

**CALIFORNIA COASTAL COMMISSION**

SOUTH COAST DISTRICT OFFICE  
301 E. OCEAN BLVD, SUITE 300  
LONG BEACH, CA 90802-4325  
VOICE (562) 590-5071  
FAX (562) 590-5084



Click here to go  
to staff report

# Th9a

**5-20-0601 (Kenig)**

**AUGUST 11, 2022**

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## Exhibit 1 – Vicinity Map









Exhibit 2 – City Approved Plans

PROJECT DESCRIPTION

CATAMARAN 4 HOUSES SMALL LOT SUBDIVISION

PROJECT ADDRESS

109-111 CATAMARAN STREET, MARINA DEL REY, CA 90292

PROJECT OWNER

109-111 CATAMARAN LLC  
5757 WILSHIRE BLVD, SUITE 448, LOS ANGELES, CA 90036

ENGINEER OF RECORD

ARMEN MARTIROSSYAN C64223  
109 E HARVARD SUITE 306 GLENDALE, CA 91205

LEGAL DESCRIPTION

APN: 4225-004-080  
TRACT: SHORT LINE BEACH VENICE CANAL SUBDIVISION NO. 1  
BLOCK: 32  
LOT: 8,9  
ARB: NONE

INDEX OF DRAWINGS


SHT#	TITLE
GENERAL:	
G0.0	PROJECT TITLE SHEET
G0.1	GENERAL NOTES, ABBREVIATIONS AND SYMBOLS
GRN1.0	RESIDENTIAL GREEN BUILDING SHEET
SVY	TOPOGRAPHIC SURVEY

ARCHITECTURAL:

A1.0	DEMOLITION PLAN
A1.1	SITE PLAN
A1.2	FIRST FLOOR PLAN
A1.3	SECOND FLOOR PLAN
A1.4	THIRD FLOOR PLAN
A1.5	ROOF FLOOR PLAN
A1.6	NORTH/SOUTH ELEVATION
A1.7	EAST/WEST ELEVATION
A1.8	SECTIONS
A1.9	DOOR AND WINDOW SCHEDULE
A1.10	DETAILS
A1.11	RENDERINGS

109-111 E CATAMARAN SETBACK MATRIX				
LOT	SE FRONT	NE SIDE	NW REAR	SW SIDE
A (FRONT)	24'-1"	6'-4"	0'-4"	14'-9"
B (SECOND)	0'-4"	6'-0"	0'-4"	13'-9"
C (THIRD)	0'-4"	6'-0"	0'-4"	13'-5"
D (REAR)	0'-4"	6'-0"	10'-0"	13'-11"

VICINITY MAP (N.T.S.)



N

SCOPE OF WORK

NEW SMALL LOT SUBDIVISION FOUR LOTS WITH ONE SINGLE FAMILY DWELLING ON EACH NEWLY CREATED LOT. EACH SINGLE FAMILY DWELLING IS AT A HEIGHT OF 35' FROM THE CENTER LINE OF CATAMARAN STREET.

PROJECT DATA

ZONE: R3-1

LOT AREA: 5,430 S.F.

TYPE OF CONSTRUCTION: V-A

SPRINKLED: YES

OCCUPANCY GROUP: R

USE: RESIDENTIAL

STORIES: 3

HEIGHT: 34'-0"

PARKINGS: 8

VERY HIGH FIRE HAZARD: NO

FIRE DISTRICT NO. 1: NO

PLOT PLAN NOTES:  
THERE ARE NO OAK, BAY, AND/OR SYCAMORE TREES ON THIS LOT OR WITHIN 20 FEET OF THE LOT.

SITE DRAINAGE NOTE:  
EXISTING SITE DRAINAGE SLOPE TO REMAIN WITH NO CHANGE.

NPDES NOTE:  
THE DISCHARGE OF POLLUTANTS TO ANY STORM DRAINAGE SYSTEM IS PROHIBITED. NO SOLID WASTE, PETROLEUM BYPRODUCTS, SOIL PARTICULATE, CONSTRUCTION WASTE MATERIALS, OR WASTEWATER GENERATED ON CONSTRUCTION SITES OR BY CONSTRUCTION ACTIVITIES SHALL BE PLACED, CONVEYED OR DISCHARGED INTO STREET, GUTTER OR STORM DRAIN SYSTEM.

SUBMITTALS NOTES:  
1. ANY DEFERRED SUBMITTALS TO BE REVIEWED BY PROJECT ARCHITECT OR ENGINEER OF RECORD PRIOR TOSUBMITTAL FOR PLAN REVIEW.  
2. ALL MECHANICAL WORK UNDER SEPARATE PERMIT.  
3. ALL ELECTRICAL WORK UNDER SEPARATE PERMIT.  
4. ALL PLUMBING WORK UNDER SEPARATE PERMIT.  
5. ALL FIRE SPRINKLER WORK UNDER SEPARATE PERMIT.  
6. APPLICATIONS FOR WHICH NO PERMIT IS ISSUED WITHIN ONE (1) YEAR FOLLOWING THE DATE OF APPLICATION SHALL AUTOMATICALLY EXPIRE.  
7. EVERY PERMIT ISSUED SHALL BECOME INVALID UNLESS WORK AUTHORIZED IS COMMENCED WITHIN 180 DAYS OR IF THE THE WORK AUTHORIZED IS SUSPENDED OR ABANDONED FOR A PERIOD OF 180 DAYS. A SUCCESSFUL INSPECTION MUST BE OBTAINED WITHIN 180 DAYS. A PERMIT MAY BE EXTENDED IF A WRITTEN REQUEST STATING JUSTIFICATION FOR EXTENSION AND AN EXTENSION FEE IS RECEIVED PRIOR TO EXPIRATION OF THE PERMIT AND GRANTED BY THE BUILDING OFFICIAL.  
8. NO CHANGE IN EXISTING BUILDING HEIGHT.

GOVERNING CODES

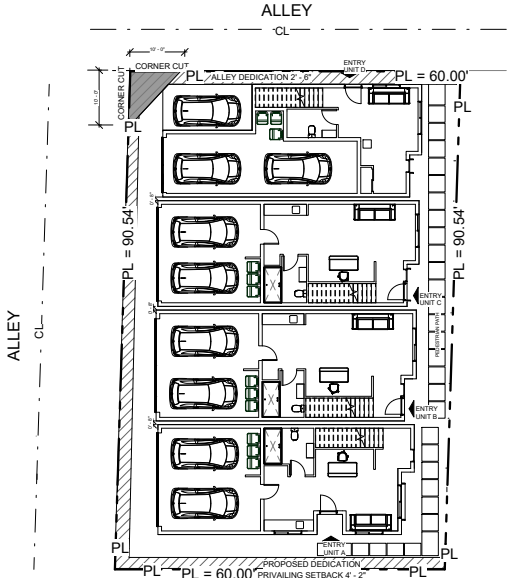
2019 CBC; 2020 LABC  
2019 CPC;  
2019 CMC;  
2019 CEC;  
2019 CEnC;  
2019 CGSBC;  
2019 CFC;

EXHIBIT "A"

Page No. 1 of 16

Case No. DIR-2017-3121-CDP-SPP-MEL

PLOT PLAN (SCALE N.T.S.)



N

PROJECT DESCRIPTION:  
NEW SMALL LOT SUBDIVISION FOUR LOTS WITH ONE SINGLE FAMILY DWELLING ON EACH NEWLY SUBDIVIDED LOTS. EACH SINGLE FAMILY DWELLING IS AT A HEIGHT OF 35' FROM THE CENTER LINE OF THE CATAMARAN STREET.

UNIT ARE:  
UNIT A: 2,002 SF + 2 GARAGE  
UNIT B: 1,915 SF + 2 GARAGE  
UNIT C: 1,915 SF + 2 GARAGE  
UNIT D: 1,854 SF + 2 GARAGE + 1 GUEST  
TOTAL: 7,686 SF + 8 GARAGE + 1 GUEST

PARKING:  
UNIT A: 2  
UNIT B: 2  
UNIT C: 2  
UNIT D: 2 + 1 GUEST  
TOTAL 8 + 1 GUEST

PROJECT NAME:  
CATAMARAN RESIDENTIAL BUILDING

PROJECT ADDRESS:  
109-111 CATAMARAN STREET  
MARINA DEL REY, CA 90292

OWNER:  
Owner

PROJECT DESIGN TEAM:  
ARCHITECTURE  
DOMUS INTERNATIONAL GROUP INC.  
109 E HARVARD SUITE 306 GLENDALE, CA 91205  
TEL: (714) 246-6200  
FAX: (714) 246-6201  
LANDSCAPING  
GHL  
STRUCTURAL  
MECHANICAL  
ELECTRICAL  
PLUMBING  
TITLE 24  
GEOTECH  
TOPOGRAPHY

SHEET TITLE:  
PROJECT TITLE SHEET

SHEET NO.:  
G0.0

OF SHEETS

THESE PLANS AND INCORPORATED SPECIFICATIONS ARE THE PROPERTY OF DOMUS INTERNATIONAL GROUP INC. THE USE OF THESE PLANS ARE RESTRICTED TO THE ORIGINAL SITE AND OWNER FOR WHOM THEY WERE PREPARED. PUBLICATION AND REPRODUCTION IS RESTRICTED TO SUCH USE. PUBLICATION AND REPRODUCTION BY ANY METHOD, IN WHOLE OR IN PART, IS PROHIBITED. TITLE TO THE PLANS AND SPECIFICATIONS REMAINS WITH DOMUS INTERNATIONAL GROUP INC. VISUAL CONTACT WITH THESE CONSTITUTES APPROVAL WITH THESE RESTRICTIONS.

California Coastal Commission  
A-5-VEN-22-0032  
Exhibit 2  
Page 1 of 16



## California Coastal Commission



STORM WATER POLLUTION CONTROL

2020 Los Angeles Green Building Code

FORM GRN 1

Storm Water Pollution Control Requirements for Construction Activities

Minimum Water Quality Protection Requirements for All Construction Projects

2020 Los Angeles Green Building Code

MANDATORY REQUIREMENTS CHECKLIST

ADDITIONS AND ALTERATIONS TO RESIDENTIAL BUILDINGS

(COMPLETE AND INCORPORATE THIS FORM INTO THE PLANS)

ITEM #	CODE SECTION	REQUIREMENT	REFERENCE SHEET (Sheet # of #)	COMMENTS (e.g. note #, detail # or reason for N/A)
Date: _____				
<b>PLANNING AND DESIGN</b>				
1	4.106.2	Storm water drainage and retention during construction	GRN	FORM GRN 1
2	4.106.3	Grading and paving	A1.1	SITE PLAN
3	4.106.5	Cool roof (additions > 500 sq. ft. or > 50%)	A1.5	ROOF PLAN
4	4.211.4	Solar ready (additions > 2,000 sq. ft.)	A1.5	ROOF PLAN
<b>WATER EFFICIENCY &amp; CONSERVATION</b>				
5	4.303.1	Water conserving plumbing fixtures and fittings	GRN	FORM GRN 14 #5; 16 & 18R
6	4.303.1.3.2	Multiple showerheads serving one shower	GRN	FORM GRN 16 #6
7	4.303.4	Water use reduction	GRN	FORM GRN 18R #2
8	4.304.1	Outdoor water use in landscape areas	GRN	FORM GRN 18R #12
9	4.304.2	Irrigation controllers	GRN	
10	4.304.3	Restricting outdoor water use	GRN	NOTE #4
11	4.304.4	Exterior faucets	GRN	NOTE #5
12	4.304.5	Swimming pool covers	GRN	NOTE #6
13	4.305.1	Graywater ready	GRN	NOTE #7
14	4.305.2	Recycled water supply to fixtures	GRN	NOTE #8
15	4.305.3.1	Cooling towers (buildings > 25 stories)	N/A	NO EVAPORATIVE AC
16	4.305.3.2	Cooling towers (buildings > 25 stories)	N/A	NO EVAPORATIVE AC
<b>MATERIAL CONSERVATION &amp; RESOURCE EFFICIENCY</b>				
17	4.406.1	Rodent proofing	GRN	GRN 14 #9
18	4.407.3	Flashing details	GRN	DETAL
19	4.407.4	Material protection	GRN	FORM GRN 14 #10
20	4.408.1	Construction waste reduction	GRN	FORM GRN 14 #11
21	4.410.1	Operation and maintenance manual	GRN	FORM GRN 14 #12
<b>ENVIRONMENTAL QUALITY</b>				
22	4.503.1	Fireplaces and woodstoves	GRN	FORM GRN 11

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodations to ensure equal access to its programs, services and activities.

(Rev. 10/12/2020) Page 1 of 2 [www.ladbs.ca.gov](#)

2020 Los Angeles Green Building Code

FORM GRN 9

MANDATORY REQUIREMENTS CHECKLIST

ADDITIONS AND ALTERATIONS TO RESIDENTIAL BUILDINGS

(COMPLETE AND INCORPORATE THIS FORM INTO THE PLANS)

ITEM #	CODE SECTION	REQUIREMENT	REFERENCE SHEET (Sheet # of #)	COMMENTS (e.g. note #, detail # or reason for N/A)
23	4.504.1	Covering of duct openings and protection of mechanical equipment during construction	GRN	FORM GRN 14 #15
24	4.504.2	Finish material pollutant control	GRN	
25	4.504.2.1	- Adhesives, sealants, caulks	GRN	
26	4.504.2.2	- Paints and coatings	GRN	FORM GRN 14 #15
27	4.504.2.3	- Aerosol paints and coatings	GRN	
28	4.504.2.4	- Verification	GRN	
29	4.504.3	Carpet systems	GRN	FORM GRN 14 #17
30	4.504.3.1	Carpet cushion	GRN	FORM GRN 14 #17
31	4.504.4	Resilient flooring systems	GRN	FORM GRN 14 #18
32	4.504.5	Composite wood products	GRN	FORM GRN 14 #19
33	4.504.6	Filters	GRN	FORM GRN 14 #21
34	4.505.2.1	Capillary break	S-4.1	FOUNDATION PLAN
35	4.505.3	Moisture control of building materials	GRN	FORM GRN 14 #23
36	4.506.1	Bathroom exhaust fans	A1.241.334.1	FLOOR PLANS
37	4.507.2	Heating and air-conditioning system design	GRN	FORM GRN 14 #26

EXHIBIT "A"

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Case No. DIR-2017-3121-CDP-SPP-MEL

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(Rev. 10/12/2020) Page 1 of 2 [www.ladbs.ca.gov](#)

VOC AND FORMALDEHYDE LIMITS

2020 Los Angeles Green Building Code

FORM GRN 11

VOC AND FORMALDEHYDE LIMITS

(Incorporate this form into the plans)

2020 Los Angeles Green Building Code Tables 4.504.1, 4.504.2, 4.504.3, 4.504.4, 4.504.5, 4.504.6, 4.504.7, 4.504.8, 4.504.9, 4.504.10, 4.504.11, 4.504.12, 4.504.13, 4.504.14, 4.504.15, 4.504.16, 4.504.17, 4.504.18, 4.504.19, 4.504.20, 4.504.21, 4.504.22, 4.504.23, 4.504.24, 4.504.25, 4.504.26, 4.504.27, 4.504.28, 4.504.29, 4.504.30, 4.504.31, 4.504.32, 4.504.33, 4.504.34, 4.504.35, 4.504.36, 4.504.37, 4.504.38, 4.504.39, 4.504.40, 4.504.41, 4.504.42, 4.504.43, 4.504.44, 4.504.45, 4.504.46, 4.504.47, 4.504.48, 4.504.49, 4.504.50, 4.504.51, 4.504.52, 4.504.53, 4.504.54, 4.504.55, 4.504.56, 4.504.57, 4.504.58, 4.504.59, 4.504.60, 4.504.61, 4.504.62, 4.504.63, 4.504.64, 4.504.65, 4.504.66, 4.504.67, 4.504.68, 4.504.69, 4.504.70, 4.504.71, 4.504.72, 4.504.73, 4.504.74, 4.504.75, 4.504.76, 4.504.77, 4.504.78, 4.504.79, 4.504.80, 4.504.81, 4.504.82, 4.504.83, 4.504.84, 4.504.85, 4.504.86, 4.504.87, 4.504.88, 4.504.89, 4.504.90, 4.504.91, 4.504.92, 4.504.93, 4.504.94, 4.504.95, 4.504.96, 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EXHIBIT "A"  
Page No. 4 of 16  
Case No. DIR-2017-3121-CDP-SPP-MEL

LEGAL DESCRIPTION

PARCEL 1:

LOT 8 IN BLOCK 32 OF SHORT LINE BEACH VENICE CANAL SUBDIVISION #1, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS MAP RECORDED IN BOOK 7 PAGES 126-127 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OR SAID COUNTY.

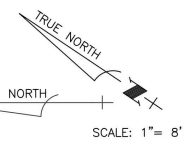
PARCEL 2:

LOT 9 IN BLOCK 32 OF SHORT LINE BEACH VENICE CANAL SUBDIVISION #1, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS MAP RECORDED IN BOOK 7 PAGES 126-127 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OR SAID COUNTY.

LEGEND

AC	ASPHALTIC CONCRETE
BKW	BRICK WALL
BRK	BRICK
CB	CONCRETE BLOCK
CBW	CONCRETE BLOCK WALL
CCW	CONCRETE WALL
CONC	CONCRETE
DWP	DEPARTMENT OF WATER & POWER
E	EARTH
EAC	EDGE OF ASPHALTIC CONCRETE
EM	ELECTRIC METER
FD	FOUND
FL	FLOW LINE
GB	GRADE BREAK
GM	GAS METER
GRD	GRADE
GV	GAS VALVE
MP	METAL POST
O.H.	OVERHANG
P	PLANTER
PLTR	POWER POLE
PP	SLIDING GATE
SLG	SEWER MANHOLE
SMH	RAILROAD TIE WALL
RTW	TOP OF CURB
TC	TOP OF WALL
TW	WOOD FENCE
WDFN	WOOD FENCE
WOW	WOOD WALL
WDC	WOOD GATE
WH	WATER HEATER
WM	WATER METER

N NORTH OF PROPERTY LINE  
S SOUTH OF PROPERTY LINE  
W WEST OF PROPERTY LINE  
E EAST OF PROPERTY LINE



BENCH MARK:  
CITY OF LOS ANGELES BENCH MARK NO. 16-00260  
SPK IN S SIDE ANCHORAGE ST; 4FT E OF SPEEDWAY  
ELEVATION = 13.818 (2000 ADJ. NAVD 1988 DATUM)

FUTURE STREET WIDENINGS:  
CATAMARAN - 2 FT  
ALLEY - 2.5 FT  
(SHOULD BE VERIFIED WITH CITY PLANNING DEPARTMENT)

AREA:  
PARCEL 1, LOT 8: 2714 SQ. FT. (0.06 AC)  
PARCEL 2, LOT 9: 2716 SQ. FT. (0.06 AC)

<b>BECKER AND MIYAMOTO, INC.</b> LICENSED LAND SURVEYORS 2816 ROBERTSON BLVD. LOS ANGELES, CA 90034 (310) 839-9530		JOB NO. 11823
TOPOGRAPHIC SURVEY 109 & 111 CATAMARAN STREET LOS ANGELES, CALIFORNIA		CHECKED BY: YM
DATE OF SURVEY: 6-20-2014		SHEET 4 OF 1

**DOMUS INTERNATIONAL GROUP**  
109 E HARVARD STREET, GLENDALE, CA 91205  
TEL: (714) 240-8001 EMAIL: DOMUSINTERNATIONALGROUP@GMAIL.COM

**PROJECT NAME:**  
CATAMARAN RESIDENTIAL BUILDING

**PROJECT ADDRESS:**  
109-111 CATAMARAN STREET  
MARINA DEL REY, CA 90292

**OWNER:**  
Owner

**ARCHITECTURE:**  
DOMUS INTERNATIONAL GROUP, INC.  
109 E HARVARD STREET, GLENDALE, CA 91205  
EMAIL: DOMUSINTERNATIONALGROUP@GMAIL.COM  
PHONE: (714) 240-8001

**ENGINEER:**  
DOMUS INTERNATIONAL GROUP, INC.  
109 E HARVARD STREET, GLENDALE, CA 91205  
EMAIL: DOMUSINTERNATIONALGROUP@GMAIL.COM  
PHONE: (714) 240-8001

**DATE:**  
6-20-2014

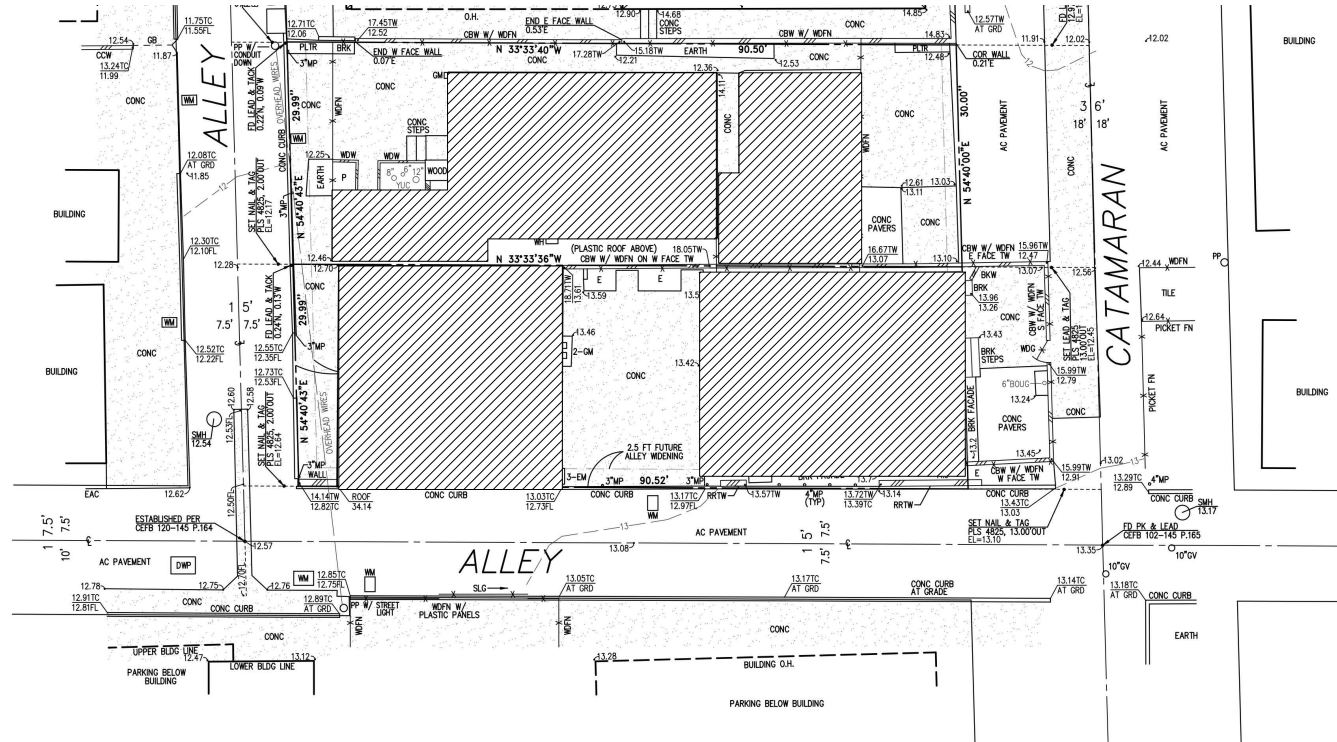
**SHEET:**  
4 OF 1

**SVY**  
OF SHEETS

# EXHIBIT "A"

Page No. 5 of 16

Case No. DIR-2017-3121-CDP-SPP-MEL



## LEGEND

EXISTING BUILDINGS TO BE DEMOLISHED

## NOTES:

-DEMOLISH EXISTING BUILDING, INCLUDING FOUNDATION AND UTILITIES.

