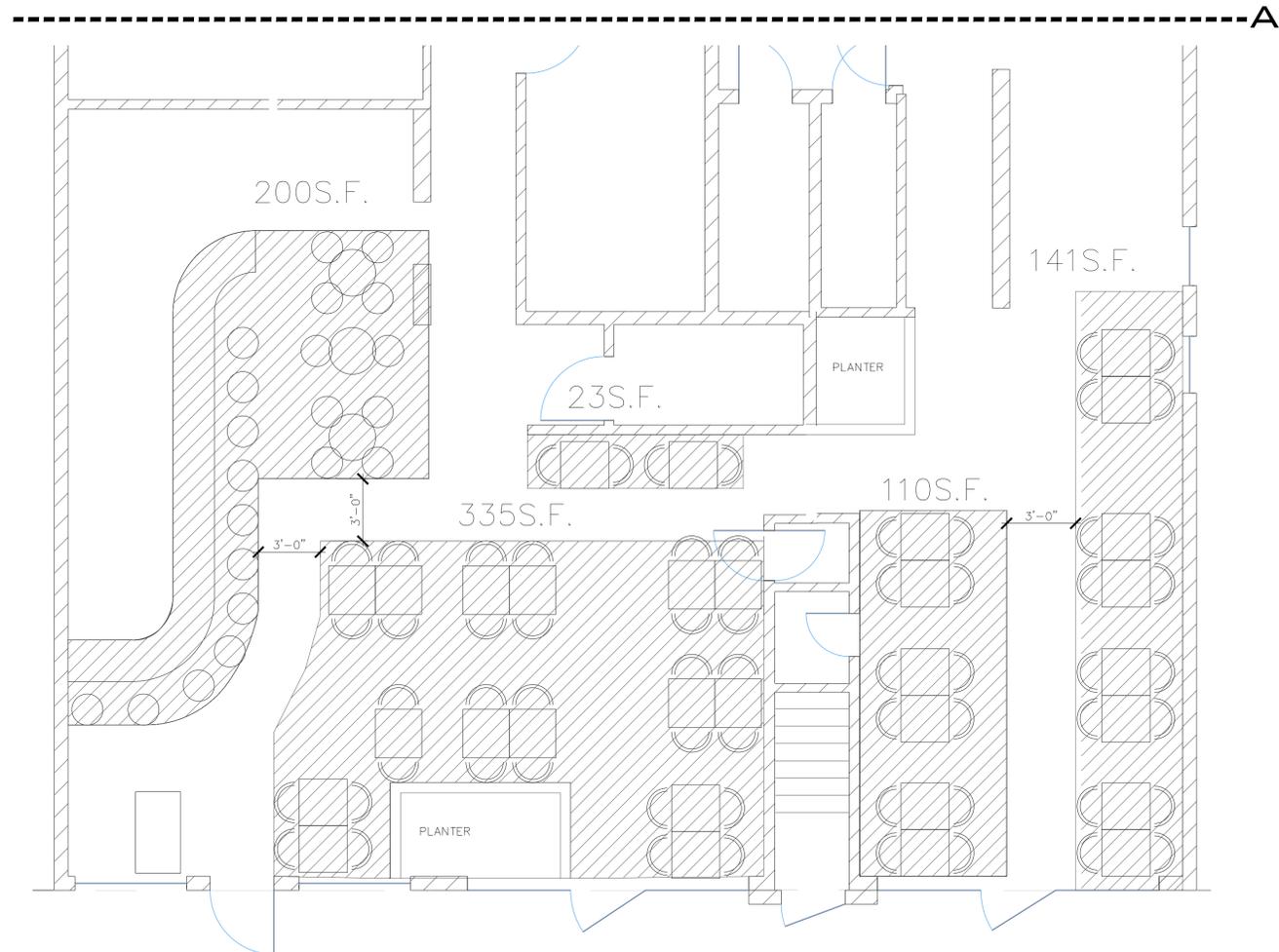
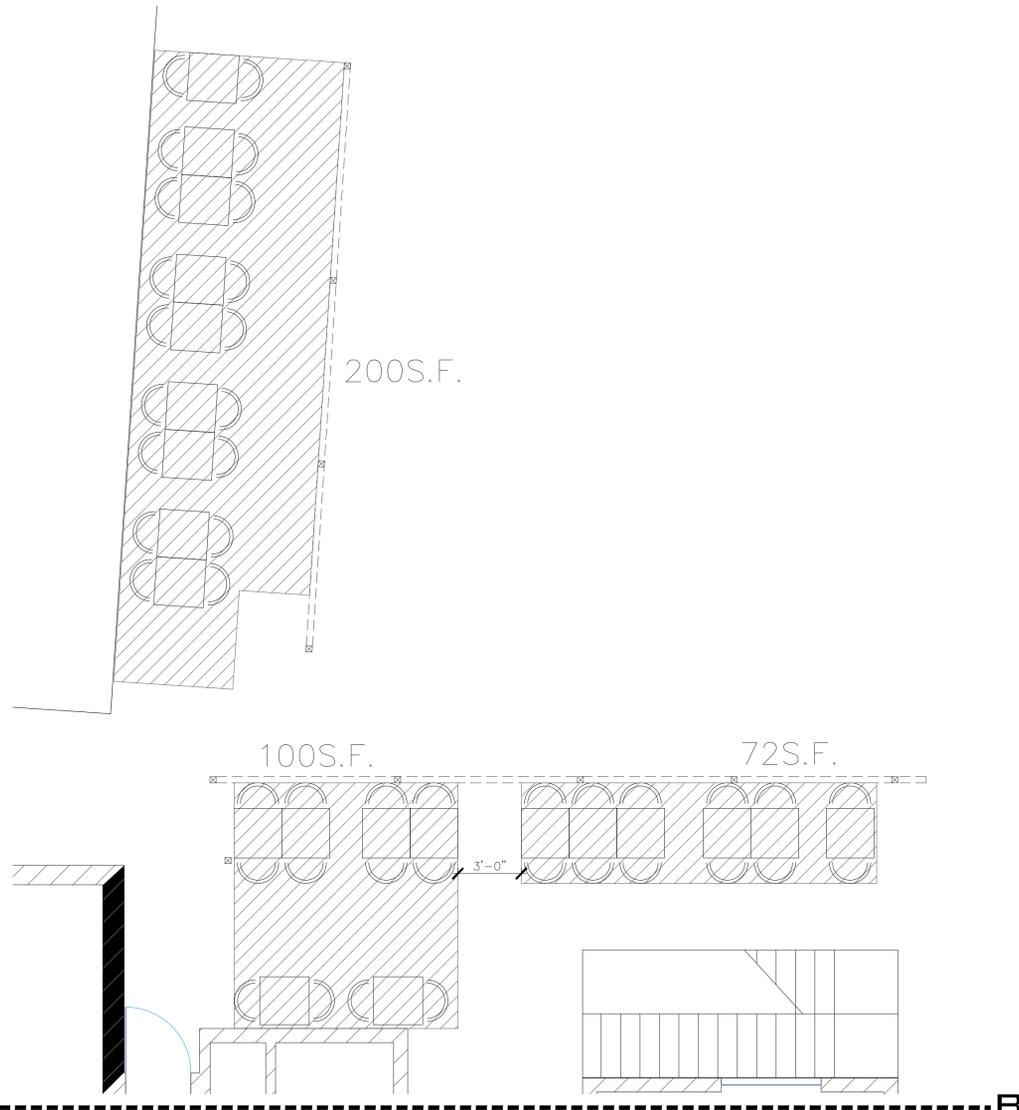
NOTE: REMAINING S.F. IS FOR
HANDICAPPED ACCESS
AND FACILITY ACCESSORIES

200 S.F. = STORAGE
500 S.F. = KITCHEN (OFFICE)
1181 S.F. = SERVICE AREA



PARKING FOR EXISTING SERVICE AREA

AREA CALCULATION



EXTERIOR PATIO SEATING

SCALE 1/4"=1'-0" 2

INTERIOR SEATING

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

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- INITIAL CONCEPTS 07/17/13
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THE VENICE PLACE PROJECT
1021-1033 & 1047-1051
ABBOT KINNEY BLVD.
VENICE, CA 90291

THE VENICE PLACE PROJECT
1021-1033 & 1047-1051
ABBOT KINNEY BLVD.
VENICE, CA 90291

1025 ABBOT KINNEY
PLAN AND CALCS.

Date Scale Per Plan Sheet

X6

PROPOSED SERVICE FLOOR AREA (per ZA 1999-0643)

Main Dining:	461 sf	(509 sf)
Patio:	307 sf	(242 sf)
Lounge/Bar/Entrance:	123 sf	(143 sf)
Hall:	36 sf	(33 sf)
Total:	927 sf	NO CHANGE (927 sf)

PROPOSED SEATING (per ZA 1999-0643)

Covered		
Patio:	30	30
Remaining:	69	69
Total	99	NO CHANGE (99)

(PER BUILDING CODE) SQUARE FOOTAGE

Proposed	2,492 SF	(E) 2,492 SF
----------	----------	--------------



1/4" = 1'-0"

FIRST FLOOR SERVICE AREA

01



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FELIX RESTAURANT

1023 S. ABBOT KINNEY BLVD.

VENICE, CA 90291

PLAN REVISION LOG		
NO.	DATE	DESCRIPTION

DRAWING PRINT LOG		
NO.	DATE	DESCRIPTION
1	5/13/2016	PERMIT SUBMITTAL

SHEET TITLE:
SERVICE FLOOR AREA

PROJECT NO:
1519D

PRINT DATE:
7/28/16

SHEET NO:
A105

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

of lower-cost overnight visitor accommodations within, or in close proximity to, the coastal zone. The preferred use of the in-lieu fee is for the provision of low-cost rooms; however, the condition is written broadly to allow for any form of lower-cost visitor accommodation.

Additionally, **Special Condition 2** is required to ensure that all hotel rooms shall be available to the general public as visitor-serving accommodations and not privatized by long-term occupancy or otherwise restricted from public use. (This condition excludes the 60 condominium units proposed onsite.) To ensure that any prospective future owners of the property are made aware of the applicability of the conditions of this permit, the Commission imposes **Special Condition 15**, requiring that the property owners record a deed restriction against the property, referencing all of the Special Conditions of this permit. To ensure compliance with all proposed conditions of the subject permit, including those specified above, **Special Condition 16** requires the applicant to submit the final version of VTTM No. 82906 for Executive Director approval prior to issuance of the subject CDP and recordation of the final tract map. The condition also requires the applicant to submit a copy of the recorded Final Tract Map No. 82906 to the Executive Director no later than 30 days after recordation.