-DEMOLISH EXISTING ON-SITE HARDSCAPE AND SITE WALLS

-CLEAR AND GRUB EXISTING LANDSCAPE. REMOVE EXISTING ON-SITE TREES.

1 DEMOLITION PLAN  
1/8" = 1'-0"

DOMUS INTERNATIONAL GROUP  
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TEL: (714) 240-8001 EMAIL: DOMUSINTERNATIONALGROUP@GMAIL.COM



REVISION / VERSION

01/14/2022

PROJECT NO. 109-111 CATAMARAN STREET

REVIEWED BY ANDREW BARNETT

PROJECT START DATE 01/14/2022

PROJECT NAME: CATAMARAN RESIDENTIAL BUILDING

OWNER

PROJECT ADDRESS: 109-111 CATAMARAN STREET

MARINA DEL REY, CA 90232

PROJECT DESIGN TEAM

ARCHITECTURE

DOMUS INTERNATIONAL GROUP INC.

109 E HARVARD STREET, GLENDALE, CA 91205

EMAIL: DOMUSINTERNATIONALGROUP@GMAIL.COM

PHONE: (714) 240-8001

LANDSCAPING

CIVIL

STRUCTURAL

MECHANICAL

ELECTRICAL

PLUMBING

TITLE 24

GEOGRAPHY

TOPOGRAPHY

SHEET TITLE

DEMOLITION PLAN

SHEET NO.

A1.0

OF SHEETS

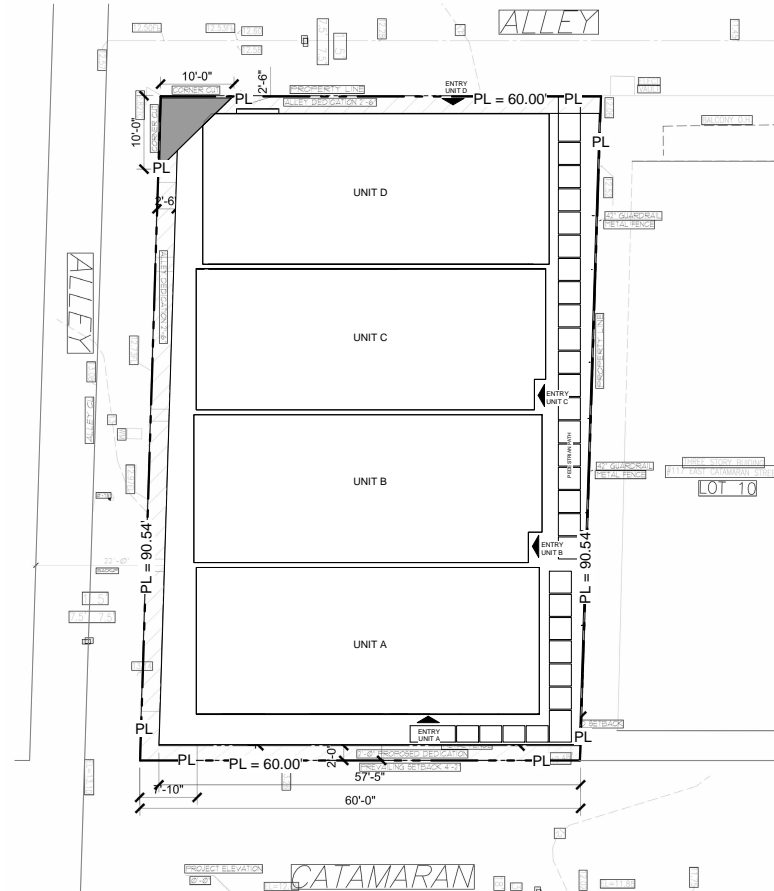
California Coastal Commission

A-5-VEN-22-0032

Exhibit 2

Page 5 of 16

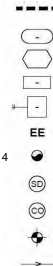




① SITE PLAN  
1/8" = 1'-0"

#### LEGEND:

1-HR RATED WALL  
DOOR  
WINDOW  
ROOM NUMBER  
WALL TYPE, SEE A0.6  
EMERGENCY EGRESS  
EXHAUST VENT, SEE A0.4 FORM GRN 14  
SMOKE DETECTOR  
CARBON MONOXIDE DETECTOR  
ELEVATION MARKER  
EGRESS PATH



#### GENERAL NOTES:

- EXHAUST FANS TO HAVE 50 CFM INTERMITTENT OR 35 CFM CONTINUOUS.
- BATHROOM EXHAUST FANS SHALL BE ENERGY STAR COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.
- NEWLY INSTALLED BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDISTAT WHICH SHALL BE READILY ACCESSIBLE.
- INSTALLED AUTOMATIC IRRIGATION SYSTEM CONTROLLERS ARE SOIL BASED.
- ALL BATHROOMS TO HAVE WATER RESISTANT GYP.
- CONTRACTOR TO VERIFY PROPERTY LINE & WALL LOCATIONS WITH FIELD SURVEY PRIOR TO WALL PLACEMENT.
- ALL DIMENSIONS TO FRAMING LINE. COORDINATE WITH WALL TYPES ON A0.5.
- SUFFICIENT CONDUCTOR SIZING AND SERVICE CAPABILITY TO INSTALL LEVEL 2 EVSE SHALL BE PROVIDED.
- A LABEL STATING 'EV CAPABLE' SHALL BE POSTED IN A CONSPICUOUS PLACE AT THE SERVICE PANEL OR SUBPANEL AND NEXT TO THE RACEWAY TERMINATION POINT.

#### BUILDING CODE REQUIREMENTS:

##### GENERAL REQUIREMENTS:

- THE CONSTRUCTION SHALL NOT RESTRICT A FIVE FOOT CLEAR & UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL BOXES, TRANSFORMERS, VAULTS, PUMPS, VALVES, METERS, APPURTENANCES, ETC.) OR TO THE LOCATION OF THE HOOK-UP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES-WHETHER OR NOT THE LINES ARE LOCATED IN THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.
- AN APPROVED SEISMIC GAS SHUTOFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWNSTREAM SIDE OF THE UTILITY METER AND BE RIDGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING (PER ORDINANCE 170, 156) SEPARATE PLUMBING PERMIT IS REQUIRED.
- PLUMBING FIXTURES ARE REQUIRED TO BE CONNECTED TO A SANITARY SEWER OR TO AN APPROVED SEWAGE DISPOSAL SYSTEM (R306.3)
- KITCHEN SINKS, LAVATORIES, BATHTUBS, SHOWERS, BIDETS, LAUNDRY TUBS AND WASHING MACHINE OUTLETS SHALL BE PROVIDED WITH HOT AND COLD WATER AND CONNECTED TO AN APPROVED WATER SUPPLY (R306.4)

- BATHTUB AND SHOWER FLOORS, WALLS ABOVE BATHTUBS WITH A SHOWERHEAD AND SHOWER COMPARTMENTS SHALL BE FINISHED WITH A NONABSORBENT SURFACE. SUCH WALL SURFACES SHALL EXTEND TO A HEIGHT OF NOT LESS THAN 6 FEET ABOVE THE FLOOR (R307.2)
- PROVIDE ULTRA-LOW FLUSH WATER CLOSETS FOR ALL NEW CONSTRUCTION. EXISTING SHOWER HEADS AND TOILETS MUST BE ADAPTED FOR LOW WATER CONSUMPTION.
- WATER HEATER MUST BE STRAPPED TO WALL. (SEC.507.3 LAPC)
- AUTOMATIC GARAGE DOOR OPENERS, IF PROVIDED, SHALL BE LISTED IN ACCORDANCE WITH UL 325 (R309.4)
- SMOKE DETECTORS SHALL BE PROVIDED FOR DWELLING UNITS INTENDED FOR HUMAN OCCUPANCY, WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS, OR ADDITIONS. (R314.2)
- WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS, OR ADDITIONS, EXISTING DWELLINGS OR SLEEPING UNITS THAT HAVE ATTACHED GARAGES OR FUEL-BURNING APPLIANCES SHALL BE PROVIDED WITH A CARBON

MONOXIDE ALARM IN ACCORDANCE WITH SECTION R315.2. CARBON MONOXIDE ALARMS SHALL ONLY BE REQUIRED IN THE SPECIFIC DWELLING UNIT OR SLEEPING UNIT FOR WHICH THE PERMIT WAS OBTAINED. (R315.2)

11. EVERY SPACE INTENDED FOR HUMAN OCCUPANCY SHALL BE PROVIDED WITH NATURAL LIGHT BY MEANS OF EXTERIOR GLAZED OPENINGS IN ACCORDANCE WITH SECTION R303.1 OR SHALL BE PROVIDED WITH ARTIFICIAL LIGHT THAT IS ADEQUATE TO PROVIDE AN AVERAGE ILLUMINATION OF 6 FOOT-CANDLES OVER THE AREA OF THE ROOM AT A HEIGHT OF 30 INCHES ABOVE THE FLOOR LEVEL. (R303.1)

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

**EXHIBIT "A"**  
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**DOMUS INTERNATIONAL GROUP**  
109 E HARVARD ST STE 200, GLENDALE, CA 91205  
TEL: (714) 240-8001 EMAIL: DOMUSINTERNATIONALGROUP@GMAIL.COM



REVISION / VERSION  
01/14/2022  
PROJECT NO.  
DRAWN BY  
REVIEWED BY  
PROJECT START DATE

PROJECT NAME:  
CATAMARAN RESIDENTIAL BUILDING  
PROJECT ADDRESS:  
109-111 CATAMARAN STREET  
MARINA DEL REY, CA 90292

OWNER

PROJECT DESIGN TEAM  
ARCHITECTURE  
DOMUS INTERNATIONAL GROUP INC.  
109 E HARVARD ST STE 200, GLENDALE, CA 91205  
EMAIL: DOMUSINTERNATIONALGROUP@GMAIL.COM  
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LANDSCAPING

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STRUCTURAL

MECHANICAL

ELECTRICAL

PLUMBING

TITLE 24

GEOTECH

TOPOGRAPHY

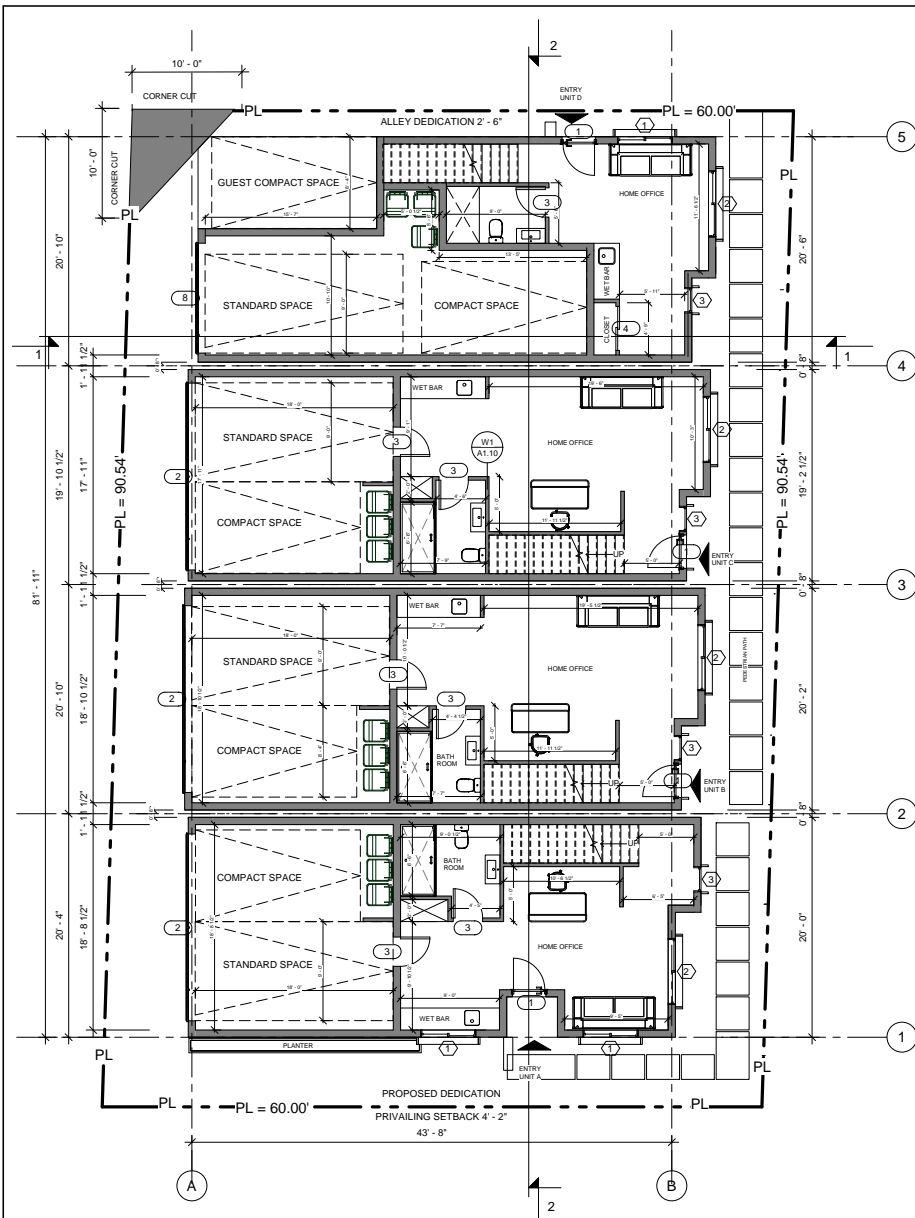
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SITE PLAN

SHEET NO.

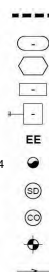
A1.1

OF SHEETS



#### LEGEND:

- 1-HR RATED WALL
- DOOR
- WINDOW
- ROOM NUMBER
- WALL TYPE, SEE A0.6
- EMERGENCY EGRESS
- EXHAUST VENT, SEE A0.4 FORM GRN 14
- SMOKE DETECTOR
- CARBON MONOXIDE DETECTOR
- ELEVATION MARKER
- EGRESS PATH



#### GENERAL NOTES:

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6. CONTRACTOR TO VERIFY PROPERTY LINE & WALL LOCATIONS WITH FIELD SURVEY PRIOR TO WALL PLACEMENT.
7. ALL DIMENSIONS TO FRAMING LINE. COORDINATE WITH WALL TYPES ON A0.5.
8. SUFFICIENT CONDUCTOR SIZING AND SERVICE CAPABILITY TO INSTALL LEVEL 2 EVSE SHALL BE PROVIDED.
9. A LABEL STATING 'EV CAPABLE' SHALL BE POSTED IN A CONSPICUOUS PLACE AT THE SERVICE PANEL OR SUBPANEL AND NEXT TO THE RACEWAY TERMINATION POINT.
10. THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION.
11. 1-HR CONSTRUCTION AT UNDERSIDE OF ALL SIDE YARD PROJECTIONS.
12. ALL DOORS 4" FROM WALL U.O.N.
13. 80% OF THE TOTAL AREA RECEIVING RESILIENT FLOORING SHALL COMPLY WITH ONE OR MORE OF THE FOLLOWING:
  - A. VOC EMISSION LIMITS DEFINED IN THE CHPS HIGH PERFORMANCE PRODUCTS DATABASE
  - B. PRODUCTS COMPLIANT WITH THE CHPS CRITERIA CERTIFIED UNDER THE GREENGUARD CHILDREN & SCHOOLS PROGRAM.
  - C. CERTIFICATION UNDER THE RESILIENT FLOOR COVERING INSTITUTE (RFCI) FLOORSORE PROGRAM.
  - D. MEET THE CALIFORNIA DEPARTMENT OF PUBLIC HEALTH'S SPECIFICATION.
14. THE HEATING AND AIR-CONDITIONING SYSTEMS SHALL BE SIZED AND DESIGNED USING ANSI/ACCA MANUAL J-2004, ANSI/ACCA 29-D-2009 OR ASHRAE HANDBOOKS AND HAVE THE EQUIPMENT SELECTED IN ACCORDANCE WITH ANSI/ACCA 36-S MANUAL S-2004.

#### BUILDING CODE REQUIREMENTS:

##### GENERAL REQUIREMENTS:

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4. KITCHEN SINKS, LAVATORIES, BATHTUBS, SHOWERS, BIDETS, LAUNDRY TUBS AND WASHING MACHINE OUTLETS SHALL BE PROVIDED WITH HOT AND COLD WATER AND CONNECTED TO AN APPROVED WATER SUPPLY (R306.4)
5. BATHTUB AND SHOWER FLOORS, WALLS ABOVE BATHTUBS WITH A SHOWERHEAD AND SHOWER COMPARTMENTS SHALL BE FINISHED WITH A NONABSORBENT SURFACE. SUCH WALL SURFACES SHALL EXTEND TO A HEIGHT OF NOT LESS THAN 6 FEET ABOVE THE FLOOR (R307.2)
6. PROVIDE ULTRA-LOW FLUSH WATER CLOSETS FOR ALL NEW CONSTRUCTION. EXISTING SHOWER HEADS AND TOILETS MUST BE ADAPTED FOR LOW WATER CONSUMPTION.
7. WATER HEATER MUST BE STRAPPED TO WALL. (SEC.507.3 LAPC)
8. AUTOMATIC GARAGE DOOR OPENERS, IF PROVIDED, SHALL BE LISTED IN ACCORDANCE WITH UL 325 (R309.4)
9. SMOKE DETECTORS SHALL BE PROVIDED FOR DWELLING UNITS INTENDED FOR HUMAN OCCUPANCY, WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS, OR ADDITIONS. (R314.2)
10. WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS, OR ADDITIONS, EXISTING DWELLINGS OR SLEEPING UNITS THAT HAVE ATTACHED GARAGES OR FUEL-BURNING APPLIANCES SHALL BE PROVIDED WITH A CARBON MONOXIDE ALARM IN ACCORDANCE WITH SECTION R315.2. CARBON MONOXIDE ALARMS SHALL ONLY BE REQUIRED IN THE SPECIFIC DWELLING UNIT OR SLEEPING UNIT FOR WHICH THE PERMIT WAS OBTAINED. (R315.2)
11. EVERY SPACE INTENDED FOR HUMAN OCCUPANCY SHALL BE PROVIDED WITH NATURAL LIGHT BY MEANS OF EXTERIOR GLAZED OPENINGS IN ACCORDANCE WITH SECTION R303.1 OR SHALL BE PROVIDED WITH ARTIFICIAL LIGHT THAT IS ADEQUATE TO PROVIDE AN AVERAGE ILLUMINATION OF 6 FOOT-CANDLES OVER THE AREA OF THE ROOM AT A HEIGHT OF 30 INCHES ABOVE THE FLOOR LEVEL. (R303.1)
12. A COPY OF THE EVALUATION REPORT AND/OR CONDITIONS OF LISTING SHALL BE MADE AVAILABLE AT THE JOB SITE.

**EXHIBIT "A"**

Page No. 7 of 16

Case No. DIR-2017-3121-CDP-SPP-MEL

**1 FIRST FLOOR PLAN**  
3/16" = 1'-0"



REVISION / VERSION

01/14/2022

PROJECT NO.

DESIGNER

REVIEWED BY

PROJECT START DATE

PROJECT NAME:

CATAMARAN RESIDENTIAL BUILDING

PROJECT ADDRESS:

109-111 CATAMARAN STREET

MARINA DEL REY, CA 90262

OWNER

PROJECT DESIGN TEAM

ARCHITECTURE

DOMUS INTERNATIONAL GROUP, INC.

109-111 CATAMARAN STREET, MARINA DEL REY, CA 90262

PHOTO: DOMUS INTERNATIONAL GROUP

LANDSCAPING

CHL

STRUCTURAL

MECHANICAL

ELECTRICAL

PLUMBING

TITLE 24

GEOTECH

TOPOGRAPHY

SHEET TITLE

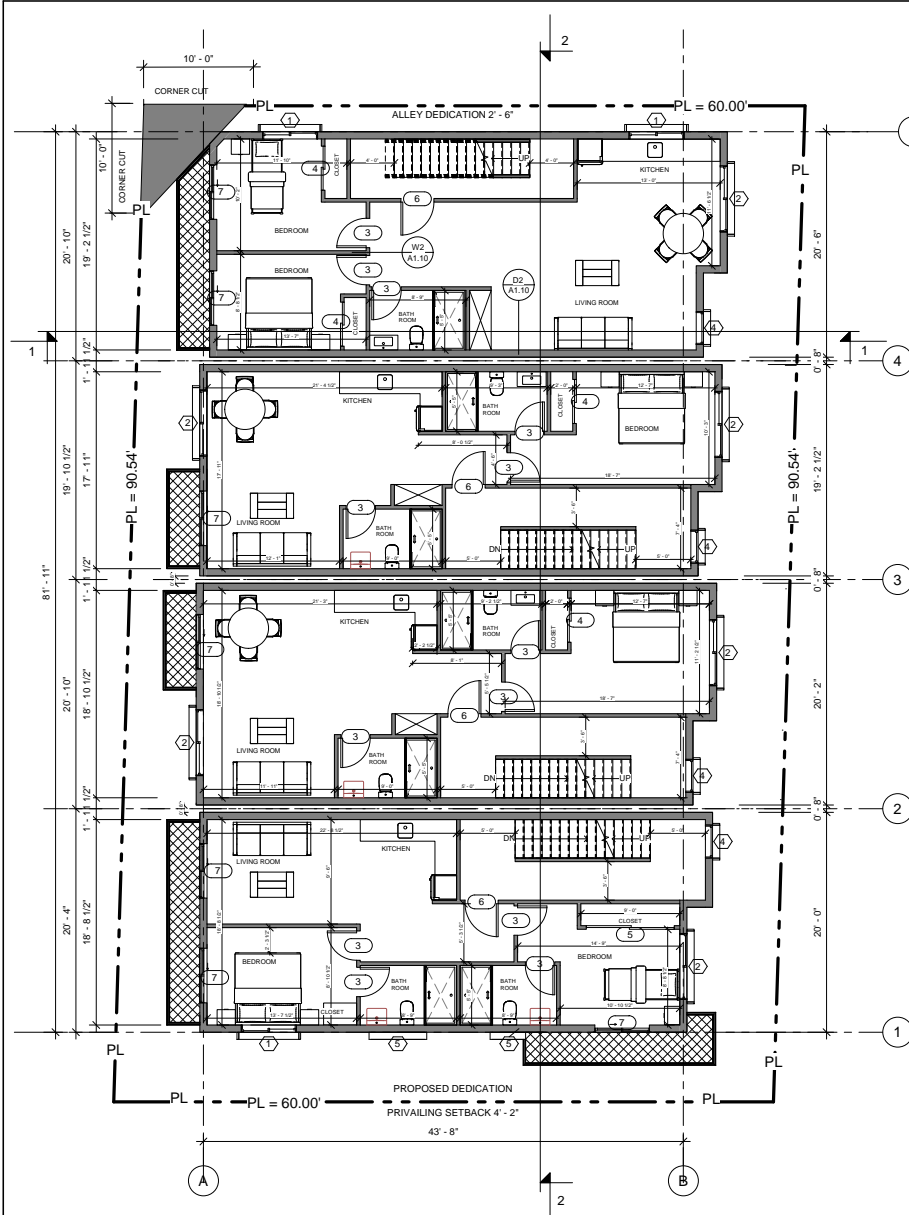
FIRST FLOOR PLAN

SHEET NO.

A1.2

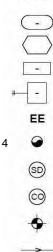
OF SHEETS





#### LEGEND:

- 1-HR RATED WALL
- DOOR
- WINDOW
- ROOM NUMBER
- WALL TYPE, SEE A0.6
- EMERGENCY EGRESS
- EXHAUST VENT, SEE A0.4 FORM GRN 14
- SMOKE DETECTOR
- CARBON MONOXIDE DETECTOR
- ELEVATION MARKER
- EGRESS PATH



#### GENERAL NOTES:

1. EXHAUST FANS TO HAVE 50 CFM INTERMITTENT OR 35 CFM CONTINUOUS.
2. BATHROOM EXHAUST FANS SHALL BE ENERGY STAR COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.
3. NEWLY INSTALLED BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDISTAT WHICH SHALL BE READILY ACCESSIBLE.
4. INSTALLED AUTOMATIC IRRIGATION SYSTEM CONTROLLERS ARE SOIL BASED.
5. ALL BATHROOMS TO HAVE WATER RESISTANT GYP.
6. CONTRACTOR TO VERIFY PROPERTY LINE & WALL LOCATIONS WITH FIELD SURVEY PRIOR TO WALL PLACEMENT.
7. ALL DIMENSIONS TO FRAMING LINE. COORDINATE WITH WALL TYPES ON A0.5.
8. SUFFICIENT CONDUCTOR SIZING AND SERVICE CAPABILITY TO INSTALL LEVEL 2 EVSE SHALL BE PROVIDED.
9. A LABEL STATING 'EV CAPABLE' SHALL BE POSTED IN A CONSPICUOUS PLACE AT THE SERVICE PANEL OR SUBPANEL AND NEXT TO THE RACEWAY TERMINATION POINT.
10. THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION.
11. 1-HR CONSTRUCTION AT UNDERSIDE OF ALL SIDE YARD PROJECTIONS.
12. ALL DOORS 4" FROM WALL U.O.N.
13. 80% OF THE TOTAL AREA RECEIVING RESILIENT FLOORING SHALL COMPLY WITH ONE OR MORE OF THE FOLLOWING:
  - A. VOC EMISSION LIMITS DEFINED IN THE CHPS HIGH PERFORMANCE PRODUCTS DATABASE
  - B. PRODUCTS COMPLIANT WITH THE CHPS CRITERIA CERTIFIED UNDER THE GREENGUARD CHILDREN & SCHOOLS PROGRAM.
  - C. CERTIFICATION UNDER THE RESILIENT FLOOR COVERING INSTITUTE (RFCI) FLOORSORE PROGRAM.
  - D. MEET THE CALIFORNIA DEPARTMENT OF PUBLIC HEALTH'S SPECIFICATION.
14. THE HEATING AND AIR-CONDITIONING SYSTEMS SHALL BE SIZED AND DESIGNED USING ANSI/ACCA MANUAL J-2004, ANSI/ACCA 29-D-2009 OR ASHRAE HANDBOOKS AND HAVE THE EQUIPMENT SELECTED IN ACCORDANCE WITH ANSI/ACCA 36-S MANUAL S-2004.

#### BUILDING CODE REQUIREMENTS:

##### GENERAL REQUIREMENTS:

1. THE CONSTRUCTION SHALL NOT RESTRICT A FIVE FOOT CLEAR & UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL BOXES, TRANSFORMERS, VAULTS, PUMPS, VALVES, METERS, APPURTENANCES, ETC.) OR TO THE LOCATION OF THE HOOK-UP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES-WHETHER OR NOT THE LINES ARE LOCATED IN THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.
2. AN APPROVED SEISMIC GAS SHUTOFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWNSTREAM SIDE OF THE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING (PER ORDINANCE 170, 156) SEPARATE PLUMBING PERMIT IS REQUIRED.
3. PLUMBING FIXTURES ARE REQUIRED TO BE CONNECTED TO A SANITARY SEWER OR TO AN APPROVED SEWAGE DISPOSAL SYSTEM (R306.3)
4. KITCHEN SINKS, LAVATORIES, BATHTUBS, SHOWERS, BIDETS, LAUNDRY TUBS AND WASHING MACHINE OUTLETS SHALL BE PROVIDED WITH HOT AND COLD WATER AND CONNECTED TO AN APPROVED WATER SUPPLY (R306.4)
5. BATHTUB AND SHOWER FLOORS, WALLS ABOVE BATHTUBS WITH A SHOWERHEAD AND SHOWER COMPARTMENTS SHALL BE FINISHED WITH A NONABSORBENT SURFACE. SUCH WALL SURFACES SHALL EXTEND TO A HEIGHT OF NOT LESS THAN 6 FEET ABOVE THE FLOOR (R307.2)
6. PROVIDE ULTRA-LOW FLUSH WATER CLOSETS FOR ALL NEW CONSTRUCTION. EXISTING SHOWER HEADS AND TOILETS MUST BE ADAPTED FOR LOW WATER CONSUMPTION.
7. WATER HEATER MUST BE STRAPPED TO WALL. (SEC.507.3 LAPC)
8. AUTOMATIC GARAGE DOOR OPENERS, IF PROVIDED, SHALL BE LISTED IN ACCORDANCE WITH UL 325 (R309.4)
9. SMOKE DETECTORS SHALL BE PROVIDED FOR DWELLING UNITS INTENDED FOR HUMAN OCCUPANCY, WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS, OR ADDITIONS. (R314.2)
10. WHERE A PERMIT IS REQUIRED FOR ALTERATIONS, REPAIRS, OR ADDITIONS, EXISTING DWELLINGS OR SLEEPING UNITS THAT HAVE ATTACHED GARAGES OR FUEL-BURNING APPLIANCES SHALL BE PROVIDED WITH A CARBON MONOXIDE ALARM IN ACCORDANCE WITH SECTION R315.2. CARBON MONOXIDE ALARMS SHALL ONLY BE REQUIRED IN THE SPECIFIC DWELLING UNIT OR SLEEPING UNIT FOR WHICH THE PERMIT WAS OBTAINED. (R315.2)
11. EVERY SPACE INTENDED FOR HUMAN OCCUPANCY SHALL BE PROVIDED WITH NATURAL LIGHT BY MEANS OF EXTERIOR GLAZED OPENINGS IN ACCORDANCE WITH SECTION R303.1 OR SHALL BE PROVIDED WITH ARTIFICIAL LIGHT THAT IS ADEQUATE TO PROVIDE AN AVERAGE ILLUMINATION OF 6 FOOT-CANDLES OVER THE AREA OF THE ROOM AT A HEIGHT OF 30 INCHES ABOVE THE FLOOR LEVEL. (R303.1)
12. A COPY OF THE EVALUATION REPORT AND/OR CONDITIONS OF LISTING SHALL BE MADE AVAILABLE AT THE JOB SITE.

**EXHIBIT "A"**

Page No. 8 of 16

Case No. DIR-2017-3121-CDP-SPP-MEL

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

**DOMUS INTERNATIONAL GROUP INC.**  
100 E HARVARD STREET, SUITE 200  
GLENDALE, CA 91205  
TEL: (714) 240-8001 EMAIL: DOMUSINTERNATIONALGROUP@GMAIL.COM



REVISION / VERSION

01/14/2022

PROJECT NO. 100-111  
DRAWN BY: TONY PETERSON  
REVIEWED BY: ANDREA BIANCHI  
PROJECT START DATE: 09/2020

**PROJECT NAME:**  
CATAMARAN RESIDENTIAL BUILDING

**PROJECT ADDRESS:**  
100-111 CATAMARAN STREET  
MARINA DEL REY, CA 90262

**OWNER:**  
Owner

**PROJECT DESIGN TEAM:**  
ARCHITECTURE: DOMUS INTERNATIONAL GROUP INC.  
CONSULTING ENGINEER: STEVE W. GABLE, P.E., C.E.  
GENERAL CONTRACTOR: DOMUS INTERNATIONAL GROUP INC.  
LANDSCAPING: DOMUS INTERNATIONAL GROUP INC.

**CHAL.**

**STRUCTURAL**

**MECHANICAL**

**ELECTRICAL**

**PLUMBING**

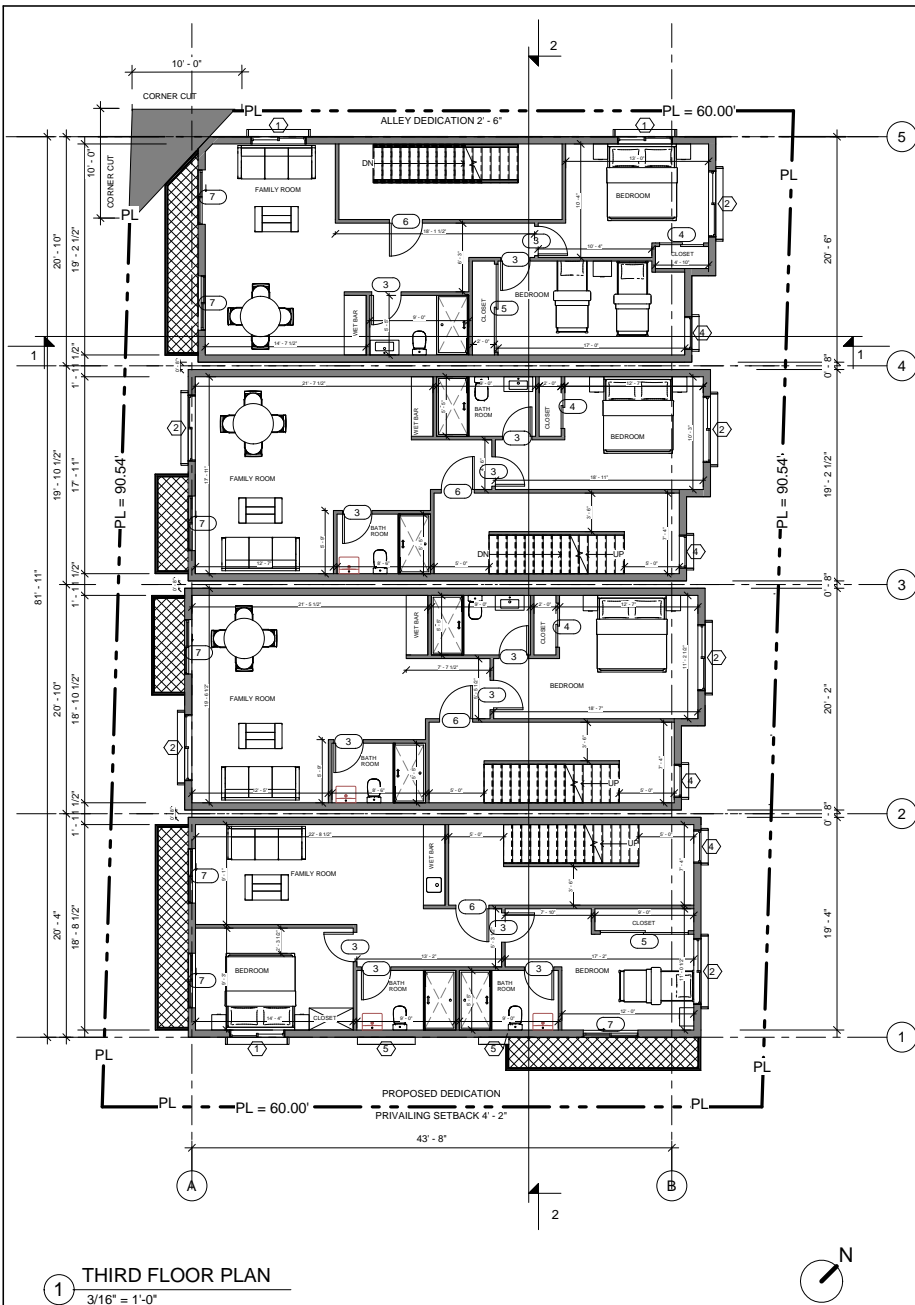
**TITLE 24**

**GEOTECH**

**TOPOGRAPHY**

**SHEET TITLE:**  
SECOND FLOOR PLAN

**SHEET NO.:**  
A1.3  
OF SHEETS



#### LEGEND:

- 1-HR RATED WALL
- DOOR
- WINDOW
- ROOM NUMBER
- WALL TYPE, SEE A0.6
- EMERGENCY EGRESS
- EXHAUST VENT, SEE A0.4 FORM GRN 14
- SMOKE DETECTOR
- CARBON MONOXIDE DETECTOR
- ELEVATION MARKER
- EGRESS PATH

#### GENERAL NOTES:

1. EXHAUST FANS TO HAVE 50 CFM INTERMITTENT OR 35 CFM CONTINUOUS.
2. BATHROOM EXHAUST FANS SHALL BE ENERGY STAR COMPLIANT AND BE DUCTED TO TERMINATE TO THE OUTSIDE OF THE BUILDING.
3. NEWLY INSTALLED BATHROOM EXHAUST FANS, NOT FUNCTIONING AS A COMPONENT OF WHOLE HOUSE VENTILATION SYSTEM, MUST BE CONTROLLED BY A HUMIDISTAT WHICH SHALL BE READILY ACCESSIBLE.
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6. CONTRACTOR TO VERIFY PROPERTY LINE & WALL LOCATIONS WITH FIELD SURVEY PRIOR TO WALL PLACEMENT.
7. ALL DIMENSIONS TO FRAMING LINE. COORDINATE WITH WALL TYPES ON A0.5.
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9. A LABEL STATING 'EV CAPABLE' SHALL BE POSTED IN A CONSPICUOUS PLACE AT THE SERVICE PANEL OR SUBPANEL AND NEXT TO THE RACEWAY TERMINATION POINT.
10. THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION.
11. 1-HR CONSTRUCTION AT UNDERSIDE OF ALL SIDE YARD PROJECTIONS.
12. ALL DOORS 4\"/>

#### BUILDING CODE REQUIREMENTS:

##### GENERAL REQUIREMENTS:

1. THE CONSTRUCTION SHALL NOT RESTRICT A FIVE FOOT CLEAR & UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL BOXES, TRANSFORMERS, VAULTS, PUMPS, VALVES, METERS, APPURTENANCES, ETC.) OR TO THE LOCATION OF THE HOOK-UP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES-WHETHER OR NOT THE LINES ARE LOCATED IN THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.
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MONOXIDE ALARM IN ACCORDANCE WITH SECTION R315.2. CARBON MONOXIDE ALARMS SHALL ONLY BE REQUIRED IN THE SPECIFIC DWELLING UNIT OR SLEEPING UNIT FOR WHICH THE PERMIT WAS OBTAINED. (R315.2)

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

**EXHIBIT "A"**  
Page No. 9 of 16  
Case No. DIR-2017-3121-CDP-SPP-MEL

<b>DOMUS INTERNATIONAL GROUP</b> 109 E HARVARD STREET, SUITE 200, GLENDALE, CA 91205 TEL: (714) 240-8001 EMAIL: DOMUSINTERNATIONALGROUP@GMAIL.COM	
REVISION / VERSION 01/14/2022	
PROJECT NO. 0001 DRAWING NO. 0001 REVIEWED BY: JEFF PETERSON PROJECT START DATE: 08/20/2016	
<b>PROJECT NAME:</b> CATAMARAN RESIDENTIAL BUILDING	
<b>PROJECT ADDRESS:</b> 109-111 CATAMARAN STREET MARINA DEL REY, CA 90262	
<b>OWNER:</b> Owner	
<b>PROJECT DESIGN TEAM:</b> ARCHITECTURE: DOMUS INTERNATIONAL GROUP INC. 109 E HARVARD STREET, SUITE 200, GLENDALE, CA 91205 EMAIL: DOMUSINTERNATIONALGROUP@GMAIL.COM PHONE: (714) 240-8001 LANDSCAPING:	
CIVIL:	
STRUCTURAL:	
MECHANICAL:	
ELECTRICAL:	
PLUMBING:	
TITLE 24:	
GEOTECH:	
TOPOGRAPHY:	
<b>SHEET TITLE:</b> THIRD FLOOR PLAN	
<b>SHEET NO.:</b> A1.4	
OF SHEETS	

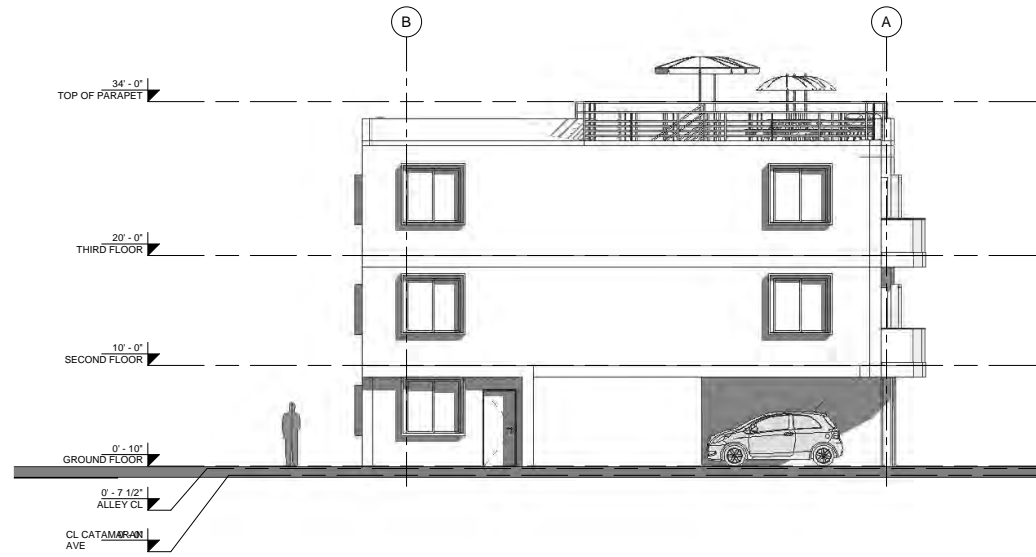




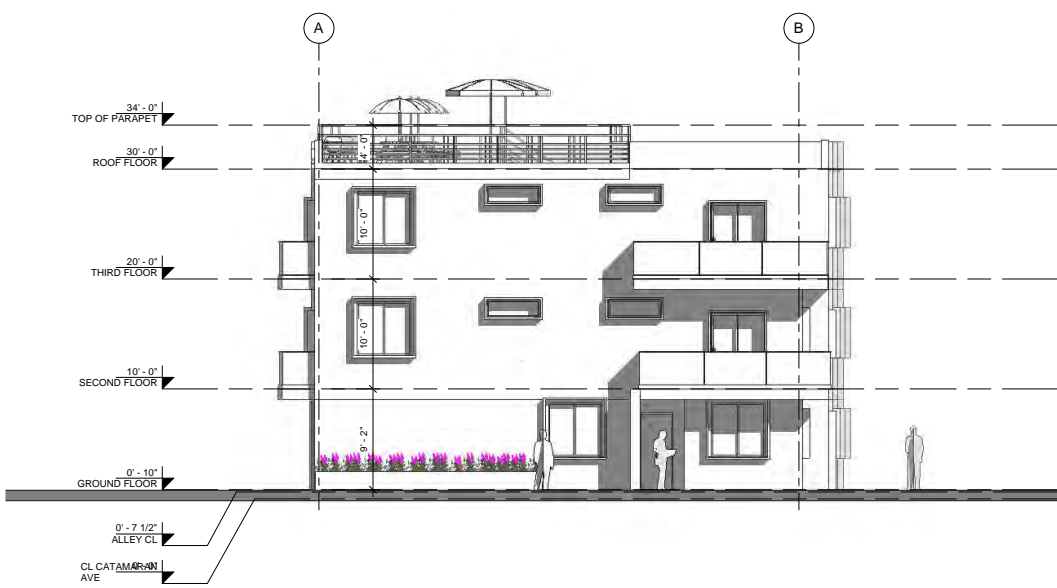
# EXHIBIT "A"

Page No. 11 of 16

Case No. DIR-2017-3121-CDP-SPP-MEL



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



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

**DOMUS INTERNATIONAL GROUP**  
ARCHITECTURAL PLANNING & DESIGN  
100 E HARVARD STREET, GLENDALE, CA 91205  
TEL: (714) 240-8001 / EMAIL: DOMUSINTERNATIONALGROUP@GMAIL.COM

REVISION / VERSION	
01/14/2022	

PROJECT NO.	DATE
100-111 CATAMARAN STREET	01/14/2022

DESIGNED BY	REVIEWED BY	PROJECT START DATE
TEY PETROSIAN	ANDREW BARON	01/14/2022

**PROJECT NAME:**  
CATAMARAN RESIDENTIAL BUILDING

**PROJECT ADDRESS:**  
100-111 CATAMARAN STREET  
MARINA DEL REY, CA 90292

OWNER
Owner

PROJECT DESIGN TEAM
ARCHITECTURE DOMUS INTERNATIONAL GROUP INC. 100 E HARVARD STREET, GLENDALE, CA 91205 EMAIL: DOMUSINTERNATIONALGROUP@GMAIL.COM PHONE: (714) 240-8001
LANDSCAPING CHL
STRUCTURAL MECHANICAL ELECTRICAL PLUMBING
TITLE 24 GEOTECH TOPOGRAPHY

SHEET TITLE
NORTH/SOUTH ELEVATIONS

SHEET NO.
A1.6

OF SHEETS

THESE PLANS AND INCORPORATED DESIGN EMBEDDED THEREON ARE THE PROPERTY OF DOMUS INTERNATIONAL GROUP INC. THE USE OF THESE PLANS ARE RESTRICTED TO THE ORIGINAL SITE AND OWNER FOR WHICH THEY WERE PREPARED. PUBLICATION AND REPRODUCTION IS RESTRICTED TO SUCH USE. PUBLICATION AND REPRODUCTION BY ANY METHOD, IN WHOLE OR IN PART, IS PROHIBITED. TITLE TO THE PLANS AND DESIGN REMAIN WITH DOMUS INTERNATIONAL GROUP INC. VISUAL CONTACT WITH THESE CONSTITUTES APPROVAL WITH THESE RESTRICTIONS.