Only as conditioned can the proposed development be found to be consistent with sections 30213 and 30222 of the Coastal Act and certified LUP Policy 35.

Public Access

Section 30210 of the Coastal Act states:

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, rights of private property owners, and natural resource areas from overuse.

Section 30250(a) of the Coastal Act states, in relevant part:

(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. ...

Section 30252 of the Coastal Act states:

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-

automobile 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 on-site recreational facilities to serve the new development.

Section 30253(d) of the Coastal Act states, in relevant part:

New development shall do all of the following:

(d) Minimize energy consumption and vehicle miles traveled.

LUP Policy 20 states, in relevant part:

New development shall provide adequate parking to meet all demands created by the development. With the exception of development with the Third Street Assessment District and at the Santa Monica Pier, required off-street parking spaces shall be located on the parcel or building site...

Section 30210 of the Coastal Act requires that new development be designed to avoid interference with the public's ability to access the coast. Sections 30250(a) and 30252 specifies design methods that serve this goal, including siting new development contiguous with already-developed areas and provision of adequate parking facilities and public transit. These methods also ensure consistency with Section 30253(d), which requires new development to minimize energy consumption and vehicle miles traveled (VMT). Certified LUP Policy 20 mirrors the requirements summarized above.

The Downtown Santa Monica area surrounding the proposed development is a major visitor destination for recreational purposes. Public access to Santa Monica State Beach is available less than 200 ft. west of the project site on California Avenue, which leads to the California Incline Foot Path and a public beach parking lot at the foot of the bluffs. The blufftop Palisades Park is approximately 200 ft. west of the project site, and the popular Third Street Promenade is approximately 500 ft. east of the project site. The project does not include any existing or proposed encroachments that would interfere with the public's ability to access the coast by foot or bicycle—however, for those traveling by car, public access to the coast is largely limited by the amount of on-street parking. There is already significant competition for parking in the downtown area surrounding the project site, as residents and visitors must rely on a limited pool of metered, on-street parking and public parking lots. Preservation of existing public beach lots and metered street parking is especially important when considering that these spaces are intended to serve all coastal visitors, including those who may not have the means to afford overnight accommodations in the coastal zone.

Vehicle and Bicycle Parking

The existing Miramar Hotel provides 103 onsite and 64 offsite vehicle parking spaces available for the 301 existing hotel rooms. The applicant's parking consultant, Linscott

Law & Greenspan Engineers, provided a memo dated February 7, 2019, which cites several issues with the current parking and valet system. The memo indicates 167 total parking spaces has been insufficient to serve guests and staff in times of peak occupancy. Most hotel employees currently park on neighboring streets in Downtown, occupying spaces that could otherwise serve the public and improve coastal access. Additionally, access to the existing offsite parking lot requires valets to exit the parcel from Wilshire Boulevard and make a full lap to reach 1137-1139 Second Street, despite the offsite parking lot's location immediately east of the hotel parcel. This increases VMT and contributes to traffic congestion on Ocean Avenue.

The proposed project will reduce duplicative vehicle trips and project-related congestion by constructing three new entrances/exits in place of the existing single entrance/exit. The new vehicle access-points will include a primary hotel entrance on Second Street, an employee-only entrance on California Avenue, and a resident-only entrance on Ocean Avenue. The new offsite parking lot will provide 60 parking spaces at 120 Wilshire Boulevard: this location will require valets to drive the length of the parcel spanning Second Street, rather than a lap of the entire parcel as is currently required, and reduce development-related VMT. The applicant also proposes construction of three subterranean parking levels to accommodate 428 vehicle parking spaces. Of the 428 total spaces, 102 spaces will be reserved for hotel employees, 192 spaces will be reserved for hotel guests, and 134 spaces will be reserved for condominium residents and their guests. All parking spaces will be valet only to improve circulation and avoid delays for employees, residents, and hotel guests; the valet service will be free for employees. During peak periods an additional 49 vehicles may be accommodated in the valet aisle parking located adjacent to the new hotel entrance.

The certified LUP does not specify parking requirements for LUP designations, but the City's uncertified SMMC does provide specific requirements based on square footage and use. Although not part of the Commission's standard of review, the SMMC is a reasonable way to assess the amount of parking typically required for the proposed development. In order to discourage driving and reduce CO2 emissions, the City recently enacted an ordinance with parking maximums for commercial development. In the downtown area, SMMC Section 9.28.060 limits projects to 0.5 parking spaces per hotel room, plus one space for each 250 sq. ft. of meeting/banquet area in the hotel. Under the SMMC, retail, bar, and restaurant uses that are associated with the hotel but open to the general public must provide half the parking required for the individual use; this means 0.5 spaces per 500 sq. ft. of retail area, 0.5 spaces per 500 sq. ft. for bar area, and 0.5 spaces per 300 sq. ft. for restaurant area. The SMMC would thus allow a maximum of approximately 357 parking spaces onsite (determined by the City based on nuances specified in some of the relevant codes).

In the past few years, the City has adopted revised parking standards for new development where all off-street private parking spaces are "unbundled" (offered separately) from the dwelling units, in order to provide more flexibility for those who do not require parking. This supports the City's recently enacted ordinance to require parking maximums, rather than minimums, for development with the intent of discouraging driving and reducing CO2 emissions.

The proposed 428 onsite parking spaces (not including the 49 parking spaces available in the valet area as needed) exceed the City's uncertified maximum by 71 spaces. However, the project provides all commercial and residential tenants with the option of bundled parking or a discount and no parking consistent with the City's requirement. The City approved the project with the currently proposed parking configuration, as it also includes measures to facilitate resident transportation with lesser CO2 emissions (specifically, bicycles and EVs). The City's action was also based on the applicant's submitted parking demand study, referenced above, which estimated the proposed number of parking spaces to be optimal for balancing the City's intended limits with the parking demand of each proposed use.

In past actions, the Commission has required provision of parking spaces based on calculations for each proposed use: up to one space per hotel room, two spaces per residential unit, one space per 200 sq. ft. of retail, and one space per 50 sq. ft. of restaurant service floor area.

For the subject project, this would result in a requirement of approximately 692 parking spaces.²⁴ The proposed 537 parking spaces (including the 49 valet area spaces and 60 offsite spaces available as needed) fails to meet this requirement based on Commission precedent by an approximate 155 space-deficit. However, the calculation based on past Commission precedent does not consider the overlap between hotel patrons and restaurant/bar patrons, as the proposed restaurants and cafes are likely to serve primarily guests staying overnight at the hotel and residents of the 60 proposed condominium units. It also does not account for the siting of the first-floor café in a manner intended specifically to draw pedestrians and bicyclists on Ocean Avenue. Regarding the proposed 6,600 sq. ft. of retail area (limited to "small-scale" commercial businesses by the DA), the project site is within 500 ft. of the Third Street Promenade, a popular street of visitor-serving, pedestrian-oriented retail development. The project location and building design is intended to draw Third Street Promenade pedestrians as a primary clientele. As such, the proposed retail use is unlikely to result in additional parking demand beyond the parking already proposed by the applicant. The proposed VTTM subdivision also will not impact the applicant's ability to satisfy the parking demand associated with each proposed use, as both "Lot 1" (the hotel/retail use) and "Lot 2" (the residential airspace use) of the subdivision have been accounted for in the consultant's parking study. The consultant's parking study confirms that the proposed vehicle parking plan, in combination with the measures discussed further below, will be sufficient to accommodate all proposed uses.

The project will provide 43 EV charging stations, install the conduit and underground infrastructure for immediate use of 26 additional, future EV charging stations, and install a lesser degree of conduits and underground infrastructure for 182 potential, future EV charging stations. (This means the 182 spaces are also suited for future EV use, but will require additional installation steps; the 26 spaces require no additional steps for use

²⁴ (312 hotel rooms * 1 space) + (60 dwelling units * 2 spaces) + (6,600 sq. ft. retail area / 200 sq. ft. * 1 space) + (11,335 restaurant/bar area / 50 sq. ft. * 1 space) = 691.7 parking spaces

and will be provided based on demonstrated need.) There is no established standard for the minimum ratio of EV charging spaces per standard vehicle spaces in public parking lots, but the California Green Building Code requires four EV charging spaces for parking lots with greater than 201 parking spaces. The City also requires 10% of parking spaces for new development to be provided as EV charging stations. The project satisfies both requirements.

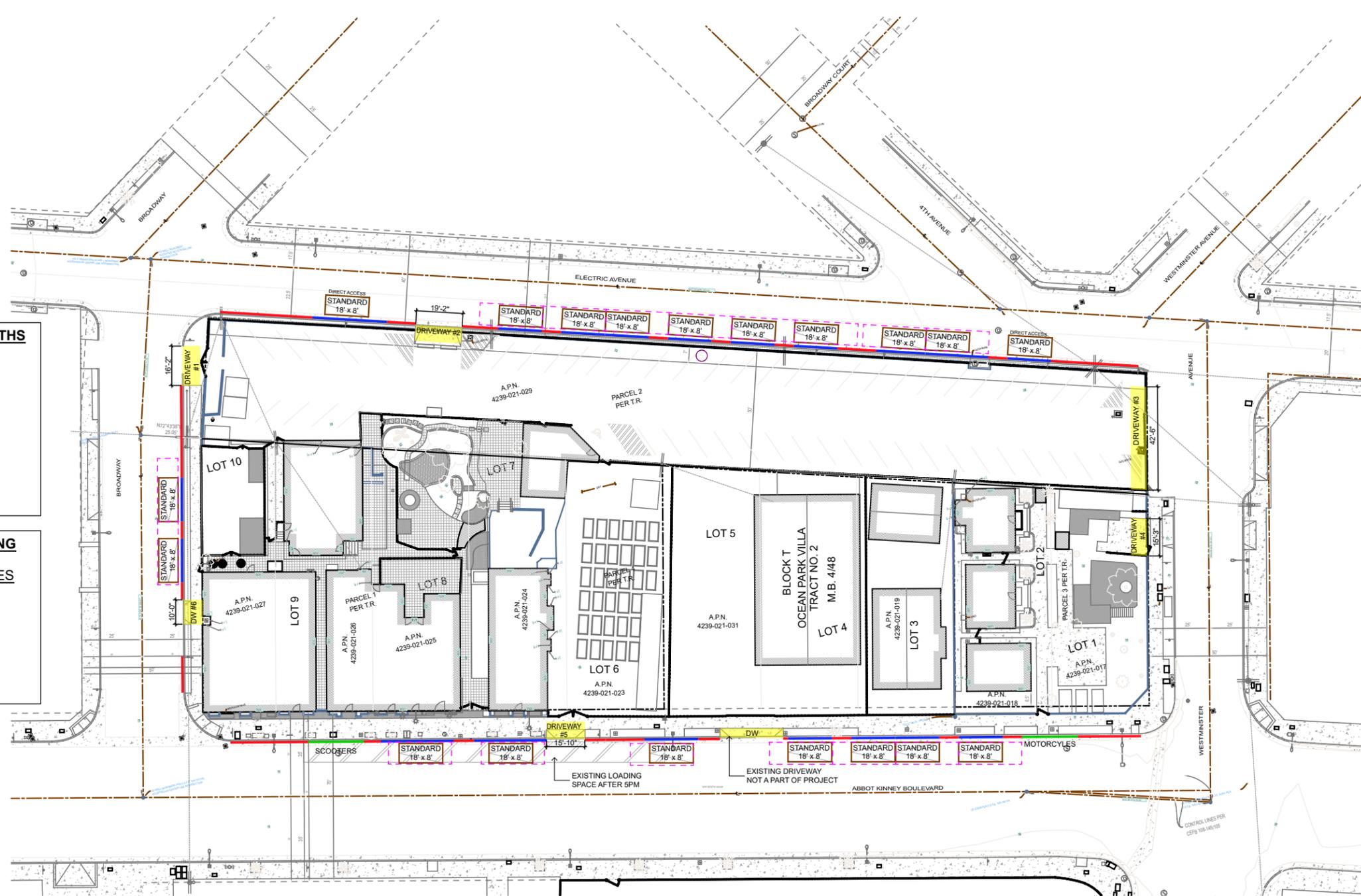
In addition to vehicle parking spaces, the project will provide 342 bicycle parking spaces onsite: 42 short-term spaces (i.e. for hotel guests) and 300 long-term spaces (i.e. for employees, residents, and hotel guests). The 300 long-term spaces will be accessible via a bike valet program—free for all users—and located in the subterranean levels. The 42 short-term spaces located on the ground-floor level will not require bike valet. In Los Angeles County, where bicycle theft is fairly common, the siting of long-term bicycle parking in the below-ground parking lot may help reduce bicycle theft, as well as weather damage. The applicant proposes to establish a free bikeshare program onsite if a free local program is not already available within a two-block radius of the project site. Employee facilities with showers and lockers for those who commute via bicycle (or any other employees) is also proposed in the subterranean parking levels.

Transit Incentive Program

Among several other requirements, the City's DA requires the applicant to monitor average vehicle ridership, estimated by dividing the number of employees by the number of employee cars entering the project site.²⁵ The DA specifies a target of at least 2.2 average daily ridership (i.e. more employees than vehicles), with a penalty fee for failing to achieve the target within three years of the issuance of a Certificate of Occupancy. The 2.2 average daily ridership must be maintained thereafter in annual reports submitted by the applicant to the City.

To meet this target ratio, employees would have to commute via some method other than a single-occupancy vehicle (such as walking, biking, carpooling, or public transit). The project includes two primary incentives: issuance of a Daily Transportation Allowance or a Parking Cash-Out for employees. The Daily Transportation Allowance is a direct, daily cash subsidy for the entire cost of a monthly regional transit pass divided by 20 (to account for the maximum 20 work-days in a calendar month), available for all employees using a method of transit other than a single-occupancy vehicle. The Parking Cash-Out is a yearly subsidy for employees who do not use single-occupancy vehicles and do not use on-street City parking at least 51% of the year. The employees will self-report their method of transportation and any dates on which they used on-street City parking in order to qualify for this subsidy. The applicant has not specified the proposed amount of the Parking Cash-Out subsidy but has specified that employees eligible for both will receive whichever subsidy is the greater amount. The City's DA also requires the applicant to pay into a City fund reserved for multi-modal street

²⁵ For example, 10 employees and five cars with employee authorization would produce an average daily ridership of 2 for the hotel, while 10 employees and 10 employee cars would produce an average daily ridership of 1. A higher average daily ridership corresponds to lesser VMT and related greenhouse gas emissions.



EXISTING DRIVEWAY WIDTHS

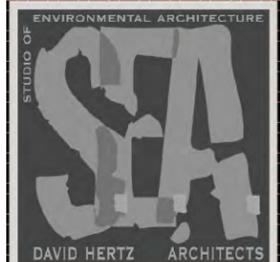
DRIVEWAY #1 = 16'-2"
 DRIVEWAY #2 = 19'-2"
 DRIVEWAY #3 = 42'-6"
 DRIVEWAY #4 = 15'-3"
 DRIVEWAY #5 = 15'-10"
 DRIVEWAY #6 = 10'-0"

TOTAL L.F.: 118'-11"

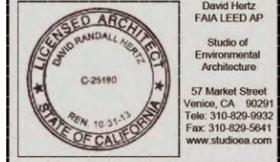
EXISTING STREET PARKING

LOCATION	# SPACES
ABBOT KINNEY	9
ELECTRIC	10
BROADWAY	2
WESTMINSTER	0

TOTAL # (E) PKG.: 21



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VENICE PLACE PROJECT
 1033 ABBOT KINNEY BLVD., VENICE, CA 90291

CASE#: ZA-2012-3354-CUB-CU-CDP-MEL-WDI-SPP-SPR

OWNER/APPLICANT:
 WYNKOOP PROPERTIES, LLC

SHEET TITLE:
 (E) STREET PARKING & DRIVEWAYS

PROJECT NO: 1111D
 PRINT DATE: 5/2/22
 SHEET NO: 1023

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



1" ACTUAL

PROPOSED DRIVEWAY WIDTHS

- DRIVEWAY #1 = 18'-0"
- DRIVEWAY #2 = 18'-0"
- DRIVEWAY #3 = 18'-0"
- DRIVEWAY #4 = 18'-0"
- DRIVEWAY #5 = 18'-0"

TOTAL L.F.: 90'-0"

PROPOSED (ESTIMATED) STREET PARKING

LOCATION	# SPACES
ABBOT KINNEY	10
ELECTRIC	9
BROADWAY	2
WESTMINSTER	0 - 3

TOTAL # PKG.: 21 - 24

EXISTING VS. PROPOSED DRIVEWAY WIDTHS

TOTAL L.F. EXISTING D.W.= 118'-11"

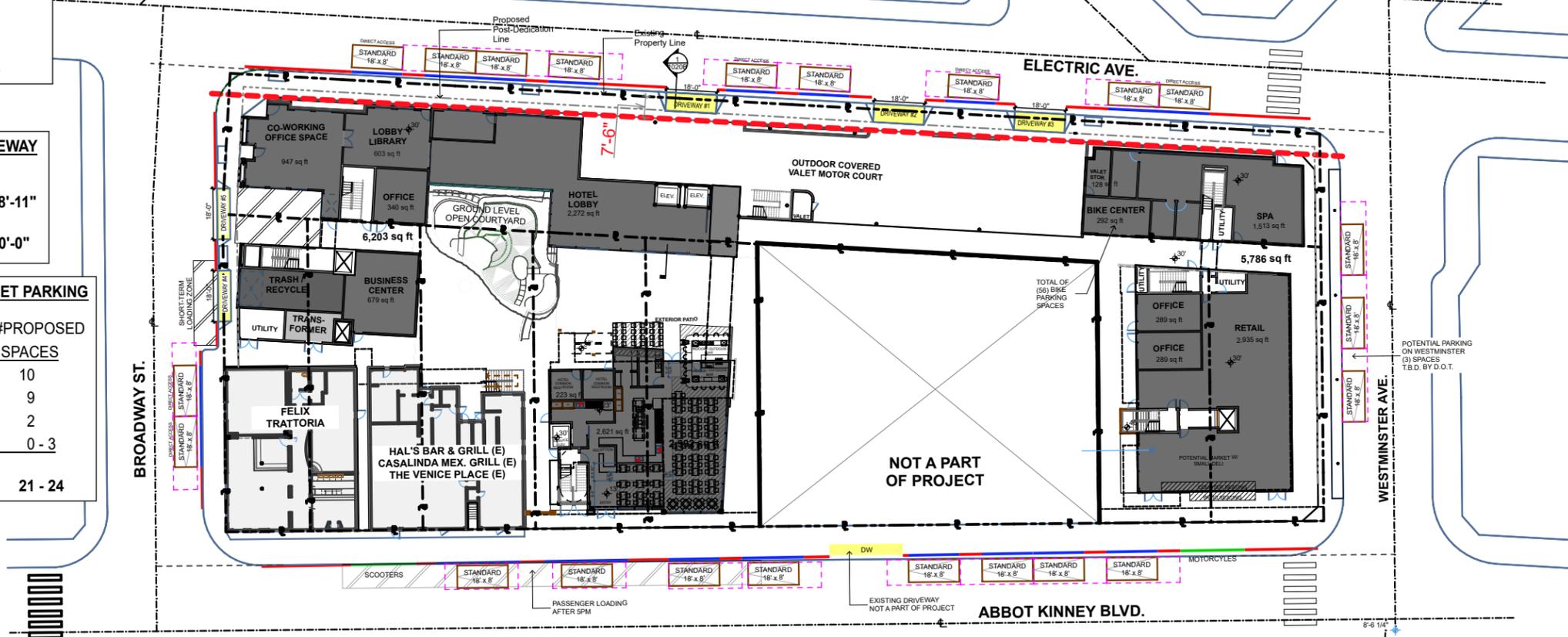
TOTAL L.F. PROPOSED D.W.: 90'-0"

EXISTING VS. PROPOSED STREET PARKING

LOCATION	# EXISTING SPACES	# PROPOSED SPACES
ABBOT KINNEY	9	10
ELECTRIC	10	9
BROADWAY	2	2
WESTMINSTER	0	0 - 3

TOTAL # PKG.: 21 21 - 24

PROPOSED DRIVEWAYS AND ESTIMATED PROPOSED STREET PARKING



SQ.FT. = SERVICE AREA



INFORMATION BULLETIN / PUBLIC - ZONING CODE
 REFERENCE NO.: L.A.M.C. 12.21A5 Effective: 10-01-1999
 DOCUMENT NO.: P/ZC 2002-001 Revised: 06-28-2021
 Previously Issued As: IB ZO-1, RGA 3-72

PARKING DESIGN

I. GENERAL REQUIREMENTS

A. STALL WIDTHS

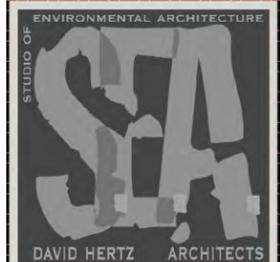
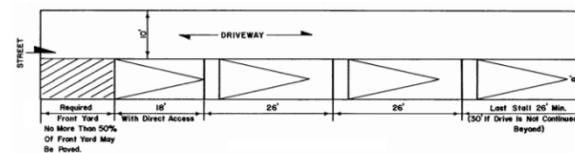
1. Minimum 8 ft 6 inches wide for standard stalls serving dwelling units.
2. Minimum 8 ft 4 inches wide for all other standard stalls.
3. Minimum 8 ft 0 inches wide for all parallel parking standard stalls.
4. Minimum 7 ft 6 inches wide for all compact stalls.