# EXHIBIT "A"

Page No. 12 of 16

Case No. DIR-2017-3121-CDP-SPP-MEL



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



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

DOMUS  
INTERNATIONAL  
GROUP  
ARCHITECTS  
100 E HARVARD ST STE 200 GLENDALE CA 91205  
TEL (714) 240-8001 EMAIL DOMUSINTERNATIONALGROUP@GMAIL.COM



REVISION / VERSION  
01/14/2022

PROJECT NO. 002  
DRAWN BY TONY PETROSIAN  
REVIEWED BY ANDREW BARNETT  
PROJECT START DATE 09/10/2021

PROJECT NAME:  
CATAMARAN RESIDENTIAL BUILDING  
PROJECT ADDRESS:  
100-111 CATAMARAN STREET  
MARINA DEL REY, CA 90292

OWNER  
Owner

PROJECT DESIGN TEAM  
ARCHITECTURE  
DOMUS INTERNATIONAL GROUP INC.  
100 E HARVARD ST STE 200 GLENDALE CA 91205  
EMAIL: DOMUSINTERNATIONALGROUP@GMAIL.COM  
PHONE: (714) 240-8001

LANDSCAPING  
CHL

STRUCTURAL  
CHL

MECHANICAL  
CHL

ELECTRICAL  
CHL

PLUMBING  
CHL

TITLE 24  
CHL

GEOTECH  
CHL

TOPOGRAPHY  
CHL

SHEET TITLE  
EAST/WEST ELEVATION

SHEET NO.  
A1.7

OF SHEETS

THESE PLANS AND INCORPORATED DESIGNS EMBODIED THEREON ARE THE PROPERTY OF DOMUS INTERNATIONAL GROUP INC. THE USE OF THESE PLANS ARE RESTRICTED TO THE ORIGINAL SITE AND OWNER FOR WHICH THEY WERE PREPARED. PUBLICATION AND REPRODUCTION IS RESTRICTED TO SUCH USE. PUBLICATION AND REPRODUCTION BY ANY METHOD, IN WHOLE OR IN PART, IS PROHIBITED. TITLE TO THE PLANS AND DESIGNS REMAIN WITH DOMUS INTERNATIONAL GROUP INC. VISUAL CONTACT WITH THESE CONSTITUTES APPROVAL WITH THESE RESTRICTIONS.

California Coastal Commission

A-5-VEN-22-0032

Exhibit 2

Page 12 of 16

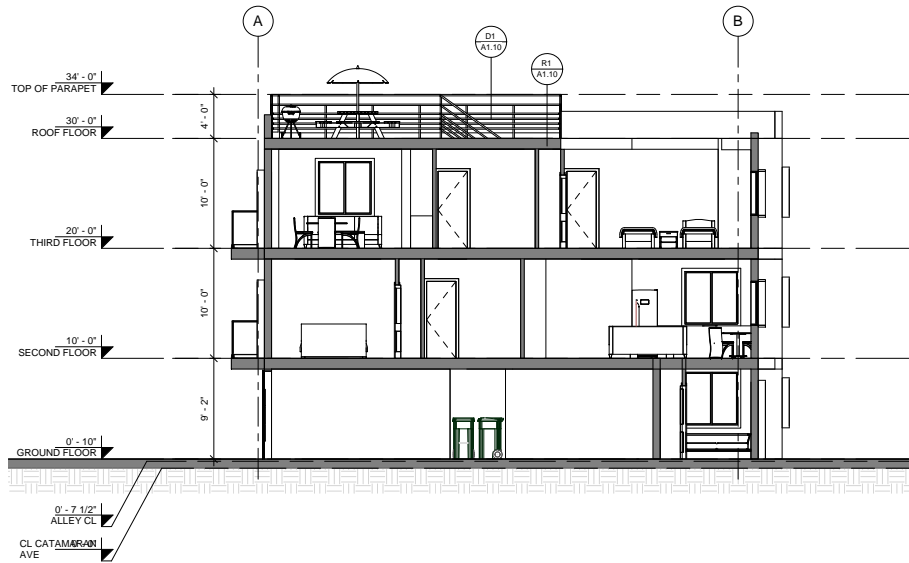
# EXHIBIT "A"

Page No. 13 of 16

Case No. DIR-2017-3121-CDP-SPP-MEL



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



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

**DOMUS INTERNATIONAL GROUP**  
ARCHITECTURAL FIRM  
100 E HARVARD STREET, GLENDALE, CA 91205  
TEL: (714) 240-8001 / EMAIL: DOMUSINTERNATIONALGROUP@GMAIL.COM



REVISION / VERSION  
01/14/2022

PROJECT NO. 002  
DRAWN BY: TONY PETROSIAN  
REVIEWED BY: ANDREA MARCOTI  
PROJECT START DATE: 09/15/2021

**PROJECT NAME:**  
CATAMARAN RESIDENTIAL BUILDING  
**PROJECT ADDRESS:**  
109-111 CATAMARAN STREET  
MARINA DEL REY, CA 90292

**OWNER**  
Owner

**PROJECT DESIGN TEAM**  
ARCHITECTURE: DOMUS INTERNATIONAL GROUP INC.  
CONSULTING ENGINEER: ETL, INC. (STRUCTURAL, CIVIL)  
LANDSCAPING: CHL

CHL  
STRUCTURAL  
MECHANICAL  
ELECTRICAL  
PLUMBING  
TITLE 24  
GEOTECH  
TOPOGRAPHY

**SHEET TITLE**  
SECTIONS

**SHEET NO.**  
A1.8  
OF SHEETS

THESE PLANS AND INCORPORATED DESIGNS EMBODIED THEREON ARE THE PROPERTY OF DOMUS INTERNATIONAL GROUP INC. THE USE OF THESE PLANS ARE RESTRICTED TO THE ORIGINAL SITE AND OWNER FOR WHOM THEY WERE PREPARED. PUBLICATION AND REPRODUCTION IS RESTRICTED TO SUCH USE. PUBLICATION AND REPRODUCTION BY ANY METHOD, IN WHOLE OR IN PART, IS PROHIBITED. TITLE TO THE PLANS AND DESIGNS REMAIN WITH DOMUS INTERNATIONAL GROUP INC. VISUAL CONTACT WITH THESE CONSTITUTES APPROVAL WITH THESE RESTRICTIONS.

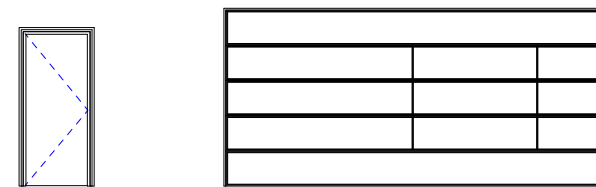
California Coastal Commission

A-5-VEN-22-0032

Exhibit 2

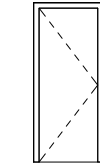
Page 13 of 16



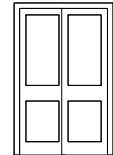


EXTERIOR SWING DOOR 1

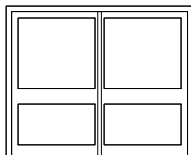
GARAGE DOOR 2



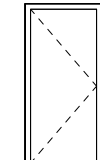
INTERIOR SWING DOOR 3



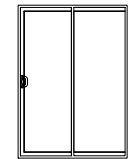
INTERIOR SLIDING DOOR 4



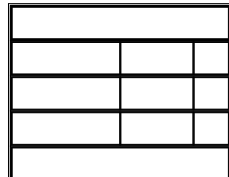
INTERIOR SLIDING DOOR 5



INTERIOR SWING DOOR 6

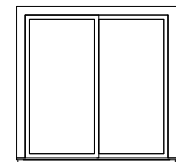


EXTERIOR TWO PANEL GLASS SLIDING DOOR 7

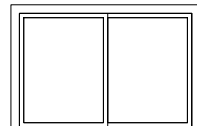


GARAGE DOOR 8

**EXHIBIT "A"**  
Page No. 14 of 16  
Case No. DIR-2017-3121-CDP-SPP-MEL



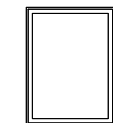
SLIDING WINDOW 1



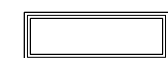
SLIDING WINDOW 2



FIXED WINDOW 3



FIXED WINDOW 4



FIXED WINDOW 5

## DOOR SCHEDULE

DOOR DATA							FRAME		HARDWARE
MARK	COUNT	WIDTH	HEIGHT	TYPE	MAT.	FIN.	MAT.	FIN	
1	4	3' - 0"	7' - 0"	SWING	METAL	PAINT	METAL	PAINT	LOCKING HARDWARE
2	3	17' - 0"	8' - 0"	SECTIONAL	METAL	PAINT	METAL	PAINT	LOCKING HARDWARE
3	33	2' - 8"	7' - 0"	SWING	WOOD	PAINT	WOOD	PAINT	LOCKING HARDWARE
4	8	4' - 0"	6' - 8"	SLIDE	WOOD	PAINT	WOOD	PAINT	NA
5	3	8' - 0"	6' - 8"	SLIDE	WOOD	PAINT	WOOD	PAINT	NA
6	8	3' - 0"	7' - 0"	SWING	METAL	PAINT	METAL	PAINT	LOCKING HARDWARE
7	14	5' - 0"	7' - 0"	SLIDE	GLASS	GLASS	WOOD	WOOD	LOCKING HARDWARE
8	1	10' - 0"	8' - 0"	SECTIONAL	METAL	PAINT	METAL	PAINT	LOCKING HARDWARE

### DOOR NOTES:

1. EACH UNIT OF TEMPERED GLASS SHALL BE PERMANENTLY IDENTIFIED BY THE MANUFACTURER. THE IDENTIFICATION SHALL BE ETCHED OR CERAMIC FIRED ON THE GLASS AND BE VISIBLE WHEN THE UNIT IS GLAZED.

2. ALL GLASS LITES IN DOORS AND SIDE LITES TO BE TEMPERED.

3. SAFETY GLAZING IS REQUIRED AT THE FOLLOWING LOCATIONS:  
A) GLAZING IN INGRESS AND EGRESS DOOR (EXCEPT JALOUSIES).  
B) GLAZING LOCATED WITHIN 40 INCHES OF A DOOR WHEN THE BOTTOM EDGE IS LESS THAN 60 INCHES ABOVE THE FLOOR OR WALKING SURFACE.  
C) GLAZING IN PANELS HAVING AN AREA IN EXCESS OF 9 SQUARE FEET AND THE LOWER EDGE LESS THAN 18 INCHES ABOVE A WALKING SURFACE WITHIN 36 INCHES.  
D) GLAZED OPENINGS WITHIN 40" OF THE DOOR LOCK WHEN THE DOOR IS IN THE CLOSED POSITION. SHALL BE FULLY TEMPERED GLASS OR APPROVED BURGLARY RESISTANT MATERIAL OR SHALL BE PROTECTED BY METAL BARS, SCREENS OR GRILLS HAVING A MAXIMUM OPENING OF 2". THE PROVISIONS OF THIS SECTION SHALL NOT APPLY TO VIEW PORTS OR WINDOWS WHICH DO NOT EXCEED 2" IN THEIR GREATEST DIMENSIONS.

4. ALL ENTRY DOORS TO DWELLING UNITS OR GUEST ROOMS SHALL BE ARRANGED SO THAT THE OCCUPANT HAS A VIEW OF THE AREA IMMEDIATELY OUTSIDE THE DOOR WITHOUT OPENING THE DOOR. SUCH VIEW MAY BE PROVIDED BY A DOOR VIEWER, THROUGH WINDOWS LOCATED IN THE VICINITY OF THE DOOR OR THROUGH VIEW PORTS IN THE DOOR OR ADJOINING WALL. 91.6706

5. WOOD FLUSH-TYPE DOORS SHALL BE 1 3/8" THICK MINIMUM WITH SOLID CORE CONSTRUCTION. 91.6709.1. DOOR STOPS OF IN-SWINGING DOORS SHALL BE OF ONE-PIECE CONSTRUCTION WITH THE JAMB OR JOINED BY RABBIT TO THE JAMB. 91.6709.1, 91.6709.4

6. ALL PIN-TYPE DOOR HINGES ACCESSIBLE FROM OUTSIDE SHALL HAVE NON-REMOVABLE HINGE PINS. HINGES SHALL HAVE MIN. 1/4" DIAMETER STEEL JAMB STUD WITH 1/4" MIN. PROTECTION. THE STRIKE PLATE FOR LATCHES AND HOLDING DEVICE FOR PROJECTING DEAD BOLTS IN WOOD CONSTRUCTION SHALL BE SECURED TO THE JAMB AND THE WALL FRAMING WITH SCREWS NO LESS THAN 2-1/2" LONG. 91.67.09.5, 91.6709.7

7. PROVIDE DEAD BOLTS WITH HARDENED INSERTS; DEADLOCKING LATCH WITH KEY-OPERATED LOCKS ON EXTERIOR. LOCKS MUST BE OPERABLE FROM INSIDE WITHOUT KEY, SPECIAL KNOWLEDGE OR SPECIAL EFFORT. 91.6709.2

8. STRAIGHT DEAD BOLTS SHALL HAVE A MINIMUM THROW OF 1" AND AN EMBEDMENT OF NOT LESS THAN 5/8", AND A HOOK-SHAPED OR AN EXPANDING-LUG DEAD BOLT SHALL HAVE A MINIMUM THROW OF 3/4". 91.6709.2

9. THE USE OF A LOCKING SYSTEM WHICH CONSIST OF A DEADLOCKING LATCH OPERATED BY A DOORKNOB AND A DEAD BOLT OPERATED BY A NON-REMOVABLE THUMB TURN WHICH IS INDEPENDENT OF THE DEADLOCKING LATCH AND WHICH MUST BE SEPARATELY OPERATED, SHALL NOT BE CONSIDERED A SYSTEM WHICH REQUIRES SPECIAL KNOWLEDGE OR EFFORT WHEN USED IN DWELLING UNITS. THE DOOR KNOB AND THE THUMB TURN WHICH OPERATES THE DEAD BOLT SHALL NOT BE SEPARATED BY MORE THAN 8"

10. WOOD PANEL TYPE DOORS MUST HAVE PANELS AT LEAST 9/16" THICK WITH SHAPED PORTIONS NOT LESS THAN 1/4" THICK AND INDIVIDUAL PANELS MUST BE NO MORE THAN 300 SQUARE INCHES IN AREA. MULLIONS SHALL BE CONSIDERED A PART OF ADJACENT PANELS EXCEPT MULLIONS NOT OVER 18" LONG MAY HAVE AN OVERALL WIDTH OF NOT LESS THAN 2". STILES AND RAILS SHALL BE OF SOLID LUMBER IN THICKNESS WITH OVERALL DIMENSIONS OF NOT LESS THAN 1 3/8" AND 3" IN WIDTH. 91.6709.1 ITEM 2

11. SLIDING DOORS SHALL BE PROVIDED WITH A DEVICE IN THE UPPER CHANNEL OF THE MOVING PANEL TO PROHIBIT RAISING AND REMOVING OF THE MOVING PANEL IN THE CLOSED OR PARTIALLY OPEN POSITION. 91.6710

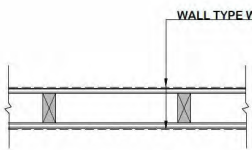
12. VERIFY DOOR FRAME AND SASH DIMENSIONS WITH WOOD SIDING LAYOUT AND WINDOW DETAILS. SEE EXTERIOR ELEVATIONS.

13. GLAZING IN HAZARDOUS LOCATIONS SHALL BE TEMPERED. 91.2406.4

A) INGRESS AND EGRESS DOORS  
B) PANELS IN SLIDING OR SWINGING DOORS  
C) DOORS AND ENCLOSURE FOR HOT TUB, BATHTUB, SHOWERS (ALSO GLAZING IN WALL ENCLOSING THESE COMPARTMENTS WITHIN 5' OF STANDING SURFACE)  
D) IF WITHIN 2' OF VERTICAL EDGE OF CLOSED DOOR AND WITHIN 5' OF STANDING SURFACE  
E) IN WALL ENCLOSING STAIRWAY LANDING  
F) DOORS AND ENCLOSURES FOR HOT TUB, BATHTUB, SHOWERS (ALSO GLAZING IN WALL ENCLOSING THESE COMPARTMENTS WITHIN 5'-0" OF STANDING SURFACE). 91.1115B.9.8

## WINDOW SCHEDULE

MARK	COUNT	WIDTH	HEIGHT	TYPE	MAT.	FIN.	EGRESS	TEMPERED
1	9	5' - 0"	5' - 0"	SLIDE	VINYL	VINYL	YES	NO
2	16	6' - 0"	4' - 0"	SLIDE	VINYL	VINYL	YES	NO
3	4	2' - 0"	5' - 0"	FIX	VINYL	VINYL	NO	NO
4	8	3' - 3"	4' - 0"	FIX	VINYL	VINYL	NO	NO
5	4	5' - 0"	1' - 6"	FIX	VINYL	VINYL	NO	YES



- FINISH MATERIAL SEE FINISH SCHEDULE
- 2 X 6 STUDS AT 16" O.C.
- 5/8" GYPSUM BOARD ON BOTH SIDES
- 1-HR FIRE RATING (CBC 721.1(2) ITEM 15-1.1)

**EXHIBIT "A"**

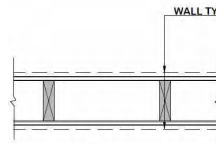
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Case No. DIR-2017-3121-CDP-SPP-MEL

TYPICAL PLUMBING WALL

SCALE: 1 1/2" = 1'-0"

(W1)

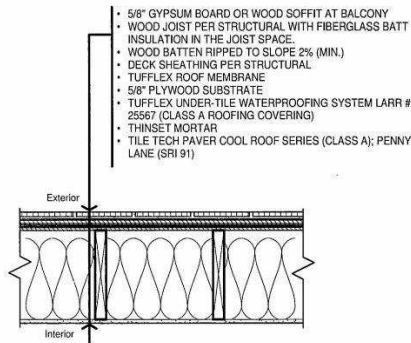


- FINISH MATERIAL PER CAL GREEN REQS SEE FIN. SCHEDULE
- 5/8" GYPSUM BOARD WATER PROOF ON BATHROOM SIDE
- 2 X 6 STUDS AT 16" O.C.
- 5/8" GYPSUM BOARD WATER PROOF ON BATHROOM SIDE
- 1-HR FIRE RATING (CBC 721.1(2) ITEM 15-1.1)

TYPICAL INTERIOR WALL

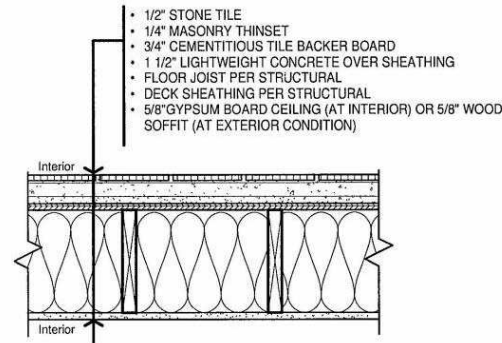
SCALE: 1 1/2" = 1'-0"

(W2)



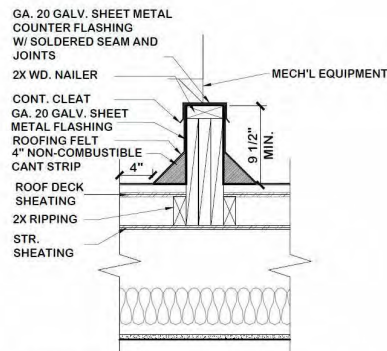
ROOF TYPE 1 (EXTERIOR DECK)

(R1)



TYP. 2nd AND 3rd FLOOR

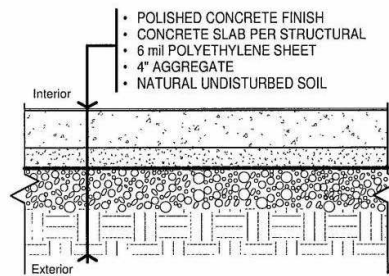
(F1)



EQUIPMENT PLATFORM RAIL DETAIL

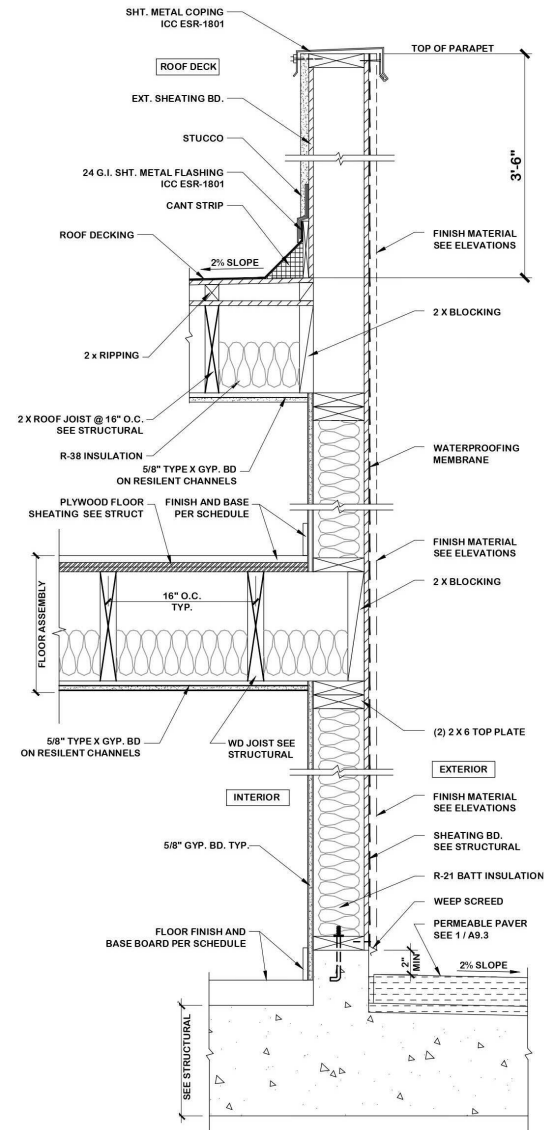
SCALE: 1 1/2" = 1'-0"

(D1)



TYP. 1ST FLOOR SLAB

(D3)



TYP. EXTERIOR WALL

(D2)

**DOMUS INTERNATIONAL GROUP**  
ARCHITECTURE  
109 E HARVARD STREET, SUITE 100, GLENDALE, CA 91205  
TEL: (714) 240-8001 EMAIL: DOMUSINTERNATIONALGROUP@GMAIL.COM



REVISION / VERSION

01/14/2022

PROJECT NO. 109-111 CATAMARAN STREET  
DRAWN BY: TONY PETROSIAN  
REVIEWED BY: ANDREA MAROU/CHN  
PROJECT START DATE: 09/2020

PROJECT NAME: CATAMARAN RESIDENTIAL BUILDING  
PROJECT ADDRESS: 109-111 CATAMARAN STREET, MARINA DEL REY, CA 90292

OWNER: Owner

PROJECT DESIGN TEAM  
ARCHITECTURE: DOMUS INTERNATIONAL GROUP INC.  
CONSULTING: DOMUS INTERNATIONAL GROUP INC.  
LANDSCAPING: DOMUS INTERNATIONAL GROUP INC.

CHN

STRUCTURAL

MECHANICAL

ELECTRICAL

PLUMBING

TITLE 24

GEOTECH

TOPOGRAPHY

SHEET TITLE: DETAILS

SHEET NO. A1.10

OF SHEETS



**Case No.** DIR-2017-3121-CDP-SPP-MEL



**DOMUS  
INTERNATIONAL  
GROUP**  
ARCHITECTURAL CONSULTANTS  
RESIDENTIAL COMMERCIAL PLANNING | DESIGN  
09 E HARVARD ST STE#306, GLENDALE, CA 91205  
TEL: (714) 240-6200 / EMAIL: DOMUSINTERNATIONALGROUP@GMAIL.COM



01/14/2022

PROJECT NO.	0222
DRAWN BY	TENY PETROIAN
REVIEWED BY	ANDRE MARCU
PROJECT START DATE	03/10/2021

**PROJECT NAME:**  
CATAMARAN RESIDENTIAL BUILDING

Owner

**PROJECT DESIGN TEAMS**

**ARCHITECTURE**  
DOMUS INTERNATIONAL GROUP, INC.  
109 E. HARVARD ST. STE. 308, GLENDALE, CA 91205  
EMAIL: DOMUSINTERNATIONALGROUP@GMAIL.COM  
PHONE: (747)240-6200

**LANDSCAPING**

CVE.

CIVIL

STRUCTURAL

MECHANICAL

ELECTRICAL

## PLUMBING

TITLE 24

GEOTECH

TOPOGRAPHY

SHEET TITLE

RENDERINGS

SHEET NO.  
A1.11

OF SHEETS

# Exhibit 3 – City Determination Letter

## DEPARTMENT OF CITY PLANNING

COMMISSION OFFICE  
(213) 978-1300

### CITY PLANNING COMMISSION

SAMANTHA MILLMAN  
PRESIDENT

CAROLINE CHOE  
VICE-PRESIDENT

HELEN CAMPBELL  
JENNA HORNSTOCK  
HELEN LEUNG

YVETTE LOPEZ-LEDESMA  
KAREN MACK  
DANA M. PERLMAN  
RENEE DAKE WILSON

## CITY OF LOS ANGELES CALIFORNIA



ERIC GARCETTI  
MAYOR

## EXECUTIVE OFFICES

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

VINCENT P. BERTONI, AICP  
DIRECTOR

SHANA M.M. BONSTIN  
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP  
DEPUTY DIRECTOR

LISA M. WEBBER, AICP

### DIRECTOR'S DETERMINATION

May 6, 2022

#### Owner/Applicant

Ilan Kenig  
109 Catamaran Marina LLC  
111 Catamaran Marina LLC  
5757 Wilshire Blvd. Suite 448  
Los Angeles, CA 90036

#### Representative

Jeffrey T. Harlan, Esq  
Ervin Cohen & Jessup LLP  
9401 Wilshire Blvd. 9th Floor  
Beverly Hills, CA 90212

**Case No.:** DIR-2017-3121-CDP-SPP-MEL

**Related Cases:** AA-2017-3122-PMLA-SL

**CEQA:** ENV-2017-3123-CE

**Location:** 109, 109 ½ and 111 East  
Catamaran Street

**Community Plan Area:** Venice

**Council District:** 11 – Bonin

**Neighborhood Council:** Venice

**Specific Plan:** Venice Coastal Zone -  
Marina Peninsula Subarea

**Land Use Designation:** Medium Residential

**Zone:** R3-1

**Legal Description:** Lots 8 and 9, Block 32, Short  
Line Beach Venice Canal  
Subdivision No. 1 Tract

**Last Day to File an Appeal:** May 23, 2022

**Determined**, based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to CEQA Guidelines, Section 15301, 15315 and 15332 and that there is no substantial evidence demonstrating that an exception to a Categorical Exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

Pursuant to the Los Angeles Municipal Code (LAMC) Section 12.20.2, as the designee of the Director of Planning, I hereby:

**APPROVE** a Coastal Development Permit to allow the demolition of two existing single-family dwellings and a duplex, the merger and resubdivision of two lots with a total of 5,060 square feet into four (4) new small lots, and the construction of four (4) new three-story single-family dwellings with roof decks. A total of nine parking spaces are provided, located in the Dual Permit Jurisdiction of the Coastal Zone; and

Pursuant to Government Code Sections 65590 and 65590.1 and the City of Los Angeles Interim Mello Act Compliance Administrative Procedures, I hereby:

**APPROVE** a Mello Act Compliance Review for the demolition of four Residential Units and the construction of four Residential Units in the Coastal Zone.

The project approval is based upon the attached Findings, and subject to the attached Conditions of Approval:



## CONDITIONS OF APPROVAL

1. Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
2. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
3. **Dual Permit Jurisdiction Area.** The project is located within the Dual Permit Jurisdiction area of the California Coastal Zone. The applicant shall file an application for a second (or "dual") coastal development permit with the Coastal Commission. Prior to the issuance of any permits, the Applicant shall submit proof of a valid ("dual") permit issued by the Coastal Commission.
4. **Density.** A total of four dwelling units shall be permitted for the development, one single-family dwelling is permitted on each newly created small lot.
5. **Height.** The development shall be limited to a maximum height of 35 feet as measured from the midpoint of the centerline of Catamaran Street. The proposed project shall have a flat roof height of 34 feet as shown in Exhibit A.
6. **Parking and Access.** As shown in "Exhibit A" and as approved by the Department of Building and Safety, the subject project shall provide two parking spaces for each dwelling unit and one guest parking space for a total of nine (9) parking spaces. All vehicle access shall be from the unnamed westerly side alley.
7. **Roof Structures.** Chimneys, exhaust ducts, ventilation shafts and other similar devices essential for building function may exceed the height limit by a maximum of five feet.
8. **Roof Deck.** Railings used on the proposed rooftop decks, exceeding the maximum building height of 35 feet, shall be of an open design and shall be limited to a height of 42 inches. Solid parapets and glass railings shall be included in the measurement of building height.
9. This approval is tied to Case No. AA-2017-3122-PMLA-SL. The applicant shall comply with the conditions of approval listed in Case No. AA-2017-3122-PMLA-SL, which are incorporated herein by reference.
10. No deviations from the Venice Coastal Specific Plan have been requested or approved herein. All applicable provisions of the Specific Plan shall be complied with.
11. Outdoor lighting shall be designed and installed with shielding so that light does not overflow into adjacent residential properties.
12. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

13. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
14. Prior to the sign-off of plans by the Development Services Center, the applicant shall submit the plans for review and approval to the Fire Department. Said Department's approval shall be included in the plans submitted to the Development Services Center.
15. Prior to the commencement of site excavation and construction activities, construction schedule and contact information for any inquiries regarding construction activities shall be provided to residents and property owners within a 100-foot radius of the project site. The contact information shall include a construction manager and a telephone number, and shall be posted on the site in a manner, which is readily visible to any interested party.
16. Prior to the issuance of any permits, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the subject case file.

#### **Administrative Conditions**

17. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
18. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
19. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
20. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
21. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building



and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

22. **Condition Compliance.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and/or the Department of Building and Safety.

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

Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in

whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

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

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

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

## **BACKGROUND**

The subject site is comprised of two relatively flat, rectangular shaped lots at the corner of Catamaran Street and an unnamed alley. The two lots have a combined width of 60 feet and a depth of 90.5 feet for a total lot area of approximately 5,430 square feet and a net lot area of 5,060 square feet. The subject property adjoins another unnamed alley to the rear. The subject site is currently developed with two single-family dwellings and one duplex. The subject property is zoned R3-1 and is designated for Medium Residential land uses in the Venice Community Plan area. The subject property is located in the Dual Permit Jurisdiction area of the Coastal Zone, the Marina Peninsula Subarea of the Venice Coastal Zone Specific Plan, the Los Angeles Coastal Transportation Corridor, a Calvo Exclusion Area, Methane, Liquefaction and Tsunami Inundation Zones. The site is within 6.4 kilometers from the Santa Monica Fault. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located, in Zone X, outside of the flood zone.

The applicant is requesting a Coastal Development Permit, a Project Permit Compliance Review, and Mello Act Compliance Review to allow the demolition of two existing single-family dwellings and a duplex, the merger and resubdivision of two lots with a total of 5,060 square feet into four (4) new small lots, and the construction of four (4) new three-story single-family dwellings with roof decks. The project will provide nine parking spaces. The project proposes new small lots and single-family dwellings as follows:

	Parcel A	Parcel B	Parcel C	Parcel D
Lot Area	1,412.4 SF	1,172.6 SF	1,172.8 SF	1,174 SF
Single-Family Dwelling	2,002 SF	1,915 SF	1,915 SF	1,854 SF

The neighborhood and properties immediately surrounding the property are zoned R3 and developed with single and multi-family dwellings ranging from one to two stories in height. The lots adjacent to the property are developed with one-story multi-family structures.

### **Street(s):**

Catamaran Street is a designated Standard Local Street with a right-of-way width of 60 feet and developed to a roadway width of 36 feet. The portion of Catamaran fronting the subject site, though not a designated walk street, contains yard encroachments, and has a right-of-way measuring approximately 12 feet.

(Unnamed) Alley is a designated alley to the north of the subject site, with a width of 16.2 feet.

(Unnamed) Alley is a designated alley to the west of the subject site, with a width of 16.2 feet. Vehicle access to the property is provided from the alley.

### **Previous zoning related actions on the site:**

AA-2017-3122-PMLA-SL – On August 4, 2017 a concurrent entitlement request for the merger and resubdivision of two lots located at 109 Catamaran Street and 111 Catamaran Street totaling 5,060 square-feet into four lots. The proposed small lots will have square footages of 1,412 (Parcel A), 1,172 (Parcel B) square feet of 1,172 (Parcel C), and 1,174 square feet (Parcel D).

### **Previous zoning related actions within a 500-foot radius of the subject site:**



DIR-2019-3334-CDP-MEL – On May 6, 2019, the Director of Planning approved a Coastal Development Permit and a Mello Act Compliance Review legalizing the conversion of a recreation room into a dwelling unit in an existing 19-unit apartment building resulting in a 20-unit apartment building, and maintaining a total of 19 on-site parking spaces, in the Single Permit Jurisdiction of the Coastal Zone, located at 33 Driftwood Street.

DIR-2017-5433-CDP-SPP-MEL – On October 11, 2018, the Director of Planning approved a Coastal Development Permit and Project Permit and Mello Act Compliance Reviews legalizing the conversion of two guest rooms into dwelling units in an existing triplex resulting in a five-unit apartment building in the Dual Permit Jurisdiction area of the Coastal Zone; a total of seven parking spaces are provided, located at 10 East Anchorage Street. The Director's decision was subsequently appealed and on December 21, 2018, the West Los Angeles Area Planning Commission denied the appeal and sustained the Director's Decision.

ZA-2007-4279-CDP-SPP-MEL – On November 12, 2010, the Zoning Administrator approved a Coastal Development Permit and a Project Permit and Mello Act Compliance Reviews authorizing the conversion of two apartment units with six parking spaces into condominium units in conjunction with Parcel Map No. AA-2007-4168 PMLA-CC within the Dual Permit Jurisdiction, located 15 East Driftwood Street.

ZA-2006-7974-CDP-SPP-MEL – On October 3, 2008, the Zoning Administrator approved a Coastal Development Permit and a Project Permit and Mello Act Compliance Reviews authorizing the use and maintenance of a two-unit condominium conversion in conjunction with Parcel Map No. AA-2007-5018-PMLA-CC in the Single Permit Jurisdiction area of the Coastal Zone; a total of seven parking spaces are provided, located at 123 West Anchorage Street.

ZA-2005-5941-CDP-ZAA-SPP-MEL – On September 8, 2006, the Zoning Administrator approved a Coastal Development Permit, Project Permit and Mello Act Compliance Reviews and a Zoning Administrator's Adjustment authorizing the demolition of the existing single family dwelling and garage, and the construction, use and maintenance of a two parcel, single family, residential development consistent with Small Lot Ordinance 176,354, in conjunction with Parcel Map AA-2005-5938-PMLA-SL, in the Single Permit Jurisdiction of the Coastal Zone located at 121 Catamaran Street. .

### Public Hearing

A joint public hearing was held by the Deputy Advisory Agency (Jordann Turner) and Hearing Officer (Bindu Kannan) on November 10, 2021 at 11:00 a.m. Due to concerns over COVID-19, the public hearing was conducted virtually and telephonically. The owner, representatives and six members of the public attended the public hearing. The project representatives gave a summary of proposed project. Two community members gave the following testimony:

Melissa French – concerned about the addition of nine parking spaces and the addition of traffic.

Jim Fitzgerald – on the alley existing problem with the north corner and there is an existing electric pole, will that change?

The project architect explained the parking provided and explained that there is corner dedication to make turning easier, and that DWP will determine where the electric pole will be relocated.

The case was taken under advisement for one week pending review of the concurrent request

for a Coastal Development Permit and Mello Act Compliance Review.

### Correspondence

Two comment letters were received. On November 10, 2021, Melissa French sent an email regarding concerns of vehicle congestion on Pacific Avenue. French stated that the area was already saturated with beachgoers looking for free parking and requested the street parking be converted to a resident permit parking system. On November 10, 2021, Jim Fitzgerald sent an email stating that car parking overlapping in the alley cause issues with garbage trucks. He also stated that the northerly lot may have issues with the existing power lines.

## FINDINGS

### Coastal Development Permit

In order for a coastal development permit to be granted all of the requisite findings maintained in Section 12.20.2 of the Los Angeles Municipal Code must be made in the affirmative.

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

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

**Section 30244 Archaeological and Paleontological Resources.**

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

The project proposes the demolition of two existing single-family dwellings and a duplex, the merger and resubdivision of two lots with a total of 5,060 square feet into four (4) new small lots, and the construction of four (4) new three-story single-family dwellings with roof decks. The project will provide nine parking spaces. The subject site is not located within an area with known Archaeological or Paleontological Resources. However, if such resources are discovered during excavation or grading activities, the project is subject to compliance with Federal, State and Local regulations already in place

**Section 30250 Location; existing developed area.**

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

The proposed project is located in a highly developed residential neighborhood zoned R3-1 comprised of similar single-family and multi-family residential structures. The new single-family residences will continue to be served by existing police and fire stations and will maintain connections and access to all public services required for residential uses, including water and sewage, waste disposal, gas, and electricity. The project will provide nine required parking spaces accessed from the unnamed alley to the west. As such, the project is located in an existing developed area contiguous with similar residential uses, in an area that is able to accommodate new development.

**Section 30251 Scenic and Visual Qualities.**

*The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California*



*Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.*

The subject site and surrounding area are relatively flat with no views to and along the ocean; no natural landforms will be altered as part of the project. The project will demolish two existing single-family dwellings and a duplex and construct a three-story single-family dwelling on each newly subdivided lot for a total of four new single-family dwellings. The subject site is on a corner lot with frontage along unnamed alleys to the north and the west and Catamaran Street to the south. The unnamed alley to the west provides vehicular access to the lot. The proposed development is located in an area characterized as a medium density residential neighborhood developed primarily with one and three-story single and multi-family dwellings. The front of the proposed structure will be oriented east towards the interior of the lot, which is also provides pedestrian access way. There are 18, R3-1 zoned lots between Buccaneer Street to the north and Catamaran Street to the south, excluding the subject site. These lots are developed with single- and multi-family homes, of which 6 are one-story in height, 8 are two-stories in height and 4 are three-stories in height. Furthermore, the lots across Catamaran Street to the south are zoned R3-1 and comprised primarily of two and three-story multi-family dwellings. Properties directly to the west, across the unnamed alley, are zoned also R3-1 and comprised of two and three-story multi-family dwellings. The proposed development is limited to the property line and will not encroach onto the public right-of-way.

The project's consistency with development standards in the Certified LUP is important in assessing the project's compatibility with the character of the surrounding area. The Certified LUP states that "The development standards also define for each land use designation a density of housing units and lot coverage to maintain the scale and character of existing residential neighborhoods and minimize the impacts of building bulk and mass." (LUP, p.II-2.) The proposed development complies with the density, and height standards outlined in Policies I.A.1, I.A.5, I.A.8, I.E.1, I.E.2, I.E.3 and II.A.3 of the Venice Land Use Plan (LUP). The majority of structures in the area were constructed prior to the certification of the LUP in 2001 and adoption of the Venice Specific Plan in 1999 and 2004. The structures constructed after the certification of the LUP were reviewed and approved, as complying with the density, and height standards in the LUP as well as the applicable policies of the Coastal Act. Following the adoption of the LUP, much of the Venice Coastal Zone has seen new residential development. In this area, single-family dwellings have been demolished and replaced with new single-family dwellings or remodeled and expanded. As discussed during the Coastal Commission's adoption of the LUP, "the Venice LUP anticipated that homes in Venice would be replaced over time and that larger homes could be built, as long as the LUP's land use designations and limits on height, roof access structures, and lot consolidations are observed...[and] will effectively control the character and scale of existing single-family neighborhoods" (A-5-VEN-17-0016, 2020). As proposed, the new single-family dwelling and accessory structure are visually compatible with the character of the area and will visually enhance the existing neighborhood.

***Section 30252 Maintenance and Enhancement of Public Access.***

*The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing 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 onsite recreational facilities to serve the new development.*

The project proposes to demolish two existing single-family dwellings and a duplex and construct a three-story single-family dwelling on each newly subdivided lot for a total of four new single-family dwellings and is limited to the subject lots. The subject site is located more than 720 feet east of Venice Beach. No permanent structures would be placed within the public right-of-way and public access to the coast would not be impacted.

**Section 30253 Minimization of Adverse Impacts.**

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

The property is located within a Liquefaction, Tsunami Inundation and Methane Zones, within 6.4 kilometers from the Santa Monica Fault, and within Flood Zone X, outside of the flood zone. As such, the project is subject to compliance with the requirements of the Flood Hazard Management Specific Plan, as well as Zoning, Building, and Fire Safety Code requirements that will minimize risks to life and property in flood, geologic, and methane hazard areas. Although the LUP identifies Venice as a Special Coastal Community, the subject site is located within a residential neighborhood and not within an area identified as a popular visitor destination for recreational use. The LUP identifies Venice as a Special Coastal Community, the subject site is located within a residential neighborhood proximate to Venice Beach and the Grand Canal, areas identified as popular visitor destination for recreational use. The applicable policies of the LUP regarding protection of Venice as a special coastal community are further discussed in Finding No. 2.

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

*adaptation approaches will be applied in the future* (VSLRVA, pg. 45). Policies and development standards to address the potential impacts of SLR would be addressed in the City's LCP for the Venice Coastal Zone.

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

The proposed project would demolish two existing single-family dwellings and a duplex and construct a three-story single-family dwelling on each newly subdivided lot for a total of four new single-family dwellings. The proposed use would have no adverse impacts on public access, recreation, public views or the marine environment, as the property is located within a developed residential area and located more than 800 feet from Venice Beach. The project will neither interfere nor reduce access to the shoreline or beach. There will be no dredging, filling or diking of coastal waters or wetlands associated with the request, and there are no sensitive habitat areas, archaeological or paleontological resources identified on the site. The proposed dwelling will not block any designated public access views. As conditioned, the proposed project is in conformity with Chapter 3 of the California Coastal Act.

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

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

As discussed, the project consists of the development of a three-story single-family dwelling on each of the newly subdivided small lots for a total of four single-family dwellings within the Marina Peninsula Subarea. The subject site is zoned R3-1 with a General Plan Land Use Designation of Medium Residential.

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

**Policy I.A.1** identifies general residential development standards regarding roof access structures and lot consolidation restrictions. The project is limited to the merger and resubdivision of two lots into four lots and does propose any lot consolidation.

**Policy I.A.5** outlines general residential development standards regarding for multi-family neighborhoods. Preserve and protect stable multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services, and the residents' quality of life can be maintained and improved. The project proposes a new single-family dwelling on each of the newly created small lots for a total of four single-family homes, maintaining the density of the existing lots.



**Policy I.A.8.** outlines density and development standards for areas designated for multi-family area. Subsection (c.) specifically outlines development standards for projects in the Marina Peninsula Subarea: restricting density to two units per lot and limiting height to 35 feet. As previously discussed, the project consists of the development of one new single-family dwelling on each newly created lot for a total of four single-family dwellings, each with a maximum height of 35 feet as measured from the centerline of Catamaran Street.

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

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

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

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

The above-referenced policies are applicable to new Development in the Venice Coastal Zone. Policies I.E.1 and I.E.3 encourage a diversity in architectural style and building materials. The proposed structure incorporates a modern design with flat and sloped rooflines, utilizing wood and stucco on the façade of the structure. Similar to the Section 30251 of the Coastal Act, Policy I.E.2 addresses the importance of visual compatibility with the scale and character of existing development, specifying that scale refers to bulk, height, buffer, and setback. The proposed two-story development is consistent with the massing and height of the three-story, multi-family dwellings on Catamaran Street. The Marina Peninsula neighborhood consists of homes with varying ages, styles, and sizes. There are 18, R3-1 zoned lots between Buccaneer Street to the north and Catamaran Street to the south, excluding the subject site. These lots are developed with single- and multi-family homes, of which 6 are one-story in height, 8 are two-stories in height and 4 are three-stories in height. Furthermore, the lots across Catamaran Street to the south are zoned R3-1 and comprised primarily of two and three-story multi-family dwellings. Properties directly to the west, across the unnamed alley, are zoned also R3-1 and comprised of two and three-story multi-family dwellings. As discussed, the proposed project complies with the development standards outlined in Policy I.A.1 and I.A.3 of the LUP. A roof access structure is proposed and, as conditioned, the roof deck railings do not exceed 42 inches and are of an open design. Therefore, the proposed project

complies with Policies I.E.1, I.E.2, and I.E.3 of the LUP.

**Policy II.A.3.** outlines the Parking Requirements for the project. Pursuant to Z.I. No. 2406, required parking for subdivision projects shall be the parking requirements for multiple dwelling uses, based on the width of the pre-subdivided lot, under Section 13.D of the Venice Coastal Zone Specific Plan. Multiple dwelling projects on lots 35 feet or more in width (if adjacent to an alley) are required to provide two spaces for each dwelling unit and one guest parking space for each four or fewer units. The existing two lots have a combined width of 60 feet as such, as such the project is required to provide two spaces for each dwelling unit and one guest parking space. A total of nine parking spaces are provided, therefore, the proposed project complies with Policy II A.3.

The four proposed three-story single-family dwellings with rooftop decks are consistent with the policies of the Land Use Plan and the standards of the Specific Plan (discussed below) and will not prejudice the ability of the City to prepare a local coastal program that is in conformity with Chapter 3 of the California Coastal Act.

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

The Los Angeles County Interpretative Guidelines were adopted by the California Coastal Commission (October 14, 1980) to supplement the Statewide Guidelines. Both regional and statewide guidelines, pursuant to Section 30620 (b) of the Coastal Act, are designed to assist local governments, the regional commissions, the commission, and persons subject to the provisions of this chapter in determining how the policies of this division shall be applied to the coastal zone prior to the certification of a local coastal program. As stated in the Regional Interpretative Guidelines, the guidelines are intended to be used “in a flexible manner with consideration for local and regional conditions, individual project parameters and constraints, and individual and cumulative impacts on coastal resources. In addition to the Regional Interpretative Guidelines, the policies of Venice Local Coastal Program Land Use Plan (the Land Use Plan was certified by the Coastal Commission on June 14, 2001) have been reviewed and considered. The project proposed to demolish two existing single-family dwellings and a duplex and construct a three-story single-family dwelling on each newly subdivided lot for a total of four new single-family dwellings. The Regional Interpretive Guidelines have been reviewed and the proposed project is consistent with the requirements for the Marina Peninsula Subarea; the project also complies with the policies of the LUP and standards of the Specific Plan.