B. STALL DEPTHS

1. Minimum 18 feet deep for all standard stalls.
2. Minimum 15 feet deep for all compact stalls.
3. Minimum 26 feet deep for all standard parallel stalls and 30 feet deep for end parallel stalls.
4. Minimum 23 feet deep for all compact parallel stalls and 27 feet deep for end parallel stalls.

P. DRIVEWAY AND TURNING AREAS

FIGURE 5 - FOR PARALLEL PARKING



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VENICE PLACE PROJECT
 1033 ABBOT KINNEY BLVD., VENICE, CA 90291

CASE#: ZA-2012-3354-CUB-CU-CDP-MEL-WDI-SPP-SPR

OWNER/APPLICANT:
 WYNKOOP PROPERTIES, LLC

SHEET TITLE:
PROPOSED STREET PARKING & DRIVEWAYS

PROJECT NO.: 1111D

PRINT DATE: 5/3/22

SHEET NO.: 1024

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

1" ACTUAL

8. Pedestrian Access and Traffic Signal Analysis

Due to the proximity of the Westminster Elementary School to the proposed project, and the potential for traffic conflicts between the proposed uses and the school use, analysis was conducted of the need for new traffic controls in the area. At other locations beyond the scope of this analysis, adequate pedestrian routes via existing sidewalks and crossing points at existing nearby signalized intersections are provided.

Existing pedestrian circulation and safety was evaluated and potential solutions were investigated for improving pedestrian safety at the Broadway and Abbot Kinney Boulevard intersection. The potential need for the installation of traffic signals at this location was also reviewed. A signal warrant analysis was conducted for this intersection based on the methodology from the Manual on Uniform Traffic Control Devices (MUTCD).

8.1 Pedestrian Summary

Westminster Elementary School (the Campus), at 1010 Abbot Kinney Boulevard within the Venice area of the City of Los Angeles, is located on the south side of Abbot Kinney Boulevard between Broadway and Westminster Avenue. The Campus currently enrolls approximately 340 students in kindergarten to 5th grades on a single-track schedule.

The two closest school crosswalk (yellow striping) locations to the school entrances that provide access across Abbot Kinney Boulevard are as follows:

- Broadway (unsignalized) – west side
- Westminster Avenue (signalized) – west side

The regular day schedule for Westminster Elementary School begins at 8:00 a.m. and ends at 2:30 p.m. On Tuesday, the school day schedule also begins at 8:00 a.m., but ends at 1:30 p.m. Peak vehicle and pedestrian activity to the school generally peaks within the last 30 minutes prior to the start time. In the afternoon, the peak is within the first 30 minutes after the end time.

The Westminster Elementary School students, which live to the north of the Campus, generally walk to and from the Campus along Abbot Kinney Boulevard. These students cross Abbot Kinney Boulevard at either of the signalized school crosswalks at the intersection with Westminster Avenue or the unsignalized crosswalk at the intersection with Broadway. A school crossing guard is provided to assist pedestrians crossing the west leg of Abbot Kinney Boulevard at Broadway during the school morning start time period and afternoon school dismissal time period.

The student pick-up/drop-off area for the Campus is along the south side of Abbot Kinney Boulevard near the entrance. A second student pick-up/drop-off area is also provided in the parking lot at the west side of the Campus on Abbot Kinney Boulevard.

School zone signs exist to the east and west of the school on Abbot Kinney Boulevard and on Broadway, north of Abbot Kinney Boulevard.

8.2 Existing Roadway Conditions

Abbot Kinney Boulevard

Abbot Kinney Boulevard is classified as a Modified Avenue III in the City of Los Angeles Mobility Plan. In the study area, this roadway provides one travel lane in each direction and a striped center two-way left-turn lane. Adjacent to the Westminster Elementary School, it has a curb to curb right-of-way of 50 feet. The sidewalk in front of the Westminster Elementary School is eight feet in width; however, the sidewalk is obstructed by street trees, signs, light poles, utility poles, and a fire hydrant which reduce the width to a range of three to five feet.

Bicycle shared lane markings (e.g. sharrows) are provided on both sides of Abbot Kinney Boulevard in the study area.

On-street parking is restricted during school days to two hours from 9:00 a.m. to 1:30 p.m. on the south side of Abbot Kinney Boulevard, west of Broadway. Passenger loading is permitted from 6:30 a.m. to 9:00 a.m. and 1:30 p.m. to 4:00 p.m. on school days.

On-street parking is prohibited on school days from 7:00 a.m. to 5:00 p.m., on the south side of Abbot Kinney Boulevard, east of Broadway. Passenger loading is permitted from 6:30 a.m. to 9:00 a.m. and 1:30 p.m. to 4:00 p.m. The on-street parking is restricted to two hours from 8:00 a.m. to 6:00 p.m., Monday through Saturday on the north side of Abbot Kinney Boulevard, west of Broadway.

On-street parking is permitted on the north side of Abbot Kinney Boulevard, east of Broadway. Approximately 110 feet of the on-street parking area on the north side of Abbot Kinney Boulevard, east of the Broadway intersection, is restricted to passenger loading from 6:00 p.m. to midnight, Monday through Sunday.

Broadway Street

Broadway is a local street that borders the project site on the west. One travel lane is provided in each direction. On-street parking is permitted on both sides of Broadway Street. Broadway, north of Abbot Kinney Boulevard, has a curb to curb right-of-way of 30 feet with 8-foot sidewalks on each side of the roadway. Broadway has a terminus at Abbot Kinney Boulevard.

8.3 Existing Traffic Volumes

Study intersection counts including vehicle, pedestrian and bicycle volumes were collected at the Broadway and Abbot Kinney Boulevard intersection on Tuesday, November 15, 2016 from 7:00 a.m. to 10:00 a.m. and from 2:00 p.m. to 6:00 p.m. Westminster Elementary School was in session on this day. The highest four consecutive 15-minute counts during the a.m. and p.m. time periods were used to determine the peak-hour volumes. A summary of the counts is provided in Table 14.

Table 14 – Existing Count Summary

Type	Peak Hour	Abbot Kinney, west of Broadway		Abbot Kinney, east of Broadway		Broadway, north of Abbot Kinney	
		Eastbound	WestBound	Eastbound	WestBound	Northbound	Southbound
Vehicles	8:15-9:15 a.m.	335	674	326	658	41	49
	4:30-5:30 p.m.	535	423	540	432	35	32
Bicycles	8:15-9:15 a.m.	9	37	10	38	2	2
	4:30-5:30 p.m.	28	25	27	22	2	5
Pedestrians	Peak Hour	Abbot Kinney, west of Broadway		Abbot Kinney, east of Broadway		Broadway, north of Abbot Kinney	
		Northbound	Southbound	Northbound	Southbound	Eastbound	WestBound
Adult	7:30-8:30 a.m.	32	46	0	0	22	21
	2:45-3:45 p.m.	14	7	0	0	29	42
School-Aged	7:30-8:30 a.m.	2	71	0	0	2	13
	2:45-3:45 p.m.	17	2	0	0	5	2

8.4 Project Traffic near Westminster Elementary School

The proposed Venice Place project would generate approximately 612 net new daily weekday trips, including 24 net new a.m. peak-hour trips and 41 net new p.m. peak-hour trips. The estimated project peak-hour trips for both directions at the Abbot Kinney Boulevard and Broadway intersection are as follows:

- Abbot Kinney Boulevard, west of Broadway – 25 a.m. trips and 39 p.m. trips
- Abbot Kinney Boulevard, east of Broadway – 18 a.m. trips and 30 p.m. trips
- Broadway, north of Abbot Kinney Boulevard – 15 a.m. trips and 22 p.m. trips

In terms of total intersection volume, the project would increase volumes by 3.2 percent in the a.m. peak hour and 5.2 percent in the p.m. peak hour.

8.5 Signal Warrant Criteria

The analysis was based on the Manual on Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration and amended for use in California by Caltrans.

A traffic signal warrant analysis was conducted to review whether or not the intersection met signal warrants 3 through 5. The MUTCD states that engineering judgment must be used by the lead agency (City of Los Angeles, in this case) for final decisions on implementing new signalization, whether or not warrants are met.

- Warrant 3 - Peak Hour Volume – This is to determine whether, for one hour during the day, minor street traffic suffers undue delay in entering or crossing the major street. Part A, consisting of three sub-sections, examines the total volume and vehicle hours of delay on the minor approach. Part B evaluates the peak hour volumes of both approaches of the major streets and highest approach of the minor street. Warrant 3 would be met if Part A or Part B shows impact on traffic flow.
- Warrant 4 - Pedestrian Volume – The Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street. Part 1 is used to evaluate the pedestrian hourly volumes relative to the vehicular hourly volumes. Part 2 examines the distance to the nearest traffic signal along the major street and the effect of the proposed traffic signal to the major street. Warrant 4 would be met if Part 1 and Part 2 are met.
- Warrant 5 - School Crossing – The School Crossing signal warrant is intended for application where the fact that school children cross the major street is the principal reason to consider installing a traffic control signal. Part A evaluates the number of gaps versus minutes and the number of school age pedestrians crossing the street. Part B examines the distance to the nearest traffic signal along the major street and the effect of the proposed traffic signal to the major street. This warrant is applicable only at intersection where only minor streets are controlled. Warrant 5 would be met if Part A and part B are met.

8.6 Signal Warrant Analysis Conclusions

The installation of a new traffic signal should improve the overall safety and/or operation of an intersection, and should not seriously disrupt progressive traffic flow. Therefore, one warrant category must meet the defined requirements, but engineering judgment by the lead agency needs to be used to determine the final need for the traffic signal.

The peak hour signal warrant analysis was conducted to determine the need for installation of a new traffic signal. The peak-hour signal warrant for the intersection of Broadway Street and Abbot Kinney Boulevard would not be satisfied under future conditions with project traffic. This intersection would remain operating as partial stop-sign controlled intersection.

Traffic signal warrants 3 and 4 would not be satisfied under future with-project conditions and therefore would also not be satisfied under future pre-project or existing conditions.

Traffic signal warrant 5 for a potential traffic signal at this location would be satisfied under existing conditions. Although traffic signal warrant 5 is met, a traffic signal is not recommended as the current crossing guard at the Broadway and Abbot Kinney Boulevard intersection provides adequate stoppage in traffic to allow for pedestrian crossing. School traffic also has a short peak period, and the traffic signal may not be warranted for other periods of the day. LADOT staff may consider additional studies to determine the need to install a traffic signal at the Broadway and Abbot Kinney Boulevard intersection.

The signal warrant analysis calculation worksheets are provided in this Appendix E.

8.7 Recommendations

Pedestrian crossing assistance is currently provided by a crossing guard at the unsignalized intersection of Broadway and Abbot Kinney Boulevard. The proposed project will add a minimal amount of traffic in the area. The proposed project will not result in a significant increase in the number of school children, and therefore it will not create safety impacts.

The following are recommendations to address the existing conditions at the Broadway and Abbot Kinney Boulevard intersection. As discussed above, the project will not change the extent to which the intersection meets signal warrants 3 through 5. The following recommendations address circulation/access issues:

- The unsignalized intersection of Broadway and Abbot Kinney Boulevard does not have westbound U-turn prohibitions but the distance required for standard vehicles to make such a movement is available. Install signage to prohibit U-turn movements on westbound Abbot Kinney Boulevard at Broadway.
- Install curb extensions or bulbouts at the street corners along Abbot Kinney Boulevard, immediately to the east and west of the Broadway intersection. The curb extensions would reduce the pedestrian crossing distance on Abbot Kinney Boulevard, as well as provide narrower travel lanes to potentially reduce speeds along this roadway.

9. Congestion Management Plan Conformance

This section demonstrates the ways in which this traffic study was prepared to be in conformance with the procedures mandated by the County of Los Angeles Congestion Management Program (CMP).

The CMP was created statewide because of Proposition 111 and was implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted where:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed project will add 50 or more vehicle trips during either a.m. or p.m. weekday peak hours.
- At CMP mainline freeway-monitoring locations, where the project will add 150 or more trips, in either direction, during the either the a.m. or p.m. weekday peak hours.

Roadway Facility Impacts

The nearest CMP arterial monitoring intersection to the project site is at Lincoln Boulevard and Venice Boulevard, which is located approximately one mile east of the project site. Based on the trip generation and distribution of the project defined within Section 3 of this report, it is not expected that more than 14 vehicles in the a.m. peak hour or more than 28 vehicles in the p.m. peak hour would pass through this intersection due to the project during peak hours.

These trip levels would not meet or exceed the 50-trip CMP threshold. Therefore, no further analysis of potential CMP impacts is required.

In addition, the proposed project is expected to add less than 150 new trips per hour, in either direction, as any new freeway trips from the project would likely be less than the CMP intersection volumes discussed above. Therefore, no further analysis of CMP freeway monitoring stations is required.

Transit Service Impacts

There are four existing public bus transit lines that are in close vicinity to the project site, including a Metro local bus line and a Rapid Bus (limited stop) line, a Santa Monica Big Blue Bus line, and a Culver CityBus line. The two Metro routes are designated as CMP transit routes and are monitored for performance under the CMP program.

The project trip generation, as defined in Section 3, is 612 daily weekday trips including 24 trips

during the a.m. peak hour and 41 trips during the p.m. peak hour.

The trip generation was adjusted by values defined by the CMP to calculate estimated transit trips. The CMP defines higher transit mode splits for developments located near or adjacent to a CMP transit center, which is a stop served by designated CMP transit lines. For commercial developments, this higher rate was 15 percent

The following calculations were made, based on the defined CMP methodology:

- Project person trips (1.4 times vehicle trips) would be 857 on a daily basis, including 37 trips in the a.m. peak hour and 57 trips in the p.m. peak hour.
- Applying a 15 percent mode split for commercial uses near CMP transit to the person trips, the project transit trips would be 129 daily trips, including 6 trips in the a.m. peak hour and 9 trips in the p.m. peak hour.

It is anticipated that the existing transit service in the project area would be able to accommodate the project generated transit trips, based on the multiple transit lines available in the area and the low overall transit trip demand of less than ten peak hour trips anticipated for the proposed project.

Therefore, given the number of transit trips generated by the project and the four existing transit routes in the project vicinity, it is concluded that the existing public transit system would not be significantly impacted by the proposed Project.

10. Parking Analysis

The following summarizes the parking analysis conducted to determine if the proposed on-site parking supply can accommodate the parking demand of both the current restaurant operations plus the proposed project. This analysis documents the existing parking demand and determines the adequacy of the proposed parking supply with the added hotel, restaurant, and retail uses.

10.1 Existing Parking Conditions

The existing site parking lot is located south of Electric Avenue between Broadway Street and Westminster Avenue. An additional off-site parking lot, located on the west side of Abbot Kinney Boulevard and to the north of Broadway Street adjacent to the Westminster Avenue Elementary School, is used by the valet service for the existing site restaurants during the weekends after 6:00 p.m.

The vehicle drop-off/pick-up area for valet operations is on the east side of Abbot Kinney Boulevard, south of Broadway Street.

10.2 Code Parking Requirement

Table 15 summarizes the required parking spaces for the proposed project, based on proposed land use intensities and applicable parking Code requirements. The total required parking spaces for the project is 175 parking spaces.

Sharing of the parking supply across the project land use is discussed in the report sub-section beyond Table 15.

Table 15 – Code Required Parking

DESCRIPTION	SIZE	PARKING RATE [1]	STAND-ALONE SPACES REQUIRED
Hotel	78 rooms	2 spaces; plus 1 space per guest room for first 30 rooms; plus 1 space per two guest rooms in excess of 30 but not exceeding 60; plus 1 space per three	53
Apartment	4 DU	2 space per dwelling unit	8
Office	2,027 SF	1 space per 250 SF	8
Existing Restaurant	2,268 SF	1 space per 50 SF of service floor area	45
Hotel Restaurant	2,514 SF	1 space per 100 SF of service floor area	25
Commercial (Spa)	1,735 SF	1 space per 250 SF	7
Commercial (Retail)	2,935 SF	1 space per 225 SF	13
Commercial (New Retail)	170 SF	1 space per 50 SF	3
<u>Beach Impact Zone</u> New Commerical	8,065 SF	Commercial = 1 space per 640 SF ground floor	13
TOTAL PARKING REQUIREMENT WITHOUT CONSIDERATION OF SHARED PARKING BY TIME OF DAY [2]			175

SF = square feet

[1] Venice Local Coastal Program Land Use Plan, June 14, 2001 and Venice Coastal Zone Specific Plan, January 19, 2004.

[2] The sum of the stand-alone spaces required assumes that the parking demand of all uses peak at the same time, and does not account for variations in demand for the different uses during the course of a day. These variations are reflected on the shared parking demand table.

10.3 Shared Parking Analysis

As defined by Table 15, the proposed project uses would be required to provide 175 parking spaces per City requirements. The proposed project would provide 175 parking spaces on the site.

The Municipal Code parking requirements assume that the proposed land uses on the site operate as standalone uses. This does not take into consideration that the land uses have different weekday and weekend peak parking demands throughout the day, and that the total demand for the site may in fact be accommodated with less parking supply. For example, the weekday and weekend peak parking demand for the hotel will occur in the late evening while peak parking demand for retail will occur from noon to the evening. For this reason, KOA conducted a shared parking analysis based on the methodology in the Urban Land Institute (ULI) publication *Shared Parking - 2nd Edition*.

The Venice Coastal Specific Plan was used to calculate the required parking for the proposed uses. Weekday and weekend hourly parking accumulation percentages provided in *Shared Parking* were applied to the required parking to determine the hourly parking demand for the proposed uses.

Table 16 and Table 17 indicate the shared parking demand totals for the proposed uses. The shared peak parking demand for the proposed uses during the weekday would occur at 7:00 p.m. For Saturday, the peak parking demand for the proposed uses would occur at 8:00 p.m.

The shared parking demand for the proposed uses was added to the existing site parking demand for the site to determine if the on-site parking supply is sufficient to accommodate the proposed uses. The following are the conclusions of the shared parking analysis:

- The Project weekday parking demand is forecast to be 159 vehicles during the 7:00 p.m. hour, which can be accommodated by the proposed 175 parking spaces.
- The Project Saturday future parking demand is forecast to be 154 vehicles during the 8:00 p.m. hour, which also can be accommodated by the proposed 175 parking spaces.