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

The project proposed to demolish two existing single-family dwellings and a duplex and construct a three-story single-family dwelling on each newly subdivided lot for a total of four new single-family dwellings and is located within the Dual Permit jurisdiction of the Coastal Zone, where the local jurisdiction (City of Los Angeles) issues Coastal Development Permits. The Coastal Commission will render decisions on appeals of the City’s Coastal Development Permits or Coastal Exemptions. The Coastal Commission took action on the following residential projects in the Venice Coastal Zone:

- In April 2021, the Coastal Commission found no substantial issue of an appeal of City of Los Angeles approval of Local Coastal Development Permit No. 2018-1485-CDP-MEL-1A, which approved a coastal development permit for demolition of an existing 1,987 sq ft, 1-story, single-family residence, and construction of a new 3-story, approx. 36 ft high, 5,784 sq ft., single-family residence over 1,722 sq ft basement containing 3-car garage and storage, roof deck with elevator shaft, and cut and export of 1,500 c.y. on 5,637 sq ft lot, located at 7012 Vista Del Mar Lane (Application No. A-5-DRL-21-0015)
- In March 2021, the Coastal Commission found no substantial issue of an appeal of City of Los Angeles denial of Local Coastal Development Permit No. 2019-6145-CDP-MEL-1A, which denied a coastal development permit for the demolition of a single-story 1,473 sq. ft. duplex and the construction of a 3-story, 35 ft. high, 3,977 sq. ft. single-family residence with an attached 860 sq. ft. ADU, roof deck, and attached four-car garage on a 4,506 sq. ft. lot adjacent to an alley, located at 426-428 Grand Boulevard (Application No. A-5-VEN-21-0010)
- In February 2021, the Coastal Commission approved a Coastal Development Permit for the demolition of a one-story, 1,445 sq. ft. duplex and detached two-car garage, and construction of a two-story, 28-ft. tall, 3,192 sq. ft. duplex with an attached two-car garage, plus three additional on-site parking spaces, and an attached 263 sq. ft. junior accessory dwelling unit on a 5,299 sq. ft. lot, located at 710 E. Palms Boulevard (Application No. A-5-VEN-20-0037)
- In February 2021, the Coastal Commission approved a Coastal Development Permit for the demolition of a one-story, 1,968 sq. ft. duplex and detached three-car garage, and construction of a two-story, 29.5-ft. tall, 1,540 sq. ft. duplex with an attached three-car garage, plus two additional on-site parking spaces, and an attached 310 sq. ft. junior accessory dwelling unit on a 5,299 sq. ft. lot, located at 714-716 East Palms Boulevard (Application No. A-5-VEN-20-0039)
- In June 2020, the Coastal Commission approved a Coastal Development Permit for the after-the-fact approval of the conversion of a 441 square-foot storage room into an accessory dwelling unit within an existing 5,899 square-foot, 35-foot tall duplex with 6 on-site parking spaces, located at 29 Lighthouse Street (Application No 5-19-1012).
- In March 2020, the Coastal Commission approved a Coastal Development Permit for the substantial demolition, major renovation of, and 1,724-square foot net addition to, an approximately 1,128 square foot, 20.3 foot high, one-story single family residence resulting in an approximately 2,852 square-foot, 28 feet high three-story single family residence with 1,111 square foot of new deck space, new attached two-car garage, and one additional onsite parking stall, 3.5 foot high rooftop guardrails, and hardscape and landscape improvements on a canal-fronting lot. The existing detached two-car garage, topped with a second-story, and third-story recreation room, is proposed to be demolished. Project includes a request to maintain nonconforming front yard setback from the canal as well as encroachments beyond the property line adjacent to the canal, located at 441 Sherman Canal (Application No.5-19-0854).
- In February 2020, the Coastal Commission approved a Coastal Development Permit for the demolition of a 2-story, 25-foot high, 1,856 square foot duplex and construction of a 3-story, 28-foot high, 2,799 square foot single-family dwelling with a 2-story, 815 square foot accessory dwelling unit and 3 onsite parking spaces, located at 21 29<sup>th</sup>



Avenue (Application Nos. A-5-VEN-19-0022 & 5-19-0949).

- In August 2018, the Coastal Commission approved a Coastal Development Permit to authorize the demolition of a 1-story, 700 square-foot single-family dwelling, and the construction of a 2-story, 24-foot high, approximately 2,878 square-foot single-family dwelling with an attached 2-car garage and roof deck, on a lot located in a Single Jurisdiction Area of the Coastal Zone at 2412 Clement Avenue (Application No. A-5-VEN-17-0072).
- In June 2018, the Coastal Commission approved a Coastal Development Permit to authorize the demolition of a 756 square-foot single family home on two adjoining residential lots and construction of an approximately 24-foot high, 1,560 square-foot, 3-level, single family residence with a rooftop deck and attached two-car garage on one 2,011.6 square-foot lot, located in a Single Permit Jurisdiction Area of the Coastal Zone at 678 Marr Street (Application No. A-5-VEN-17-0044).

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

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

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

*In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, right of private property owners, and natural resources from overuse.*

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

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

The subject property is located approximately 720 feet from the Pacific coast. The project could have a cumulative effect on public access to the coast if it resulted in a loss of on-street parking spaces or did not provide adequate parking for the residences. The project provides (9) parking spaces; two spaces for each single-family dwelling and one additional guest space. All parking spaces are accessed from the unnamed alley to the west. As proposed, the project will not conflict with any public access or public recreation policies of the California Coastal Act.

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

A Categorical Exemption, ENV-2017-3123-CE, has been prepared for the proposed project consistent with the provisions of the California Environmental Quality Act and the City CEQA Guidelines. The project proposes the merger and resubdivision of two lots located at 109 Catamaran Street and 111 Catamaran Street totaling 5,060 square-feet into four lots. The proposed small lots will have square footages of 1,412 (Parcel A), 1,172 (Parcel B) square feet of 1,172 (Parcel C), and 1,174 square feet (Parcel D). The project proposes the demolition of two existing single-family dwellings and a duplex and the construction of four new three-story single-family dwellings, each on a newly subdivided lot, with the square footages of 2,002 on Parcel A, 1,915 on Parcel B, 1,915 on Parcel C and 1,854 on Parcel D. The project will provide nine parking spaces. The Categorical Exemption prepared for the proposed project is appropriate pursuant to CEQA Guidelines Section 15301 (Class 1), Section 15315 (Class 15) and Section (Class 32).

The Class 1 Categorical Exemption allows for the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use. The Class 1 Categorical Exemption includes demolition and removal of individual small structures: In urbanized areas, up to three single-family residences may be demolished under this exemption. A duplex or similar multifamily residential structure. In urbanized areas, this exemption applies to duplexes and similar structures where not more than six dwelling units will be demolished. The project includes the demolition of two single-family dwellings and a duplex and therefore, qualifies for this exemption.

The Class 15 categorical exemption allows for minor subdivisions in urban areas. A project qualifies for a Class 15 Categorical Exemption if it is a division of property in an urbanized area and meets the six (6) conditions as described in this section. Preliminary Parcel Map No. AA-2017-3122-PMLA-SL satisfies all six conditions and therefore qualifies for the Class 15 Categorical Exemption.

**1. A subdivision of four or fewer parcels.**

The project proposes to subdivide two lots into four small lots.

**2. Conform with the General Plan and Zoning.**

The site currently is developed with two single-family dwellings and a duplex. The site is zoned R3-1 and has a General Plan Land Use Designation of Medium Residential. The project proposes to demolish two single-family dwellings and a duplex and construct a new three-story single-family dwelling on each newly created lot for a total of four single-family dwellings and is in conformance with the General Plan and Zoning designation.

**3. Require no variances or exceptions.**

No variances or exceptions are requested or required as part of this project.

**4. Have all services and access available per local standards.**

The project site will be adequately served by all public utilities and services given that the property is located in an urban tract with water supply, sewage and waste disposal infrastructure, and power lines installed. Catamaran Street and the abutting alleys are improved streets with existing utilities and infrastructure to serve residences in the area. The street and alley are accessible to emergency vehicles. Since there is no net gain in the number of units on the subject site, no significant

increase in population or density is anticipated. There will be no significant impact on the capacity of existing utilities and services.

**5. *Must not be involved in a division of a larger parcel within the last two years.***

There is no record of any previous subdivisions in the last two years on record for the subject site.

**6. *Must not have a slope greater than 20 percent.***

No slope greater than 20% is indicated on the parcel map or topographic survey.

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

- (a) The site currently is developed with one one-story single-family dwelling, one two-story single-family dwelling and one three-story duplex. The site is zoned R3 and has a General Plan Land Use Designation of Medium Residential, which permits both multi-family uses. The project proposes the demolition of the existing structures, merger, and resubdivision of two lot into four and the construction of a new three-story single-family dwelling on each newly created lot and is in conformance with the General Plan and Zoning designation.
- (b) The subject site, located at 109, 109 ½ and 111 Catamaran Street, is wholly within the City of Los Angeles, on a 5,060 square-foot (.125 acres) lot.
- (c) The site is not a wild land area, and is not inhabited by endangered, rare, or threatened species. The area around the site is fully developed and has no potential to be a habitat for such species. Lots surrounding the subject site are developed with commercial and residential structures. The subject site is not located in a Significant Ecological Area (Navigate LA).
- (d) The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance; pollutant discharge, dewatering, storm water mitigations; and Best Management Practices for storm water runoff. These RCMs will reduce any potential impacts on noise and water quality to less than significant. The creation of noise is limited to certain decibels, restricted to specific hours. The proposed project is not adjacent to any water sources and does not involve significant excavation that would have an impact on the water table. Because the project results in no net gain in the number of vehicle trips, traffic and air quality impacts will be insignificant. Traffic congestion will not be impacted by the project; the number of trips generated by the development will not result in a net increase.
- (e) The project site will be adequately served by all public utilities and services given that the property is located in an urban tract with water supply, sewage and waste disposal infrastructure, and power lines installed. Catamaran Street is an improved

street with existing utilities that service the various other dwellings in the area. The street is accessible to emergency vehicles. There will be no significant impact on the capacity of existing utilities and services.

#### CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

Furthermore, the Exceptions outlined in the State CEQA Guidelines Section 15300.2 do not apply to the project:

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

There is not a succession of known projects of the same type and in the same place as the subject project. The project is consistent with the type of development permitted for the area zoned R3-1 and designated as Medium Residential use. The project consists of the demolition of the existing structures, merger, and resubdivision of two lot into fours and the construction of a new three-story single-family dwelling on each newly created lot, and as such will not exceed thresholds identified for impacts to the area (i.e. traffic, noise, etc.). The project will not result in significant cumulative impacts.

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

A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. The proposed project consists of work typically to a residential neighborhood, no unusual circumstances are present or foreseeable.

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

The project site is not located on or near a designated state scenic highway.

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

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

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

The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register.



The site was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. The City of Los Angeles does not treat the site as a historic resource. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource.

The proposed project is determined to be categorically exempt and does not require mitigation or monitoring measures. For this reason, no alternatives of the project were evaluated, and an appropriate environmental clearance has been granted.

## **Project Permit Compliance Review**

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

The project consists of the demolition of two existing single-family dwellings and a duplex, and the merger and resubdivision of two lots located at 109 Catamaran Street and 111 Catamaran Street totaling 5,060 square-feet into four small lots. The proposed small lots are as follows: Parcel A is 1,412 square feet, Parcel B is 1,172 square feet, Parcel C is 1,172 square feet, and Parcel D is 1,174 square feet. The project proposes the construction of four (4) new three-story single-family dwellings with roof decks, one on each new small lot. The project will provide a total of nine parking spaces, two spaces for each dwelling and one shared guest parking space.

The subject property is located within the Marina Peninsula Subarea of the Venice Specific Plan, a residentially zoned neighborhood developed with one to three-story, single and multi-family structures. The proposed subdivision and new single-family dwellings are compatible in scale and character with the existing neighborhood and would not be materially detrimental in scale and character to the immediate neighborhood. As discussed below, the proposed project meets the findings required by Section 8.C of the Venice Coastal Zone Specific Plan. The project complies with the applicable General Land Use and Development Regulations as set forth in Section 9, Land Use and Development Regulations for the Marina Peninsula Subarea as set forth in Section 10.D, and the Parking provisions as set forth in Section 13 of the Specific Plan as evidenced below:

#### **A. Section 8.C. Findings**

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

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

The subject site is comprised of two relatively flat, rectangular shaped lots at the corner of Catamaran Street and an unnamed alley. The two lots have a combined width of 60 feet and a depth of 90.5 feet for a total lot area of approximately 5,060 square feet. The subject property adjoins another unnamed alley to the rear. The subject site is currently developed with two single-family dwellings and one duplex. The subject property is zoned R3-1 and is designated for Medium Residential land uses in the Venice Community Plan area. The subject property is located in the Dual Permit Jurisdiction area of the Coastal Zone, the Marina Peninsula Subarea of the

Venice Coastal Zone Specific Plan, the Los Angeles Coastal Transportation Corridor, a Calvo Exclusion Area, Methane, Liquefaction and Tsunami Inundation Zones. The site is within 6.4 kilometers from the Santa Monica Fault. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located, in Zone X, outside of the flood zone.

The project consists of the demolition of two existing single-family dwellings and a duplex, the merger and resubdivision of two lots with a total of 5,060 square feet into four (4) new small lots, and the construction of four (4) new three-story single-family dwellings with roof decks. The project will provide nine parking spaces.

The neighborhood and properties immediately surrounding the property are zoned R3 and developed with single and multi-family dwellings ranging from one to two stories in height. The lots adjacent to the property are developed with one-story multi-family structures. As discussed in Finding No. 1, the proposed development is compatible in scale and character with the existing neighborhood and would not be detrimental to the adjoining lots or neighborhood.

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

The Venice Local Coastal Land Use Plan ("LUP") was certified by the California Coastal Commission on June 14, 2001; however, the necessary implementation ordinances were not adopted. The City is in the initial stages of preparing the LCP; prior to its adoption the guidelines contained in the certified LUP are advisory. The subject property is designated Medium Residential in the Venice Local Coastal Program Land Use Plan and is zoned R3-1.

Policy I.A.7(c) of the LUP outlines density and development standards for residential projects in areas with a Land Use Designation of Multiple Family Residential.

Marina Peninsula Development Standards:

*Density: A maximum of two dwelling units per lot shall be permitted for all Venice Coastal Development Projects on multiple-family residentially-zoned lots.* The project will construct a new single-family dwelling on each newly subdivided lot; for a total of four single-family dwellings.

*Height: Not to exceed 35 feet.* As shown on "Exhibit A" the proposed project is limited to a maximum height of 35 feet.

*Policy II.A.3 outlines the Parking Requirements for the project. Multi-family dwellings on lots less than 40 feet or in width, or less than 35 feet in width if adjacent to an alley require two off-street parking spaces per dwelling unit plus a minimum of one guest parking space for each four or fewer units.* As shown in Exhibit A the newly subdivided lots are less than 30 feet in width, and the project will provide two parking spaces for each single-family dwelling and one guest space for a total of nine parking spaces accessed from the unnamed alley to the west. As such, the project complies the Parking Requirements Table of the Venice Coastal Zone Specific Plan and with Policy II.A.3 of the LUP.

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

The project proposes the demolition of a single-family residential structure. As discussed in the Mello Act Compliance Review findings, HDLA determined on January 7, 2021 that no affordable units exist on the subject site. Therefore, Replacement Affordable Units are not proposed or required for this project.

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

No Replacement Affordable Units are proposed or required for this project. Furthermore, the project proposes the construction of four new single-family dwellings. Pursuant to Part 2.4.2 of the Interim Administrative Procedures, developments which consist of nine or fewer Residential Units are Small New Housing Developments and are categorically exempt from the Inclusionary Residential Unit requirement. Therefore, the proposed development of four new Residential Units is found to be categorically exempt from the Inclusionary Residential Unit requirement for New Housing Developments.

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

*B. Section 9. General Land Use and Development Regulations*

1. *Lot Consolidation.* A maximum of three residentially-zoned lots may be consolidated in the Marina Peninsula Subarea. The project site consists of two existing residentially zoned lots on Catamaran Street. The subject site is currently developed with two single-family dwellings and a duplex. The project proposes the merger and resubdivision of two lots into four. Therefore, the proposed project is in conformance with Section 9.A. of the Specific Plan.

*C. Sections 10.D. Land Use and Development Regulations for the Marina Peninsula Subarea*

1. *Density. R3 Zone.* A maximum of two dwelling units per lot shall be permitted. The project proposes to construct a new single-family dwelling unit on each newly subdivided lot. Therefore, the density of the property complies with Section 10.D.1(b) of the Specific Plan.
2. *Height.* All Venice Coastal Development Projects shall be limited to a maximum height of 35 feet. As shown in Exhibit A, the project proposes a maximum height of 34 feet as measured from the centerline of Catamaran Street.

*D. Section 13.B. Parking Requirement*

*A multi-family dwelling on a lot of less than 40 feet in width, or less than 35 feet in width if adjacent to an alley are required to provide two spaces per unit; the third space may be uncovered and in tandem with the other two required covered parking spaces plus one guest space for each four units or fewer. Pursuant to Z.I. No. 2406,*

required parking for subdivision projects shall be the parking requirements for multiple dwelling uses, based on the width of the pre-subdivided lot, under Section 13.D of the Venice Coastal Zone Specific Plan. Multiple dwelling projects on lots 35 feet or more in width (if adjacent to an alley) are required to provide two spaces for each dwelling unit and one guest parking space for each four or fewer units. The existing two lots have a combined width of 60 feet as such, as such the project is required to provide two spaces for each dwelling unit and one guest parking space. A total of nine parking spaces are provided, therefore, the proposed project complies with Section 13 of the Specific Plan.

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

A Categorical Exemption, ENV-2017-3123-CE, has been prepared for the proposed project consistent with the provisions of the California Environmental Quality Act and the City CEQA Guidelines. The project proposes the subdivision of two lots located at 109 Catamaran Street and 111 Catamaran Street totaling 5,060 square-feet into four lots. The proposed small lots will have square footages of 1,412 (Parcel A), 1,172 (Parcel B) square feet of 1,172 (Parcel C), and 1,174 square feet (Parcel D). The project proposes the demolition of two existing single-family dwellings and a duplex and the construction of four new three-story single-family dwellings, each on a newly subdivided lot, with the square footages of 2,002 on Parcel A, 1,915 on Parcel B, 1,915 on Parcel C and 1,854 on Parcel D. The project will provide nine parking spaces. A full discussion is provided in Finding No. 6.

Therefore, the proposed project is determined to be categorically exempt and does not require mitigation or monitoring measures; no alternatives of the project were evaluated, and an appropriate environmental clearance has been granted.

**Mello Act Compliance Review**

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

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

The project involves the demolition of four (4) Residential Units. A Determination issued by the Los Angeles Housing and Community Investment Department (HCIDLA) dated January 7, 2021, states that no affordable units exist at 109, 109½ and 111 Catamaran Street. The subject property was acquired on April 13, 2017. HCIDLA collected data from November 2013 through November 2016. The current property owner provided documents showing that the average monthly rent was greater than \$1,608 for the one bedroom unit and greater than \$1,809 for the two bedroom units, from August 2014 through August 2017. HCIDLA concluded that the rent collected over the three-year look-back period was above the affordability threshold. Therefore, no Affordable Existing Residential Units are proposed for demolition or conversion and the applicant is not required to provide any Affordable Replacement Units.



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

The project proposes the construction of four (4) Residential Units. Pursuant to Part 2.4.2 of the Interim Administrative Procedures, developments which consist of nine or fewer Residential Units are Small New Housing Developments and are categorically exempt from the Inclusionary Residential Unit requirement. Therefore, the proposed conversion of two Residential Units is found to be categorically exempt from the Inclusionary Residential Unit requirement for New Housing Developments.

**ADDITIONAL MANDATORY FINDINGS**

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

## TIME LIMIT – OBSERVANCE OF CONDITIONS

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. Pursuant to LAMC Section 12.25 A.2, the instant authorization is further conditional upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code, or the approval may be revoked.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles or the Marvin Braude Constituent Service Center in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077, (818) 374-5050, or through the Department of City Planning website at <http://cityplanning.lacity.org>. The applicant is further advised to notify any consultant representing you of this requirement as well.

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made and shall be punishable by a fine of not more than \$2,500 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

## TRANSFERABILITY

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

## APPEAL PERIOD - EFFECTIVE DATE

The applicant's attention is called to the fact that this authorization is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any Condition of this grant is violated or not complied with, then this authorization shall be subject to revocation as provided in Section 12.27 of the Municipal Code. The joint determination in this matter will become effective after **15 days**, unless an appeal therefrom is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before

the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of the Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. **Forms are available on-line at <http://cityplanning.lacity.org>.**

Public offices are located at:

Figueroa Plaza  
201 North Figueroa Street,  
4th Floor  
Los Angeles, CA 90012  
(213) 482-7077

Marvin Braude San Fernando Valley  
Constituent Service Center  
6262 Van Nuys Boulevard,  
Room 251  
Van Nuys, CA 91401  
(818) 374-5050

West Los Angeles  
Development Services Center  
1828 Sawtelle Boulevard,  
2nd Floor  
Los Angeles, CA 90025  
(310) 231-2912

Furthermore, this coastal development permit shall be subject to revocation as provided in Section 12.20.2-J of the Los Angeles Municipal Code, as authorized by Section 30333 of the California Public Resources Code and Section 13105 of the California Administrative Code.

Provided no appeal has been filed by the above-noted date, a copy of the permit will be sent to the California Coastal Commission. Unless an appeal is filed with the California Coastal Commission before 20 working days have expired from the date the City's determination is deemed received by such Commission, the City's action shall be deemed final.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

VINCENT P. BERTONI, AICP

Approved by:

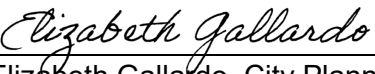
Reviewed by:

  
Faisal Roble, Principal City Planner

  
Juliet Oh, Senior City Planner

Reviewed by:

Prepared by:

  
Elizabeth Gallardo, City Planner  
elizabeth.gallardo@lacity.org

  
Bindu Kannan, Planning Assistant

FR:JO:EG:bk

# Exhibit 4 – Appeal

## CALIFORNIA COASTAL COMMISSION

SOUTH COAST DISTRICT OFFICE  
301 E. OCEAN BLVD., SUITE 300  
LONG BEACH, CA 90802  
(562) 590-5071  
SOUTHCOAST@COASTAL.CA.GOV



### APPEAL FORM

#### Appeal of Local Government Coastal Development Permit

#### Filing Information (STAFF ONLY)

District Office: South Coast

Appeal Number: A-5-VEN-22-0032

Date Filed: July 1, 2022

Appellant Name(s): Citizens Preserving Venice, Represented by Robin Rudisill

### APPELLANTS

**IMPORTANT.** Before you complete and submit this appeal form to appeal a coastal development permit (CDP) decision of a local government with a certified local coastal program (LCP) to the California Coastal Commission, please review [the appeal information sheet](#). The appeal information sheet describes who is eligible to appeal what types of local government CDP decisions, the proper grounds for appeal, and the procedures for submitting such appeals to the Commission. Appellants are responsible for submitting appeals that conform to the Commission law, including regulations. Appeals that do not conform may not be accepted. If you have any questions about any aspect of the appeal process, please contact staff in the Commission district office with jurisdiction over the area in question (see the Commission's [contact page](#) at <https://coastal.ca.gov/contact/#/>).