Table 16 – Shared Parking Demand – Weekday

WEEKDAY PARKING ACCUMULATIONS								WEEKDAY PARKING ACCUMULATION PERCENTAGES**							
TIME OF DAY	Hotel	Residential	Office	Restaurant	Retail	Beach Impact Zone	TOTAL SHARED PARKING DEMAND	TIME OF DAY	Hotel	Residential	Office	Restaurant	Retail	Beach Impact Zone	Office
10:00	37	6	8	11	15	13	90	10:00	70%	75%	100%	15%	65%	100%	100%
11:00	37	6	8	28	20	13	112	11:00	70%	70%	100%	40%	85%	100%	100%
12:00 Noon	34	5	7	53	22	13	134	12:00N	65%	65%	90%	75%	95%	100%	90%
1:00 PM	34	6	7	53	23	13	136	1:00PM	65%	70%	90%	75%	100%	100%	90%
2:00	37	6	8	46	22	13	132	2:00	70%	70%	100%	65%	95%	100%	100%
3:00	37	6	8	28	21	13	113	3:00	70%	70%	100%	40%	90%	100%	100%
4:00	40	6	7	35	21	13	122	4:00	75%	75%	90%	50%	90%	100%	90%
5:00	42	7	4	53	22	13	141	5:00	80%	85%	50%	75%	95%	100%	50%
6:00	45	7	2	67	22	13	156	6:00	85%	90%	25%	95%	95%	100%	25%
7:00	45	8	1	70	22	13	159 *	7:00	85%	97%	10%	100%	95%	100%	10%
8:00	48	8	1	70	18	13	158	8:00	90%	98%	7%	100%	80%	100%	7%
9:00	50	8	0	70	12	13	153	9:00	95%	99%	3%	100%	50%	100%	3%
10:00	50	8	0	67	7	13	145	10:00	95%	100%	1%	95%	30%	100%	1%
								Weekday Peak Demand Rate#	100%	100%	100%	100%	100%	100%	100%

* Peak parking demand.

** Source: Tables 2-5 and 2-6 from Urban Land Institute Shared Parking, 2nd Edition

Takes into consideration adjustment in peak demand on weekday and weekend.

Table 17 – Shared Parking Demand – Weekend

WEEKEND PARKING ACCUMULATIONS								WEEKEND PARKING ACCUMULATION PERCENTAGES**							
TIME OF DAY	Hotel	Residential	Office	Restaurant	Retail	Beach Impact Zone	TOTAL SHARED PARKING DEMAND	TIME OF DAY	Hotel	Residential	Office	Restaurant	Retail	Beach Impact Zone	Office
10:00	37	6	7	0	12	13	75	10:00	70%	75%	90%	0%	50%	100%	90%
11:00	37	6	8	11	15	13	90	11:00	70%	70%	100%	15%	65%	100%	100%
12:00 Noon	34	5	7	35	18	13	112	12:00N	65%	65%	90%	50%	80%	100%	90%
1:00 PM	34	6	6	39	21	13	119	1:00PM	65%	70%	80%	55%	90%	100%	80%
2:00	37	6	5	32	23	13	116	2:00	70%	70%	60%	45%	100%	100%	60%
3:00	37	6	3	32	23	13	114	3:00	70%	70%	40%	45%	100%	100%	40%
4:00	40	6	2	32	22	13	115	4:00	75%	75%	20%	45%	95%	100%	20%
5:00	42	7	1	42	21	13	126	5:00	80%	85%	10%	60%	90%	100%	10%
6:00	45	7	0	63	18	13	146	6:00	85%	90%	5%	90%	80%	100%	5%
7:00	45	8	0	67	17	13	150	7:00	85%	97%	0%	95%	75%	100%	0%
8:00	48	8	0	70	15	13	154 *	8:00	90%	98%	0%	100%	65%	100%	0%
9:00	50	8	0	63	12	13	146	9:00	95%	99%	0%	90%	50%	100%	0%
10:00	50	8	0	63	8	13	142	10:00	95%	100%	0%	90%	35%	100%	0%
11:00	53	8	0	63	3	13	140	11:00	100%	100%	0%	90%	15%	100%	0%
								Weekend Peak Demand Rate#	100%	100%	100%	100%	100%	100%	10%

* Peak parking demand.

** Source: Tables 2-5 and 2-6 from Urban Land Institute Shared Parking, 2nd Edition

Takes into consideration adjustment in peak demand on weekday and weekend.

11. Site Access and Vehicle Queuing

A vehicle queuing analysis was conducted for the proposed project. The queuing analysis inputs included the total expected time for loading/unloading of vehicles and placement into/retrieval from a planned on-site automated parking system, and the expected processing time of vehicles at a site-adjacent/on-street secondary valet area to be used for potential overflow demand from incoming vehicles. This report section makes reference to the following locations within and adjacent to the proposed site:

- Main Valet Area (On-Site) – The valet area within the site driveway/porte-cochère area at the north side of the hotel, with access to and from Electric Avenue via entrance and exit driveways.
- Secondary Valet Area (On-Street) – A supplemental valet area located along the north curb of Abbot Kinney Boulevard, near the southwest corner of the project site.

The max queue assumed to be manageable for operations without roadway impact/conflicts at the north valet area (six vehicles) would allow for a total of 63 inbound vehicles to be processed there in a peak hour. Maximum peak-hour inbound Project vehicle trip generation is estimated to be 44 vehicles, which leaves capacity available within the parking system.

The Secondary Valet Area will begin operation at 5:00 p.m. on a daily basis, with vehicle parking to occur at the Westminster Avenue Elementary School site on the south side of Abbot Kinney Boulevard and to the west of Broadway Street. This site is currently leased by the property owner.

If overflow of demand occurs in the evening hours, the vehicles that cannot be accommodated within the on-site queuing/loading area would be directed by valet staff to the Secondary Valet Area. Patrons can use the Main Valet Area at all times, or the Secondary Valet Area from 5:00 p.m. to 12:00 a.m.

Operations at both valet areas are analyzed below.

11.1 Queueing at Valet Areas

The assumptions for the analysis of valet operations were as follows:

- 80 vehicles can be serviced by the three vehicle loading positions at the main valet hour per hour.
- Three vehicle loading/unloading positions, located within the hotel main entrance driveway along Electric Avenue.
- Inbound vehicle trips would primarily use the Main Valet Area.

- Inbound vehicle trips beyond the capacity of the Main Valet Area would be re-routed to the Secondary Valet Area by valet staff, as calculated within the operations scenario below.

The estimated project trip generation includes a maximum inbound vehicle flow of 44 (total trips without existing use credits and without pass-by trip reductions).

The manufacturer's calculations for the automated parking system, justifying the use of the 80 vehicles per hour service rate, are provided in Appendix F.

Processing Times of Vehicles at Main Valet Area

Based on the manufacturer's calculations, all three lifts at the Main Valet Area can service 80 vehicles per hour. The related traffic intensity for the maximum estimated incoming peak-hour vehicle volume of 44 and the parking system capacity, as defined by the City Department of Transportation *Manual of Policies and Procedures*, is calculated to be 0.55 (44 arrival rate / 80 service rate). This traffic intensity value would result in a vehicle queuing number of three vehicles. The queuing area at the Main Valet Area can store a minimum of six vehicles, as they are processed and loading into the automated parking system.

The Secondary Valet Area will open at 5:00 p.m. on a daily basis. At times during the evening, queues at the Main Valet Area may lengthen due to loading/passenger delays or parking system issues, and when that occurs vehicles will be redirected to be processed at the Secondary Valet Area.

Patrons will be able to pick-up and drop-off vehicles at the Main Valet Area at all times, or at the Secondary Valet Area from 5:00 p.m. to 12:00 a.m.

Processing Times of Vehicles at Secondary Valet Area

Potential short-term overflows of inbound vehicles were considered in this analysis, using an assumption of 50 percent of the total peak-hour inbound vehicles or a value of 22.

A value of vehicles processed per hour per employee was defined from information on nearby parking lots available to the project site management in the evening peak period, and typical processing times. Two or three valet employees would be required to service the remaining inbound vehicle trips, and take the vehicles to this planned off-site valet parking location:

- 1010 Abbot Kinney (Westminster School) - 80 cars; Drive time: 1 minute; Walk time: 2 minutes

Based on this information, the analysis applied a value of one minute to drive to the lot, and two minutes for the employee to walk back to the project site. The processing rate is therefore 60 (minutes in an hour) / 3 (the combination of the driving and walking time for each vehicle) or 20. This is the rate of vehicles that can be processed in one peak hour by each valet employee.

Based on this estimated processing data, two employees at the Secondary Valet Area could service 40 vehicles per hour. At least one additional employee would be needed to manage receiving and departure of vehicles.

The queuing area at the Secondary Valet Area can hold eight vehicles. The related traffic intensity, as defined by the City Department of Transportation *Manual of Policies and Procedures*, is calculated to be 0.55 (22 arrival rate / 40 service rate for two employees). This translates to three vehicles, so there will be adequate capacity at the Secondary Valet Area.

Queueing Illustrations

The provided physical site queuing capacity provides for a minimum six-vehicle queuing area for loading/unloading at the Main Valet Area at the north side of the site, and an eight-vehicle queuing area for loading/unloading at the Secondary Valet Area at the south side of the site.

If this valet setup was used for hotel operations, appropriate signage would need to be installed to provide for the valet operations and prohibit other on-street parking in this area. This area would be used for loading/unloading of valet vehicles.

As illustrated in Appendix G1, the two valet areas would have adequate capacity to contain all vehicles. Vehicles are not expected to exceed the queueing capacity during peak weekday periods.

11.2 Recommendations

For valet operations, staff should be present at the inbound driveway to the Main Valet Area, to divert vehicles as needed to the Secondary Valet Area at the south side of the site.

Staff at both locations should be able to communicate instantaneously via wireless communication, to enable quick re-routing of inbound vehicles.

Appendix G2 provides the results of the queuing analysis using the graph defined in the *City Manual of Policies and Procedures*.