**Note regarding emailed appeals.** Please note that emailed appeals are accepted ONLY at the general email address for the Coastal Commission district office with jurisdiction over the local government in question. For the South Coast district office, the email address is [SouthCoast@coastal.ca.gov](mailto:SouthCoast@coastal.ca.gov). An appeal emailed to some other email address, including a different district's general email address or a staff email address, will be rejected. It is the appellant's responsibility to use the correct email address, and appellants are encouraged to contact Commission staff with any questions. For more information, see the Commission's [contact page](#) at <https://coastal.ca.gov/contact/#/>.



**Appeal of local CDP decision**  
**Page 2**

**1. Appellant information<sup>1</sup>**

Name: Citizens Preserving Venice, Robin Rudisill, Treasurer  
Mailing address: 3003 Ocean Front Walk, Venice, CA 90291  
Phone number: 310-721-2343  
Email address: wildrudi@mac.com

How did you participate in the local CDP application and decision-making process?

☒ Did not participate    ☐ Submitted comment    ☐ Testified at hearing    ☐ Other

Describe: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

If you did *not* participate in the local CDP application and decision-making process, please identify why you should be allowed to appeal anyway (e.g., if you did not participate because you were not properly noticed).

Describe: Citizens Preserving Venice is a non-profit organization organized under the laws of the State of California  
dedicated to preserving the quality of life in the Venice area of Los Angeles. It will be adversely impacted  
by the project and the City's determination because it has a substantial interest in ensuring that the City's  
decisions are in conformity with the requirements of law, and in having those requirements properly

Please identify how you exhausted all LCP CDP appeal processes or otherwise identify why you should be allowed to appeal (e.g., if the local government did not follow proper CDP notice and hearing procedures, or it charges a fee for local appellate CDP processes).

Describe: executed and the public duties of City officials enforced as they relate to application of the California  
Coastal Act, the certified Venice Land Use Plan, the Mello Act, and other laws that protect the quality of life  
and the special coastal community of Venice, a Coastal Resource to be protected under the Coastal Act.  
In addition, this is a pre-LCP determination that prejudices the LCP.

*This is  
also  
true.*

<sup>1</sup> If there are multiple appellants, each appellant must provide their own contact and participation information. Please attach additional sheets as necessary.

**Appeal of local CDP decision**  
**Page 3**

**2. Local CDP decision being appealed<sup>2</sup>**

Local government name: Los Angeles  
Local government approval body: Director of Planning  
Local government CDP application number: DIR-2017-3121-CDP-SPP-MEL  
Local government CDP decision: ☒ CDP approval ☐ CDP denial<sup>3</sup>  
Date of local government CDP decision: May 6, 2022

Please identify the location and description of the development that was approved or denied by the local government.

Describe: APN: 422-5004-080  
109-111 Catamaran Street, near the intersection of Pacific Ave  
Demolition of two existing single-family dwellings and a duplex, consisting  
of rental units 109, 109 ¼, 109 ½, 111 #1, 111 #2 Catamaran Street;  
the merger and re-subdivision of two lots into four new small lots;  
and the construction of four three-story single-family  
dwellings with roof decks, with nine parking spaces.

<sup>2</sup> Attach additional sheets as necessary to fully describe the local government CDP decision, including a description of the development that was the subject of the CDP application and decision.

<sup>3</sup> Very few local CDP denials are appealable, and those that are also require submittal of an appeal fee. Please see the [appeal information sheet](#) for more information.

**Appeal of local CDP decision**  
**Page 4**

**3. Applicant information**

Applicant name(s):

Ilan Kenig, 109 Catamaran Marina LLC, 111 Catamaran Marina LLC

5757 Wilshire Blvd, Suite 448

Applicant Address:

Los Angeles, CA 90036

**4. Grounds for this appeal<sup>4</sup>**

For appeals of a CDP approval, grounds for appeal are limited to allegations that the approved development does not conform to the LCP or to Coastal Act public access provisions. For appeals of a CDP denial, grounds for appeal are limited to allegations that the development conforms to the LCP and to Coastal Act public access provisions. Please clearly identify the ways in which the development meets or doesn't meet, as applicable, the LCP and Coastal Act provisions, with citations to specific provisions as much as possible. Appellants are encouraged to be concise, and to arrange their appeals by topic area and by individual policies.

Describe: See attached.

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<sup>4</sup> Attach additional sheets as necessary to fully describe the grounds for appeal.



**Appeal of local CDP decision**  
**Page 5**

**5. Identification of interested persons**

On a separate page, please provide the names and contact information (i.e., mailing and email addresses) of all persons whom you know to be interested in the local CDP decision and/or the approved or denied development (e.g., other persons who participated in the local CDP application and decision making process, etc.), and check this box to acknowledge that you have done so.

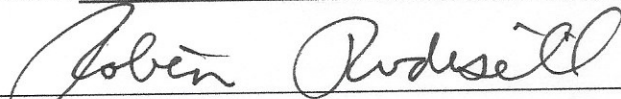
☐ Interested persons identified and provided on a separate attached sheet

**6. Appellant certifications**

I attest that to the best of my knowledge, all information and facts in this appeal are correct and complete.

Print name Citizens Preserving Venice, Robin Rudisill, Treasurer

Signature



Date of Signature July 1, 2022

**7. Representative authorization<sup>5</sup>**

While not required, you may identify others to represent you in the appeal process. If you do, they must have the power to bind you in all matters concerning the appeal. To do so, please complete the representative authorization form below and check this box to acknowledge that you have done so.

☐ I have authorized a representative, and I have provided authorization for them on the representative authorization form attached.

<sup>5</sup> If there are multiple appellants, each appellant must provide their own certification. Please attach additional sheets as necessary.

<sup>6</sup> If there are multiple appellants, each appellant must provide their own representative authorization form to identify others who represent them. Please attach additional sheets as necessary.



**CALIFORNIA COASTAL COMMISSION**

455 MARKET STREET, SUITE 300  
SAN FRANCISCO, CA 94105-2219  
VOICE (415) 904-5200  
FAX (415) 904-5400

**DISCLOSURE OF REPRESENTATIVES**

If you intend to have anyone communicate on your behalf to the California Coastal Commission, individual Commissioners, and/or Commission staff regarding your coastal development permit (CDP) application (including if your project has been appealed to the Commission from a local government decision) or your appeal, then you are required to identify the name and contact information for all such persons prior to any such communication occurring (see Public Resources Code, Section 30319). The law provides that failure to comply with this disclosure requirement prior to the time that a communication occurs is a misdemeanor that is punishable by a fine or imprisonment and may lead to denial of an application or rejection of an appeal.

To meet this important disclosure requirement, please list below all representatives who will communicate on your behalf or on the behalf of your business and submit the list to the appropriate Commission office. This list could include a wide variety of people such as attorneys, architects, biologists, engineers, etc. If you identify more than one such representative, please identify a lead representative for ease of coordination and communication. You must submit an updated list anytime your list of representatives changes. You must submit the disclosure list before any communication by your representative to the Commission or staff occurs.

Your Name \_\_\_\_\_

CDP Application or Appeal Number \_\_\_\_\_

**Lead Representative**

Name \_\_\_\_\_

Title \_\_\_\_\_

Street Address. \_\_\_\_\_

City \_\_\_\_\_

State, Zip \_\_\_\_\_

Email Address \_\_\_\_\_

Daytime Phone \_\_\_\_\_

Your Signature \_\_\_\_\_

Date of Signature \_\_\_\_\_

Additional Representatives (as necessary)

Name \_\_\_\_\_  
Title \_\_\_\_\_  
Street Address. \_\_\_\_\_  
City \_\_\_\_\_  
State, Zip \_\_\_\_\_  
Email Address \_\_\_\_\_  
Daytime Phone \_\_\_\_\_

Name \_\_\_\_\_  
Title \_\_\_\_\_  
Street Address. \_\_\_\_\_  
City \_\_\_\_\_  
State, Zip \_\_\_\_\_  
Email Address \_\_\_\_\_  
Daytime Phone \_\_\_\_\_

Name \_\_\_\_\_  
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Name \_\_\_\_\_  
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Street Address. \_\_\_\_\_  
City \_\_\_\_\_  
State, Zip \_\_\_\_\_  
Email Address \_\_\_\_\_  
Daytime Phone \_\_\_\_\_

Your Signature \_\_\_\_\_

Date of Signature \_\_\_\_\_

#### **4. Grounds for this Appeal**

**109, 109 1/4, 109 1/2, 110 #1, 110 #2 Catamaran Street, Venice**

**5-VEN-22-0029**

**DIR-2017-3121-CDP-SPP-MEL**

**July 1, 2022**

Appellant Citizens Preserving Venice is a non-profit organization organized under the laws of the state of California dedicated to preserving the quality of life in the Venice area of Los Angeles. It will be adversely impacted by the project and the City's determination because it has a substantial interest in ensuring that the City's decisions are in conformity with the requirements of law, and in having those requirements properly executed and the public duties of City officials enforced as they relate to application of the California Coastal Act, the certified Venice Land Use Plan (LUP), the Mello Act and other laws that protect the quality of life and the special coastal community of Venice, a Coastal Resource to be protected under the Coastal Act.

#### **A. COASTAL DEVELOPMENT PERMIT--ERRORS AND ABUSE OF DISCRETION IN CITY CDP FINDINGS; LACK OF FACTUAL AND LEGAL SUPPORT FOR THE FINDINGS**

##### **FINDING 1**

The Director of Planning erred and abused its discretion in approving the project as the development is NOT in conformity with Chapter 3 of the California Coastal Act of 1976 because:

1. Adverse cumulative effects on community character were not considered.
2. The project is not visually compatible with the mass, scale and character of the surrounding neighborhood.
3. The proposed project would result in a loss of density and would not preserve overall density in an area able to accommodate it, and thus is inconsistent with Coastal Act Section 30250.
4. Subdividing lots and conversion of multi-family housing to single-family housing in the Venice Coastal Zone subverts neighborhood character and does not conform with the multi-family land use designation.
5. The yards are incompatible with the surrounding neighborhood.
6. The adverse cumulative impact and change to the character of the neighborhood due to the loss of five lower-income units was not considered.
7. The Coastal Act affordable housing provisions and the Commission's Environmental Justice Policy were not considered.
8. Protection of Venice as a Special Coastal Community was not considered.

## **1. Adverse cumulative effects on community character were not considered.**

Coastal Act Section 30105.5 states:

*“Cumulatively” or “cumulative effect” means the incremental effects of an individual project shall be reviewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.”*

Coastal Act Section 30250 states:

*“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.”* (Emphasis added)

In Finding 1 of the City’s CDP, there is no cumulative effects analysis, which is an error and abuse of discretion. This is indicative of a pattern and practice by the City of failing to consider adverse cumulative effects in the Venice Coastal Zone and thus making ongoing erroneous Findings. Both individual and cumulative effects must be considered.

On December 7, 2021, the Coastal Commission’s Executive Director, Jack Ainsworth, sent a letter to Planning Director Vince Bertoni making clear that a cumulative effects analysis is required by the Coastal Act. See EXHIBIT A. **None of the City CDP’s issued since that date have included a cumulative effects analysis.**

Given that the Coastal Commission has been very clear with the City about this requirement, the CDP should be remanded to the City for them to do that work. It should not fall on the shoulders of the Coastal Staff to do the work that the City is required to do.

In addition, in two recent California Superior Court cases, the Court ruled that a cumulative impacts analysis is required. See excerpt from one of the Judgements, for Petition for Writ of Mandate dated July 16, 2019--Rudisill et al v. California Coastal Commission et al. BS170522, below:

*“The Coastal Act requires a cumulative impacts analysis: “[T]he incremental effects of an individual project shall be reviewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” §30105.5. Petitioners assert that the [Coastal] Commission abused its discretion in not considering the Project’s cumulative impact with other projects on the City’s ability to prepare a Coastal Act-compliant LCP. Pet. Op. Br. at 18. In evaluating whether a project would prejudice the City’s ability to prepare and adopt a LCP that protects the community’s character, the Commission has previously stated: “Protecting community character is a classic cumulative impacts issue.” AR 615.*

*Petitioners contend that approval of the Project would establish a precedent for massive, unarticulated homes that would adversely affect the special community of Venice and would prejudice the City's ability to prepare a certified LCP for Venice. When the Commission approves an out-of-scale project inconsistent with the Coastal Act, the approval can have adverse impacts on the neighborhood because the City will base future permitting decisions on previous Commission decisions. §30625(c) (local governments shall be guided by Commission decisions).*

*The Project represents a 56% increase in the baseline size of the neighborhood. AR 55. If the Commission continues to approve such out of scale developments, there will be significant adverse cumulative impacts to the scale and character of this low-density residential neighborhood, prejudicing the City's preparation of a Venice LCP. The Commission's failure to address this issue is a deviation from its past practice of considering cumulative impacts. AR 548 (noting cumulative effects), 553 (project sets bad precedent and creates cumulative impact on neighborhood) 608 (project would have adverse cumulative impact on Venice community), 606 (noting cumulative effect), 622, 610-11.*

*Petitioners correctly point out that the Commission's opposition ignores the cumulative impact issue. Reply at 3. More important, the staff report's analysis failed to address the Project's cumulative impact with other past, present, and future projects on the community and on the City's ability to certify a LCP. AR 14. Petitioners argue that this failure was aggravated by the Commission's intent to change the neighborhood's character:*

*"Many of the residences that the appellants surveyed were built several decades ago and are naturally smaller than homes built by today's standards. As such, the Commission typically reviews past Commission action in an area to determine whether or not a proposed project is appropriate with regard to community character, mass, and scale for a specific project in a specific area." AR 11.*

*In other words, the Commission is focused on the "prevailing pattern of development" (AR 610) and the fact that, in today's expensive home market, developers seek to build larger homes on existing lots to increase market value and accommodate larger families. The Commission therefore principally compares new projects with those it has previously approved rather than to the small homes originally built decades earlier.*

*The Commission's approach is practical and appropriate, but it runs the risk of changing the character of the community as Petitioners argue. Reply at 5. The "foot in the door" and precedential approval of a larger project can lead to a set of approvals that cumulatively change the nature of a neighborhood. The Commission should be sensitive to this fact. It was obligated by section 30105.5 to address the Project's cumulative impact and failed to do so. The matter will be remanded to the Commission for evaluation of whether the Project raises a substantial issue of cumulative impact on the neighborhood and the City's ability to certify a LCP.*



*The Commission failed to proceed in the manner required by law and abused its discretion by not considering the Project's cumulative impact with other approved projects on the character of the neighborhood and the City's ability to certify a LCP.”*

See also EXHIBIT B for WLAAPC Commissioner remarks in a past hearing regarding the need to protect Venice’s community character as a Special Coastal Community and Coastal Resource from adverse cumulative effects.

Finding 1 is in error as it does not include consideration of cumulative effects and thus is not in conformance with Section 30250(a) of the Coastal Act.

.....

### **Cumulative Effects Analysis.**

The cumulative effects approach as stipulated in the Coastal Act assesses similar past and current projects and probable (not “known”) similar future projects together with the proposed project. However, the only analysis that the City performs is based on the CEQA approach – see section on CEQA Section 15300.2 Exceptions to the Use of Categorical Exemptions (b) Cumulative Impact, page 19 of 26. The City states that “there is not a succession of known projects of the same type and in the same place as the subject project.” It erroneously concludes that the project is consistent with the type of development in the Multiple-Family Residential Low Medium II land use designation. That is incorrect as that land use designation is for duplexes and multi-family structures and not single-family homes. It then simply describes the project and its streetscape without assessing similar past and current projects and probable similar future projects that, together with the proposed project, would cause an adverse cumulative effect on the character of the neighborhood.

Considering the proposed project, past and current similar projects, and probable similar future projects, there is an adverse cumulative effect on the character of both Catamaran Street and the larger Marina Peninsula area and therefore the special coastal community of Venice, a Coastal Resource, as further explained below.

This proposed project demolishes 5 rental units and replaces them with four 3-story single-family homes. Approval of this project would constitute an adverse cumulative effect on the character of Catamaran Street and a Substantial Issue for the following reasons:

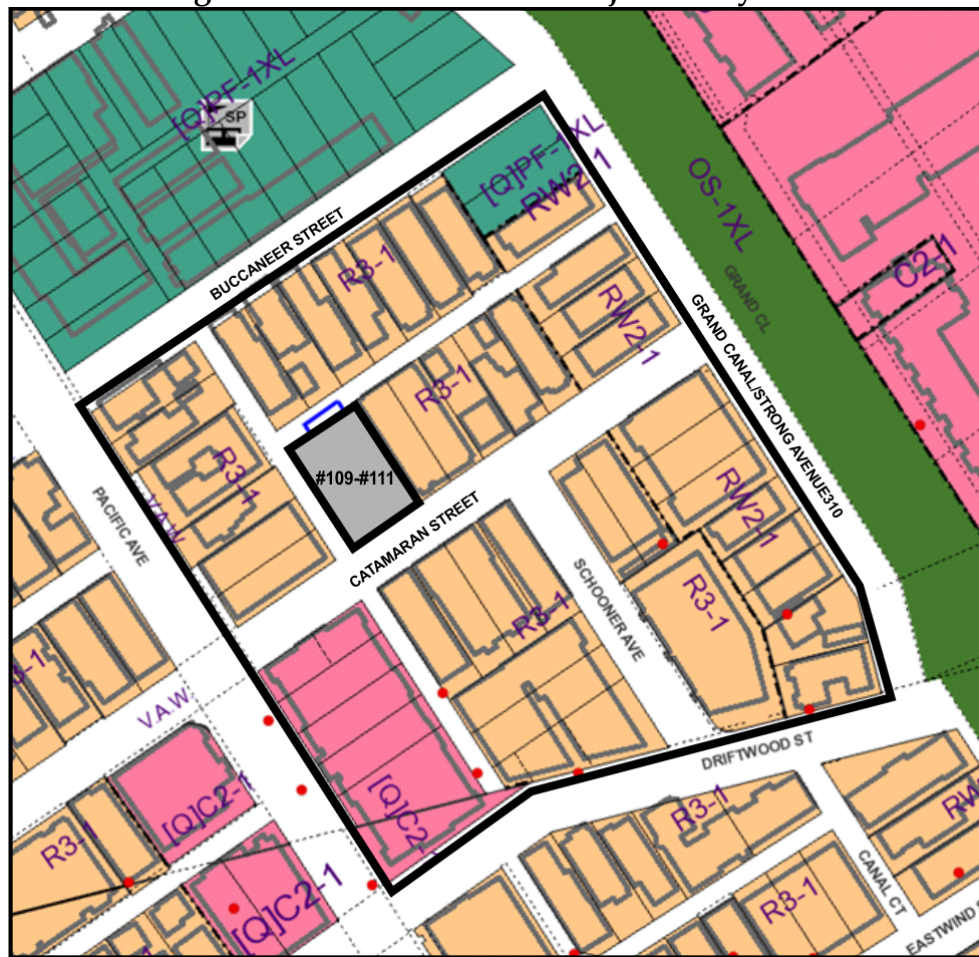
- The Commission has previously rejected the substitution of single-family home(s) (even with an ADU or JADU) for multiple family structure(s) in areas with Multiple-Family Residential – Low Medium II land use designations. See: A-5-VEN-20-0039 (Holzman) - 714-716 E Palms Blvd; A-5-VEN-21-0010 (Miles) - 426-428 Grand Blvd, A-5-VEN-21-0069 (315 6<sup>th</sup> Avenue LLC) – 315 6<sup>th</sup> Ave.

- These proposed new homes have substantially higher FARs than their neighbors. As Table 1 shows, the median FAR of the survey area is 1.13 – even with larger pre-LUP structures included. The total FAR of the 4 proposed small-lot homes is 1.56, with Parcel A having a FAR of 1.42, Parcel B having a FAR of 1.63, Parcel C having a FAR of 1.63, and Parcel D having a FAR of 1.58. Clearly, the associated mass, scale, and character will adversely affect the character of the neighborhood.
- The subdivision of the 60' x 90' parcel for four smaller parcels, if not stopped, will change the character of the block. The sense of open space constricts, and the multiple family-zoned streetscape becomes increasingly single family. These taller, often narrower structures in no way conform to either the character of Catamaran Street or of the larger Marina Peninsula community.
- If not challenged, this design template of four 3-story structures with roof decks will continue to change the character of this neighborhood and will be used on other Marina Peninsula streets. Roof decks are not a substitute for ground level yards, which have open space and permeable area.
- The four homes face the adjacent 3-story, approximately 80'-long wall of its neighbor with minimal separation between; this is also an unacceptable precedent in allowable design and project orientation.

### **Character of Study Area**

The Project is located at the north end of the Marina Peninsula neighborhood of Venice. It is somewhat isolated between a busy Pacific Avenue to its west and the Grand Canal to its east, and by an elementary school to the north. The Area's city zone classification is R3-1 and the basic coastal land use designation of the area is Multi-Family Residential – Low Medium II. One parcel is classified as Neighborhood Commercial (#102 Catamaran) although it has a 24-unit apartment building on it. See Figure 1 below ZIMAS for the study area considered (within black outline).

Figure 1: Catamaran Street Project Study Area



There are 34 parcels in the Study Area: nine (27%) have single-family dwellings, three (8%) have condominium structures, with 18 units, and 22 (65%) have apartment/rental buildings, with 117 rental units. In total there are 18 condominium units averaging 1,443 square feet, and 117 rental units averaging 1,184 square feet. Most buildings in the Study Area were built in the late 1960s and 1970s, especially the apartment buildings. Most are showing their age. The few single-family homes remaining were built in the earlier third of the 1900s and are very small. The structures range from one story to 3 stories, with 3 structures at four stories, all built pre-LUP. Two-story dwellings predominate. See Table 1 below.