- 14. **Floor Area Ratio (FAR).** The project shall be limited to a maximum FAR of 1.5:1 and comprised of both commercial and residential uses (dwelling units). A minimum of four dwelling units shall be provided.
- 15. **Parking.** A minimum of 184 vehicle parking spaces shall be provided onsite. Off-site parking shall be prohibited for the purposes of meeting the parking requirements of the LAMC and Specific Plan.
 - a. Parking for the new mixed-use development shall be as follows:

USE	PARKING STANDARD	PROJECT	REQUIRED
Hotel	<i>2 spaces; plus</i>		2 spaces
Dwelling Unit	<i>2 spaces per DU; plus</i>	4 dwelling units	8 spaces
Guest Room	1 space per guest room (first 30 rms); <i>plus</i> 1 space per 2 guest rooms (31-60 rms); <i>plus</i> 1 space per 3 guest rooms (60+ rms); <i>plus</i>	78 guest rooms	51 spaces
Service Floor Hotel Restaurant	1 space per 100 SF of floor area used for consumption of food or beverages.	2,514 SF Service Floor	25 spaces
Office	1 space per 250 SF	2,027 SF	8 spaces
Spa	1 space per 250 SF	1,735 SF	7 spaces
Retail	1 space per 225 SF	2,935 SF	13 spaces
(w/ seating)	1 space per 50 SF	170 SF	3 spaces
Beach Impact Zone	1 space per 640 SF of ground floor area	14,256.75 SF	22 spaces
			139 spaces
<i>Existing Restaurants</i>	<i>1 space per 50 SF of Service Floor Area</i>	<i>2,268 SF</i>	<i>45 spaces</i>
Total Automobile Parking Spaces			184 spaces

- b. Parking design and layout shall be subject to review and approval by LADBS and include the ability to accommodate electric vehicle supply equipment (EVSE).
- c. All required parking for the existing restaurants located at 1021-1029 Abbot Kinney Boulevard shall be maintained and provided in conjunction with the proposed project, as determined by the Department of Building and Safety (LADBS).
- d. Vehicle access shall be provided along Electric Avenue. The project's driveway design and internal circulation pattern shall be approved by the Department of Transportation prior to the issuance of a building permit. A copy of the approved circulation plan shall be submitted to the Department of City Planning to be placed in the subject case file. Should the Project's valet operations and/or on-site queuing location be unable to accommodate service levels identified and analyzed in the Environmental Impact Report for the Project, and if the community is

subjected to frequent queuing backup onto Electric Avenue or neighboring streets, the operator shall provide an off-site parking location for this overflow, subject to review and approval by the Department of Building and Safety and Department of Transportation.

- e. Bicycle parking shall be provided in conformance with the LAMC.
 - f. Employees shall be prohibited from parking vehicles within the adjoining residential neighborhoods.
 - g. The required parking spaces may be replaced with bicycle parking, at a ratio of one standard or compact automobile parking space for every four bicycle parking spaces, as provided in LAMC Section 12.21-A.4.
 - h. To prevent any unintended impacts to the surrounding neighborhood, the Applicant shall submit two (2) Condition Compliance Reports, the first within 9 months after issuance of the Certificate of Occupancy for the hotel, and a second within three (3) years from issuance of the Certificate of Occupancy for the hotel. The Condition Compliance Report shall be submitted to the Department of City Planning, the Department of Transportation, and Council District 11.
 - i. The compliance report shall evaluate the parking and valet operations of the Project for consistency with these conditions of approval, and operational conditions as set forth in the Environmental Impact Report for the Project. Specifically, the compliance report shall demonstrate the effectiveness of, and compliance with Conditions 15 (Parking), 16 (Valet Parking), and 38 (Private Hosted Events).
 - ii. The compliance report analysis related to Conditions 15 (Parking), 16 (Valet Parking) and 38 (Private Hosted Events) shall be conducted by a licensed parking or transportation consultant, and should evaluate the Project's parking operations, queuing capacity, load in/out (retrieval) times, and overall utilization of the subterranean parking garage. The Project shall maintain an on-site complaint log and data regarding the peak hour function of the automated parking operations. The analysis shall be conducted during peak operation hours and shall include at a minimum one weekday and one weekend time period. Any operational modifications necessary to comply with these conditions of approval and the assumptions within the EIR shall be implemented to the satisfaction of the Department of City Planning, in consultation with the Department of Transportation
16. **Valet Parking.** All valet parking operations shall be conducted onsite; the queuing of vehicles shall be prohibited in the public right of way. These limitations shall not apply to the existing valet operation on Abbot Kinney Boulevard. Queuing shall not be permitted beyond the property line on Abbot Kinney.
- a. Primary valet operations shall be provided on a 24-hour basis at the existing Main Valet Area on Electric Avenue.
 - b. Additional valet operations shall be provided, starting at 5:00 PM daily, at the Secondary Valet Area on Abbot Kinney Boulevard. The Secondary Valet Area shall be designated as the curbside space between Broadway Street and the Project

property line with 1039 Abbot Kinney Boulevard.

- c. Use of the Secondary Valet Area shall be permitted prior to 5:00 PM consistent with Condition 38 related to Private Hosted Events.
 - d. Valet parking shall be provided to restaurant patrons. The availability of said validated parking and the location of said parking shall be made known to the public via the restaurant menu, a posting of the information at readily visible locations and on the restaurant website. The applicant shall provide a copy of the menu, signs or web page, for inclusion in the case file.
 - e. A single valet operator shall be on-site who shall be responsible for enforcement of any conditions of this action regarding valet parking.
 - f. Valet parking shall be required to obtain all applicable licenses and/or permits from the Department of Transportation and the Los Angeles Police Department. Proof of licenses and/or permits shall be submitted to the Department of City Planning.
 - g. A valid valet parking contract in compliance with this condition shall be submitted to the Department of City Planning. The contract shall be maintained for the life of this grant and shall include the hours of valet service and the number of valet attendants to be provided as well as the valet parking locations. If the valet operator is replaced, a copy of the replacement contract shall be provided to the Development Services Center within 30 days upon execution of the new contract.
 - h. The valet operator shall be required to obtain a valid LAPD Commission Investigation Division (CID) Valet Operator Permit pursuant to LAMC Section 103.203 (b) and each valet attendant shall have a valid CID permit along with a valid California Driver License in their possession while on duty.
- Note: Prior to providing valet services, the applicant should e-mail laoadot.valetop@lacity.org to begin the application process, review, and approval of valet operations.

- i. Valet service shall not utilize any local streets for the parking of any vehicles at any time.
- j. The applicant shall utilize social media, webpages, or other media to provide travel information to the restaurant. Such information shall promote the use of alternate travel means to automotive transportation (walk, bike, public transit, rideshare/service, or carpool). For any patrons desiring to drive a personal vehicle to the venue, parking information must direct them to either use the valet service or park on surface streets within the commercial district (i.e. Abbot Kinney Boulevard).
- k. The applicant or operator shall collect and maintain data on the peak-hour function of the automated parking system and whether it achieves stated/evaluated performance levels specified by TRAN-PDF-9 of the Mitigation Monitoring Program. The applicant or operator shall share that data in required compliance reports set forth in Condition 15.i, and upon request from LADOT.

- l. If the automated parking system does not achieve the stated/evaluated

performance levels specified by TRANS-PDF-9 of the Mitigation Monitoring Program, the applicant shall identify an off-site parking location to accommodate project operations at required levels of service.

- m. If the automated parking system fails, suffers from chronic malfunction, or is out of service for an extended period of time, the applicant or operator will notify the Department of City Planning immediately and present a mitigation strategy within 72 hours of foreseeable extended non-operation of the automated parking system.
 - n. Failure of, or persistent underperformance by the automated parking system, as identified in the compliance reports required by Condition 15.i, may trigger a plan approval by the Zoning Administrator potentially including additional CEQA review, if such system operations cannot be restored to acceptable operational levels, and/or alternate project design features are not implemented, which may result in additional operational restrictions on the project.
17. **Loading.** Pursuant to LAMC Section 12.21 C.66, all required loading areas shall be provided onsite. Commercial loading on Broadway shall be permitted, subject to the approval of the Department of Transportation (LADOT). Loading activities shall be coordinated with vendors and trash companies so that these activities are not conducted within one-hour prior to and 15 minutes after the start of Westminster Elementary School or within 15 minutes prior to and one hour after the end time of regular school hours, similar to all other loading and delivery activities for the Project.
18. Trash pick-up, compacting, loading and unloading and receiving activities shall be limited to 7 a.m. to 6 p.m. Monday through Friday and 10 a.m. to 4 p.m. on Saturday. No deliveries or trash pick-up shall occur on Sunday. Deliveries and trash pick-up shall be coordinated with vendors and trash companies so that these activities are not conducted within one-hour of the start time and 15 minutes after the start time of Westminster Elementary School or within 15 minutes prior to and one hour after the end time of regular school hours.
19. **Dedications and Improvements.** Dedications and improvements shall be determined by the BOE, except as follows:
- a. A 5-foot dedication shall be required on Electric Avenue, in lieu of the otherwise required 7.5 feet. A 2.5-foot-wide ground floor, public sidewalk easement shall be provided adjoining the dedication. Building and floor area encroachments are permitted below grade to the property line, and above grade over a vertical clearance of 13-feet, for a maximum depth of 30 inches.
 - b. A 2-foot dedication shall be required on Westminster Avenue in lieu of the otherwise required 5 feet.
20. **Single Permit Jurisdiction Area.** The project is located within the Single Permit Jurisdiction area of the California Coastal Zone. The applicant shall provide a copy of the Coastal Commission's Notification that the City's coastal development permit is effective.
21. Prior to the issuance of a building permit, the Project Applicant shall contribute \$700,000 to the Affordable Housing Trust Fund (CD11 sub account), to support affordable housing in Venice, in consultation with Council District 11 and the Oakwood community.
22. The Applicant shall utilize best efforts, where feasible, to locally hire from disadvantaged

34. The applicant shall be responsible for maintaining the premises and the adjoining sidewalk free of debris or litter.
35. Coin operated game machines, pool tables or similar game activities or equipment shall not be permitted. Official California State lottery games and machines may be allowed.
36. An electronic age verification device shall be purchased and retained on the premises to determine the age of any individual and shall be installed on at each point-of-sales location. This device shall be maintained in operational condition and all employees shall be instructed in its use.
37. Smoking tobacco or any non-tobacco substance, including from electronic smoking devices, is prohibited in or within 10 feet of the outdoor dining areas in accordance with Los Angeles Municipal Code Section 41.50 B 2 C. This prohibition applies to all outdoor areas of the establishment if the outdoor area is used in conjunction with food service and/or the consumption, dispensing or sale of alcoholic or non-alcoholic beverages.
38. The applicant(s) shall comply with 6404.5(b) of the Labor Code, which prohibits smoking within any place of employment. The applicant shall not possess ashtrays or other receptacles used for the purpose of collecting trash or cigarettes/cigar butts within the interior of the subject establishment.
39. **Designated Driver Program.** Prior to the utilization of this grant, the applicant shall establish a "Designated Driver Program" which shall include, but not be limited to, signs/cards, notation on websites/social media, notifying patrons of the program. The signs/cards/website/social media shall be visible to the customer and posted or printed in prominent locations or areas. These may include signs/cards on each table, at the entrance, at the host station, in the waiting area, at the bars, or on the bathrooms, or a statement in the menus, a website, or on social media.
40. Any music, sound or noise which is under control of the applicant shall not violate Sections 112.06 or 116.01 of the Los Angeles Municipal Code (Citywide Noise Ordinance). At any time, a City representative may visit the site during operating hours to measure the noise levels. If, upon inspection, it is found that the noise level exceeds those allowed by the citywide noise regulation, the owner/operator will be notified and will be required to modify or eliminate the source of the noise or retain an acoustical engineer to recommend, design and implement noise control measures within property such as, noise barriers, sound absorbers or buffer zones.
41. Adult Entertainment of any type pursuant to LAMC Section 12.70 shall be prohibited.
42. **Private Events.** Any use of the restaurant for private events, including corporate events, birthday parties, anniversary parties, weddings or other private events which are not open to the general public, shall be subject to all the same provisions and hours of operation stated herein.
 - a. Not more than one hosted event shall be permitted on-site at any given time.
 - b. Except in accordance with the conditions in the table below, no private hosted events shall be permitted between 3:00 p.m. and 6:00 p.m. on weekdays or shall start or end between 12:00 p.m. and 2:00 p.m. on weekends unless 1) a temporary

special event permit is obtained from the City and 2) off-site parking is provided per the table below. Private hosted events shall adhere to the following:

	Maximum Event Size; no off-site parking	Maximum Event Size (minimum 4 valet on Abbot Kinney)	Maximum Event Size (minimum 8 valet on Abbot Kinney)
Weekday p.m. peak (3:00 - 6:00 pm)	Not permitted	Not permitted	Not permitted
Weekday non-p.m. peak	58 people	93 people; 28 cars parked off-site	131 people; 46 cars parked off-site
Weekend peak (12:00 - 2:00 p.m.)	Not permitted*	45 people; 23 cars parked off-site	Not permitted*
Weekend non-peak	43 people	78 people; 23 cars parked off-site	112 people; 46 cars parked off-site
* Private hosted events would be permitted so long as it includes a partial restaurant buy-out commensurate with the size of the hosted event.			

43. The restaurant establishments shall be maintained as a bona fide eating place with an operational kitchen and shall provide a full menu containing an assortment of foods normally offered in such restaurants. Food service shall be available at all times during operating hours. The restaurant establishment shall provide seating and dispense food and refreshments primarily for consumption on the premises. Food or refreshments solely for the purpose of takeout or delivery shall be prohibited.
44. Partitions separating booth/dining areas shall not exceed 54 inches in height. No obstructions shall be attached, fastened or connected to the booths/dining areas within the interior space of the facility that restrict, limit or obstruct the clear observation of the occupants.
45. No enclosed room, other than restrooms, intended for use by patrons or customers shall be permitted. No private dining room with a separate access door shall be permitted.
46. No conditional use for dancing has been requested or approved herein. Dancing is prohibited.
47. There shall be no live entertainment or amplified music on the premises. There shall be no karaoke, disc jockey, topless entertainment, male or female performers or fashion shows.
48. Entertainment in conjunction with the restaurant is limited to ambient music to compliment the dining experience, shall be limited to background music at a low volume. Independent, professional or amateur disc jockeys are not allowed.
49. Entertainment in conjunction with the restaurant is limited to a live band without amplified sound (acoustic). Amplified ambience music played by restaurant employees to compliment the dining experience, shall be limited to background music at a low volume. Independent, professional or amateur disc jockeys are not allowed.
50. All entertainment shall be conducted within a wholly enclosed building; there shall be no live entertainment or dancing in the outdoor patio area, roof top decks, or roof top garden area at any time.
51. Speakers or amplified sound in the outdoor dining area, roof top decks, or roof top garden

OPPOSE Venice Place Hotel Project Case #A-5-VEN-21-0011

Dear Coastal Commission Members:

Profiteers are aiming to ruin our Oakwood neighborhood by combining 8 lots and building an unneeded luxury hotel on ever-trafficked Abbot Kinney Blvd and Electric Avenue.

I live fewer than 25 years from Electric Avenue, which is so narrow that 2 cars cannot pass on it. Delivery trucks, trash trucks, any vehicles trying to get to this ill-conceived project: they would have to wait in a blocks-long line in order to get to the proposed back entrance. Visitors heading to a restaurant proposed to be open until 1 AM, will find themselves stranded in traffic, speeding up our streets to escape.

A 30-foot high wall, a block long?!, proposed to “protect” our neighborhood will only darken our streets and block our houses from access to our own little downtown.

And don't even get me started about parking! There is no neighborhood parking available now for Abbot Kinney workers and incoming visitors. If I have visitors, I must move my car at 7 AM, so they can park behind my house.

This project is simply another way to change our Venice community from a small, friendly community into a rich person's enclave.

As a 60-year Venetian, I say no:

Do not allow this mega-mammoth to occur. It has been poorly-conceived and would be horribly destructive to Venice.

Yours sincerely,
Wendy F. Fairbanks

#A-5-VEN-21-0011

gigi gaston <gigigaston7@gmail.com>

Mon 12/12/2022 10:52 AM

To: SouthCoast@Coastal <SouthCoast@coastal.ca.gov>; Spencer, Amrita@Coastal <Amrita.Spencer@coastal.ca.gov>; Stevens, Eric@Coastal <eric.stevens@coastal.ca.gov>; Vaughn, Shannon@Coastal <Shannon.Vaughn@coastal.ca.gov>; Hudson, Steve@Coastal <Steve.Hudson@coastal.ca.gov>

BAD BAD IDEA TO PUT A HOTEL HERE...

i am so opposed to a hotel here in Venice !! STOP please

you guys on the commissions dont all live here and see how Venice use to be great... I moved here in 1996!! owned 5 homes here and now sold all but 1 because of how ruined this community is

what we have...too much traffic and TOOO MUCH homeless put in more housing for homeless but NOT HOTELS for the wealthy!!

TRAFFIC TRAFFIC TRAFFIC... we are a small community///

I have lived in Venice 25 years and we can't even drive down streets and this community is surrounded by homeless and theft ... why not work on the homeless issue and fix your mess here instead of making money off hotels and more traffic!! we have enough boutique hotels already

am SO OPPOSED TO THIS NEW IDEA OF YOURS! NO HOTEL:

--

Gigi Gaston
Writer, Director
Flying Eagle Productions
Pure G - Water LLC
Venice Ca 90291
310-795-1417

FW: # A-5-VEN-21- 001 Oppose:Venice Place Hotel Project ; Coastal Case

SouthCoast@Coastal <SouthCoast@coastal.ca.gov>

Mon 12/12/2022 9:21 AM

To: Spencer, Amrita@Coastal <Amrita.Spencer@coastal.ca.gov>

From: Ky Holcombe <ky.holcombe21@gmail.com>**Sent:** Friday, December 9, 2022 6:16 PM**To:** Ita.spencer@costal.ca; Vaughn, Shannon@Coastal <Shannon.Vaughn@coastal.ca.gov>; SouthCoast@Coastal <SouthCoast@coastal.ca.gov>; Hudson, Steve@Coastal <Steve.Hudson@coastal.ca.gov>; Stevens, Eric@Coastal <eric.stevens@coastal.ca.gov>; preservingvenice@gmail.com**Subject:** # A-5-VEN-21- 001 Oppose:Venice Place Hotel Project ; Coastal Case

Venice Place Hotel would sacrifice our neighborhoods to:

Put up a luxury hotel, a block-long and 3-stories high, between narrow Electric Ave and Abbot Kinney

Turn its back on the Oakwood neighborhood with a 30-foot block-long wall facing Electric Ave, cutting it off from Abbot Kinney and downtown Venice, and ignoring the City's and Coastal Commission's own Environmental Justice guidelines

Combine 8 lots, bending the rules and setting a precedent for ever-larger development; the only bigger proposed project is the controversial "Venice Median Project"

Add traffic to your streets and already-congested Main St, Abbot Kinney and Electric Ave

Add noise from morning till night, from traffic, guest entrance and valet stand on Electric Ave, multiple restaurants and rooftop decks, and partiers enjoying alcohol from 7a.m.-1a.m.

Steal your neighborhood parking, with hotel and restaurant guests parking on your street

Endanger our children: across the narrow 2-lane street from Westminster Elementary School

Push Venetians out by Increasing speculation and gentrification in your neighborhood. This project is yet another step in the "mansionization" of all of Venice – your neighborhood could be next.

FW: Venice Place Hotel Project; Coastal Case #A-5-VEN-21-0011

SouthCoast@Coastal <SouthCoast@coastal.ca.gov>

Mon 12/12/2022 9:21 AM

To: Spencer, Amrita@Coastal <Amrita.Spencer@coastal.ca.gov>

-----Original Message-----

From: Terrence Rutledge <jamboxdogs@gmail.com>

Sent: Friday, December 9, 2022 10:18 PM

To: SouthCoast@Coastal <SouthCoast@coastal.ca.gov>

Subject: Venice Place Hotel Project; Coastal Case #A-5-VEN-21-0011

I OPPOSE: Venice Place Hotel Project; Coastal Case #A-5-VEN-21-0011

FW: SUPPORT for December 2022 Agenda Item Thursday 16a - Appeal No. A-5-VEN-21-0011 (Wynkoop Properties, LLC, Venice)

SouthCoast@Coastal <SouthCoast@coastal.ca.gov>

Mon 12/12/2022 2:00 PM

To: Spencer, Amrita@Coastal <Amrita.Spencer@coastal.ca.gov>

From: Jon Sherman <jon@jonsherman.com>

Sent: Monday, December 12, 2022 1:48 PM

To: SouthCoast@Coastal <SouthCoast@coastal.ca.gov>; theveniceplace@gmail.com

Subject: SUPPORT for December 2022 Agenda Item Thursday 16a - Appeal No. A-5-VEN-21-0011 (Wynkoop Properties, LLC, Venice)

Dear California Coastal Commission:

My name is Jon Sherman and I have lived in Venice since 1997.

I encourage you to support Coastal staff's recommendation for approval of The Venice Place Project, which I believe has done more than enough to demonstrate its willingness to become part of the neighborhood in a positive way.

Thank you,

Jon Sherman

2132 Glyndon Ave, Venice CA 90291