**Table 1: Parcels Within the Study Area**

A	B	C	D	E	F	G	H	I	J
	<b>Catamaran Street Study Area</b>								
	<b>Table 1:</b> All structures currently within the survey area, which were constructed prior to certification of Venice LUP in 2001								
	Street #	Street	Year Built	Lot Size (sq. ft.)	# Of Units	Stories	Total Square Footage	Average Unit Size	FAR
1	109-111	Catamaran	1923	5,428	5	2,1,1	3,157	631	0.58
2	117	Catamaran	1969	5,427	7	3	6,820	974	1.26
3	121	Catamaran	1936	2,714	SFR	2	576	576	0.21
4	123	Catamaran	1915	2,714	SFR	1	892	892	0.33
5	125	Catamaran	1987	2,713	2	4	3,898	1,949	1.44
6	102	Catamaran	1990	18,144	24	3	37,392	1,558	2.06
7	108	Catamaran	1967	2,998	3	2	3,168	1,056	1.06
8	112-114	Catamaran	1969	5,997	7	2.5	8,068	1,153	1.35
9	118	Catamaran	1968	2,999	3	2	3,114	1,038	1.04
10	124	Catamaran	1970	5,369	3	3	6,359	2,120	1.18
11	130	Catamaran	1971	8,997	11	4	12,197	1,109	1.36
12	3302*	Pacific	1937	2,660	SFR	1	930	930	0.35
13	3306	Pacific	1921	2,660	SFR	1	820	820	0.31
14	3308-3314	Pacific	1982	4,901	Condo (4)	2	4,720	1,180	0.96
15	3316	Pacific	1941	2,660	SFR	1	684	SFR	0.26
16	3320	Pacific	1964	5,019	6	2	5,661	944	1.13
17	108	Buccaneer	1922	2,713	SFR	1	720	SFR	0.27
18	114	Buccaneer	1921	2,714	SFR	1	535	SFR	0.20
19	116	Buccaneer	1968	2,713	3	2	2,322	774	0.86
20	118	Buccaneer	1968	2,714	3	2	2,022	674	0.75
21	120	Buccaneer	1973	2,713	3	3	3,053	1,018	1.13
22	122	Buccaneer	1972	2,713	3	3	3,053	1,018	1.13
23	124	Buccaneer	1974	2,578	4	3	3,654	914	1.42
24	3309	Grand Canal	1970	2,741	2	3	2,603	1,302	0.95
25	3315	Grand Canal	1964	2,742	4	2	2,192	548	0.80
26	3319	Grand Canal	1967	2,699	2	2	2,096	1,048	0.78
27	3323	Grand Canal	2000	2,699	Condo (2)	3	3,088	1,544	1.14
28	3409	Grand Canal	1992	2,159	SFR	4	2,878	2,878	1.33
29	3411-13	Grand Canal	1978	2,158	2	3	2,964	1,482	1.37
30	3415-17	Grand Canal	1978	2,158	2	3	2,964	1,482	1.37
31	3419	Grand Canal	1913	3,037	SFR	1	720	720	0.24
32	119	Driftwood	1968	12,096	16	2	12,828	802	1.06
33	135	Driftwood	1971	2,965	2	2	3,173	1,587	1.07
34	3422	Schooner	1969	9,930	Condo (12)	2	15,276	1,273	1.54
	Total			145,642	144		164,597	35,991	1.13
	Average						4,841	1,059	
Note: Information from L.A. County Assessor's Files and ZIMAS									

**Table 2 Statistics from Study Area**

Type of Development		# of Parcels	Living Units	Total SF	Ave. SF of Units	Stories		
Single-Family:		9	9	8,755	973	1 Floor	7	21%
Condominiums:		3	18	23,084	1,443	2 Floors	14	41%
Rentals:		22	117	132,758	1,184	3 Floors	10	29%
Total:		34	144	164,597	1,143	4 Floors	3	9%
<b>Source: CDP determination page 6</b>								
		<b>Parcel A</b>	<b>Parcel B</b>	<b>Parcel C</b>	<b>Parcel D</b>	<b>Total Project</b>		
Lot Area--square feet		1,412.4	1,172.6	1,172.8	1,174.0	4,931.8		
Building area--square feet		2,002.0	1,915.0	1,915.0	1,854.0	7,686.0		
FAR		1.42	1.63	1.63	1.58	1.56		

### **Past City Actions**

There has been no redevelopment in the Study Area since the 2001 LUP was certified. 3302 Pacific Avenue applied for and received a CDP in 2020 for a remodel and addition but there is no sign yet of activity. 121 Catamaran, a single-family dwelling, received a CDP in 2005 for a subdivision of the lot into two parcels with a townhome on each, which was extended in 2014, and has apparently lapsed with no work done.

Clearly, the Study Area's predominant land use is rental/apartments. The Project appears to be the only rental property that contain multiple structures, one 2-story and two 1-story buildings. With few single-family structures remaining, the area is a good one in which to continue to build new and renovate older apartment buildings. Moreover, by "trading" five rental units for four single-family homes, housing density is lowered. Should the Project be approved, it would set a precedent which, if repeated, could have an adverse cumulative effect on the character of the Study Area neighborhood, which is especially concerning as the project is in the Dual Permit Jurisdiction Coastal Zone.

## **2. The project is not visually compatible with the mass, scale and character of the surrounding neighborhood.**

### **Coastal Act Section 30251 Scenic and visual qualities states:**

*"The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas...."*



**LUP Policy I. A. 2. Preserve Stable Single-Family Residential Neighborhoods states:**

*"Ensure that the character and scale of existing single-family neighborhoods is maintained and allow for infill development provided that it is compatible with and maintains the density, character and scale of the existing development."*

**LUP Policy Preservation of Venice as a Special Coastal Community I.E.2. Scale states:**

*"New development within the Venice Coastal Zone shall respect the scale and character of community development. Buildings which are of a scale compatible with the community (with respect to bulk, height, buffer and setback) shall be encouraged. All new development and renovations should respect the scale, massing, and landscape of existing residential neighborhoods. Lot consolidations shall be restricted to protect the scale of existing neighborhoods."*

**LUP Policy Preservation of Venice as a Special Coastal Community I.E.3. Architecture states:**

*"Varied styles of architecture are encouraged with building facades which incorporate varied planes and textures while maintaining the neighborhood scale and massing."*

Findings 1 and 2 of the CDP are in error as the project does not conform with Coastal Act Section 30251 or LUP Policies I.E.1., I.E.2., and I.E.3.

Given its size and the lot subdivision, the proposed project is not compatible with and will harm (rather than protect) the mass, scale, and character of the existing neighborhood.

The Project would replace one duplex and two single family dwellings (one with two units) containing five rental units, totaling 3,157 square feet (1,439 + 782 + 936), with four single-family homes totaling 7,686 square feet (2,002 + 1,915 + 1,915 + 1,854) on a lot with a Multi-Family Residential coastal land use designation. See EXHIBIT C for information on unit size and number of units. The new homes will in total be **2.4 times larger** than the existing structures. See EXHIBIT D for photos of existing structures. See EXHIBIT E for a rendering of the proposed project.

As per the Summary of Venice Coastal Issues in the certified LUP (page I-4), **Preservation of Venice** as a Special Coastal Community **and its community character, scale** and architectural diversity is a **priority issue.**

The project would not comply with LUP Policy I.E.2. because, at **1.6 times larger** than the 4,841 square foot average size of structures in the study area, it would not be compatible with the surrounding neighborhood, nor would it comply with LUP Policy I.E.3., which encourages varied styles of architecture while **maintaining the neighborhood scale and massing.** This **proposed project would not maintain the scale** of the surrounding neighborhood and therefore harms the neighborhood rather

than protecting it. This project is not compatible in mass, scale and character with the existing neighborhood.

Although cars do traverse Catamaran Street, the “roadway” itself is not defined by curbs. The “street” appears and functions like a walk street with substantial pedestrian traffic walking down its middle. Policy I.A.7(c) of the LUP deals with neighborhoods classified as Multi-family Residential – Low Medium II. Its section (c) limits the height of buildings in the Marina Peninsula along walk streets to 28 feet in height (Page II-13 of LUP). The Project’s height is 35’ along Catamaran Street.

The orientation of the four SFR units on the parcel is unlike any other structures in the Study Area. All four units are oriented east-west with the front doors of three of the units facing east straight into the 80’ long, 20’-35’’ tall sidewall of the adjacent unit. The one unit along Catamaran has its front door facing Catamaran but is otherwise similarly oriented east-west. There is virtually no setback along the north-south alley (the rear of the homes) or along the east-west alley to the north. Both the wood cladding and its dark tone are inconsistent with the material and pastel tones of every other structure in the Study Area. The maximum allowable size of the four structures will make this visual incongruence even more pronounced.

The renderings of the project, at EXHIBIT E, give a completely false sense of space around the project that is not in any way reality. For example, the green hedging cannot possibly be on the property as the Project’s footprint consumes almost the entire parcel. The east side of the structure, shown in the lower left rendering with a wide, hedge-bounded walkway, will in actuality be a cramped walkway between very high walls. The adjacent building is shown in the upper left rendering as a short gray wall, not a wall that is as tall as the Project’s walls. The Project’s entrance walkway will be a safety concern for its “inner” inhabitants who have to use it to get to their front doors. The drawings indicated that dwellings 2 and 3 will have their trash containers immediately outside their entrances further blocking the narrow walkway! This design is really inexcusable.

Thus, the project does not conform with Coastal Act Section 30251 with respect to protection of visual resources and would cause an adverse cumulative impact to the surrounding neighborhood.

The City obviously overlooked the unique orientation and visual impact that the project’s bulk, massing and exterior materials would have for pedestrians. With walls 35 feet high, the dark-toned project creates a visual impact that is extremely negative for pedestrians. As described above, the City-approved development will have an adverse visual impact to the pedestrian scale of this neighborhood of Venice.

Due to the bulky frontage, the four structures would appear to be very large compared to other structures in the neighborhood that are 2 stories or less. The articulation of the

structure is achieved with balconies jutting outward over the minimal setbacks and possibly the west alleyway, not by cutting into the living spaces. If this design is implemented on future projects, this design tactic has the potential to adversely impact community character by maximizing floor space at the expense of compatibility with the character, mass and scale of the surrounding block. Moreover, it seems impossible to build and then maintain walls that are 8" apart, 35' in height and 60' long as shown in the architectural plans.

In addition, the City errs in its finding on page 10 of 26, where it states "As proposed, the new single-family dwelling and accessory structure are visually compatible with the character of the area and will visually enhance the existing neighborhood," and again on page 13 of 26 where it states "The proposed two-story development is consistent with the massing and height of the three-story multi-family dwellings on Catamaran Street." Due to these errors, it is not clear whether the findings relate to another project or to the subject project. The subject project is 3-stories with roof decks while most structures on Catamaran are 2-stories.

The city CDP findings that the project conforms with the standard of review, the Coastal Act, and its guidance, the LUP, are in error and the city has abused its discretion in approving the CDP. The project cannot be approved as proposed.

**3. The proposed project would result in a loss of density and would not preserve overall density in an area able to accommodate it, and thus is inconsistent with Coastal Act Section 30250.**

The proposed project is not consistent with Coastal Act 30250 because the project involves a change from 5 rental units to four single-family homes, in an existing developed area designated for multi-family residences.

Coastal Act Section 30253 protects Venice as a Special Coastal Community and Coastal Resource and requires that new development be compatible with the unique character of the neighborhood. This proposed project for four single-family homes is not compatible with the character of neighborhood because the area consists primarily of multi-family residences.

The approval of the conversion of five multi-family rental units to four single family dwellings, without any analysis of the impacts of the loss of housing density on the area, fails to preserve and protect the multi-family neighborhood in which the subject site is located. LUP Policy I.A.7. stipulates that allowed Uses on lots designated Multi-Family Residential – Low Medium II consist of "*duplexes and multi-family structures.*"

The policies of the LUP specifically designate areas in Venice for single-family homes and for duplexes and multi-family developments. LUP Policy I.A.5. requires the

protection and preservation of existing multi-family neighborhoods. In this case, the project site is in the Marina Peninsula subarea and is designated with a Multi-Family Residential – Low Medium II land use in the LUP. The project would result in a loss of one unit; therefore, approval of the project would be inconsistent with LUP Policies I.A.5. and I.A.7. and Coastal Act Section 30250 as it would not preserve overall density in an area able to accommodate it. As proposed, the project would result in the loss of housing density in an existing developed area designated by the LUP as appropriate for more dense development. The loss of one unit may not seem significant on its own but there have been numerous projects involving loss of housing density in Venice; thus, the cumulative effect of loss of housing density in Venice is a concern. As a result, the Coastal Commission has been raising a substantial issue with respect to projects involving a loss in density.

#### **4. Subdividing lots and conversion of multi-family housing to single-family housing in the Venice Coastal Zone subverts neighborhood character and does not conform with the multi-family land use designation.**

Subdividing lots in the Venice Coastal Zone subverts neighborhood character, in violation of the LUP. In the Coastal Zone, the LUP takes precedence over both the uncertified VCZSP and uncertified LAMC, and thus its specific provisions requiring compatibility of new development, including as relates to the subdivision of lots with the surrounding neighborhood, must be followed.

Policy I.A.7. states that in Multi-Family Low-Medium II Density areas, “[s]uch development shall comply with the density and development standards set forth in this LUP.” In particular, the LUP policies of this area call for “Duplexes and Multi-Family structures.” The project proposes the development of four new single-family dwellings, inconsistent with the “duplexes and multi-family structures” outlined in Policy I.A.7. as permitted uses. Approval of the proposed development is inconsistent with these policies of the LUP designed to maintain the character of stable multi-family neighborhoods, and as such, is further inconsistent with the mandates of Section 30251 that new development be consistent with the character of the surrounding area. (See EXHIBIT F for Parcel Map.)

The LUP describes Venice’s neighborhood character as a “*quintessential coastal village*,” and states “*Venice is really a group of identifiable neighborhoods with unique planning and coastal issues.*” The overall character of the Venice Coastal Zone is its small scale and its diversity, as can be seen in its economic, cultural, and architectural mix. The LUP clearly defines neighborhood character. A defining quality of Venice is its small scale and small lots, with much of its housing being affordable housing. Development in Venice’s unique neighborhoods must consider neighborhood character and should be reflective of the development patterns that already exist.

The LUP also states: “*The subdivision patterns in Venice are also unique...*” Venice is known for its unique subdivisions and pattern of development, which makes the existing subdivision patterns a significant part of its character. To our knowledge, there are no other small-lot subdivisions in the Marina Peninsula area. (See attached EXHIBIT G for all applications for small-lot subdivisions in the Venice Coastal Zone since 2012.) This additional small lot subdivision development for single-family residences would cause an adverse cumulative effect, causing harm to Venice’s character and its status as a Special Coastal Community. This is even more concerning as the project is located in the Dual Permit Jurisdiction Coastal Zone.

Because of the adverse cumulative effect of another small lot subdivision resulting in single family dwellings in this multi-family coastal land use designation, this project should not be approved.

Even the City’s uncertified LAMC 17.50 states that one of the purposes of the preliminary parcel map is to assure lots are of acceptable design and of a size compatible with the size of existing lots in the immediate neighborhood:

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**SEC. 17.50. PARCEL MAPS – GENERAL PROVISIONS.**



**A. Purpose.** The following parcel map regulations are intended to assure compliance with the Subdivision Map Act, the Comprehensive Zoning Plan of the City of Los Angeles as set forth in [Article 2](#) of this chapter, and the various elements of the City’s General Plan, to assure lots of acceptable design and of a size compatible with the size of existing lots in the immediate neighborhood; to preserve property values; to assure compliance with the Design Standards for Streets and Alleys as specified in Section [17.05](#) of this Code where street or alley dedication and/or improvement are required; and to prevent interference with the opening or extension of streets necessary for emergency vehicle access, proper traffic circulation and the future development of adjacent properties; and to provide that the dividing of land in the hillside areas be done in a manner which will assure that the separate parcels can be safely graded and developed as building sites. (Amended by Ord. No. 143,254, Eff. 5/14/72.)

The four new lots are half the size of the existing two lots and the vast majority of the lots in the area, which any reasonable mind would agree means that the new lots are clearly not of a size compatible with the size of existing lots in the immediate neighborhood. A subdivision to split an existing lot in half thereby reducing the original lot by 50% would not result in lot sizes compatible with the size of lots in the immediate neighborhood. Indeed, this is exactly the type of thing that the uncertified LAMC 17.50 intends to prevent. Moreover, the lot split is perpendicular to the orientation of neighboring lots, that is, east-west, not north-south. Development in neighborhoods must take into account neighborhood character, which includes such things as mass and scale and lot subdivision patterns. The proposed subdivision should be reflective of the development patterns that already exist.



At the City's appeal hearing on March 4, 2020 for the proposed project at 635 San Juan, a project with similar issues as the subject project, the City upheld the appeal, and made the following findings:

The development **does NOT** conform with Chapter 3 of the Coastal Act. "Such development would be inconsistent with the predominant multi-family residential character of the surrounding area... As such, the proposed project would result in development that is not compatible with the surrounding area.... The Venice LUP...includes development policies that serve to maintain the character of Venice's different neighborhoods. In Venice's multi-family neighborhoods, the LUP sets forth that "it is the intent of Venice LUP to maintain existing stable multi-family residential neighborhoods." (p. II – 10.) Policy I.A.5. titled "Preserve and Protect Stable Multi-Family Neighborhoods," requires that new development "Preserve and protect stable multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained and improved." Additionally, Policy I.A.7. states that in Multi-Family Low-Medium Density areas, "[s]uch development shall comply with the density and development standards set forth in this LUP." In particular, the development standards of this particular area call for "Duplexes and Multi-Family structures. **The project proposes the development of two new single-family dwellings, inconsistent with the "duplexes and multi-family structures" outlined in Policy I.A.7. as permitted uses. Approval of the proposed development is inconsistent with these policies of the LUP designed to maintain the character of stable multi-family neighborhoods, and as such, is further inconsistent with the mandates of Section 30251 that new development be consistent with the character of the surrounding area.**" (Emphasis added)

This City CDP determination findings for 109-111 Catamaran Street should be consistent with this prior similar decision.

## **5. The yards are incompatible with the surrounding neighborhood.**

Due to the size of the development as compared to the size of the lot, the yards are not adequate. The Parcel Map determination states:

- (i) **Setbacks shall be permitted as follows:**

Setback Matrix				
Lot No.	SE Side	NE Front	NW Side	SW Rear
A	4'2"	6'0"	0'4"	7'10"
B	0'4"	6'0"	0'4"	7'10"
C	0'4"	6'0"	0'4"	7'10"
D	0'4"	6'0"	0'7"	7'10"

LUP Policy I.A.7.c. requires yards to be consistent with the existing scale and character of the neighborhood and requires that they accommodate the need for fire safety, open

space, permeable land area for on-site percolation of stormwater, and on-site recreation consistent with the existing scale and character of the neighborhood. These “yards” are not consistent nor are they compatible with the existing pattern of development, which has larger front and rear yards for each structure. Also, the yards are not situated in the same way as the neighborhood. The front yard, of only 6 feet, is where the side yard is typically located. The yard along Catamaran Street is considered the side yard and it is only set back 4’-2” (excluding a proposed dedication), which is not in conformance with the neighborhood front yard setback. Due to the significant reduction in yards for these types of small-lot homes, they are typically built as 3-story structures with roof decks in order to supposedly compensate for the lack of ground-level yard space. However, roof decks are not a substitute for ground level open space. The uncertified small-lot subdivision regulations do not seem to consider whether the yards are compatible with the neighborhood and the original subdivision patterns. The proposed project’s yards are not in conformance with LUP Policy I.A.7.c and thus violate Coastal Act 30251, which requires a development *to be visually compatible with the character of surrounding areas*.

The plans show a separation of 8” between the homes. How one constructs and maintains four 3-story buildings each 8” apart from the others is concerning. It is not clear how a construction worker can stucco the high walls in a space of only 8”. Also, there appears to be inadequate fire safety access, which is one of the purposes of yards. In addition, in a big earthquake there may be more than 4” of sway at the top, so the houses could knock against each other.

In addition, the project would result in construction of four three-story, generally boxy, single-family residences with minimal landscaping or permeable open space that could otherwise reduce the apparent massing from the public street.

## **6. The adverse cumulative impact and change to the character of the neighborhood due to the loss of five lower-income units was not considered.**

A change in the character of our multi-family neighborhoods is an urgent consideration when any project applies to demolish existing lower-income multi-family structures only to be replaced with expensive single-family dwellings. This violates Chapter 3 of the Coastal Act, the Mello Act, the Environmental Justice provisions and policy, as well as the LUP. The existing property contains five RSO units, with the fifth unit unpermitted. See EXHIBIT C for evidence of 5 units on the two lots as per both the City’s ZIMAS system and the County Assessor’s system, and further that the units are all RSO as per the ZIMAS system. See EXHIBIT H for evidence showing that the City’s Housing Department erroneously included only four units in its Mello Act analysis of replacement affordable units. In addition, based on evidence provided by a neighbor of the property, both units on the lot at 111 Catamaran are short-term rentals, an unpermitted use of the property. Subdividing a lot for purposes of high priced, single-

family homes only serves to extract profits from this Coastal neighborhood and does nothing to preserve much needed affordable housing. The cumulative impact of this pattern and practice is to convert Venice from a multi-family, lower-income, economically diverse community into a high-priced single-family community.

There is an apparent trend of multi-unit structures being redeveloped as single-family residences, displacing the existing lower income residents. There have been ongoing significant legislative efforts to alleviate the affordable housing crisis. Thus, the Coastal Commission has been rightfully emphasizing the importance of encouraging the protection of affordable housing (Coastal Act Sections 30604(f) and (g) and Coastal Commission's Environmental Justice Policy). The LUP policies also seek to preserve and maintain existing housing stock by designating duplexes and multi-family developments for areas deemed appropriate to sustain such development (LUP Policies I.A.5. through I.A.8.).

The cumulative effect of this project is to turn the lower income multi-family Marina Peninsula neighborhood into a high-end single-family neighborhood, an unacceptable result.

## **7. The Coastal Act affordable housing provisions and the Commission's Environmental Justice Policy were not considered.**

The Coastal Commission's Environmental Justice Policy states:

*"The Commission recognizes that the elimination of affordable residential neighborhoods has pushed low-income Californians and communities of color further from the coast, limiting access for communities already facing disparities with respect to coastal access and may contribute to an increase in individuals experiencing homelessness."*

Coastal Act Section 30604(f) states:

*"The commission shall encourage housing opportunities for persons of low and moderate income,"*

Coastal Act Section 30604(g) states:

*"The legislature finds and declares that it is important for the commission to encourage the protection of existing and the provision of new affordable housing opportunities for persons of low and moderate income in the coastal zone."*

Coastal Act Section 30116 states:

*"Sensitive coastal resource areas" means those identifiable and geographically bounded land and water areas within the coastal zone of vital interest and sensitivity. "Sensitive coastal resource areas" include... areas that provide existing coastal housing or recreational opportunities for low- and moderate-income persons."* (Emphasis added)

Areas with existing coastal housing for low- and moderate-income persons are sensitive coastal resource areas. Thus, low- and moderate-income housing in Venice must be protected as a coastal resource.

In addition to the requirements of the Mello Act and the City's Mello Act Interim Administrative Procedures (IAP), we must consider the Coastal Commission's Environmental Justice Policy, which indicates that existing affordable housing must be protected, and that the implementation of housing laws must be undertaken in a manner fully consistent with the Coastal Act. The Environmental Justice Coastal Act provisions and Commission's policy were not considered in the city's determination.

Similar in intent to the Mello Act, the Coastal Commission Environmental Justice Policy, Housing, page 8 states:

"The Commission recognizes that the elimination of affordable residential neighborhoods has pushed low-income Californians and communities of color further from the coast limiting access for communities already facing disparities with respect to coastal access and may contribute to an increase in individuals experiencing homelessness."

"The Coastal Commission will increase these efforts with project applicants, appellants and local governments, by analyzing the cumulative impacts of incremental housing stock loss..." (Emphasis added)

"The Commission will also support measures that protect existing affordable housing. If the Commission staff determines that existing affordable housing would be eliminated as part of a proposed project in violation of another state or federal law, the Commission staff will use its discretion to contact the appropriate agency to attempt to resolve the issue." (Emphasis added)

It is important for Coastal Staff to understand the Mello Act errors in assessing Environmental Justice for this project.

HCID erred in its determination of replacement affordable units as it should have included the fifth unit in its review for replacement affordable units. See EXHIBIT H for erroneous HCID letter, which states that "for purposes of the Mello Determination, only the four (4) legal units will be taken into account." The Mello Act requires all affordable housing to be replaced and does not differentiate between permitted and unpermitted. That means that given that there are five rental units, all five would be required to be considered for replacement, without a feasibility study. In addition, both ZIMAS and the Assessor's website indicate there are five units. See EXHIBIT C.

The City has violated the Mello Act and the IAP, and the Environmental Justice policy must be put into effect to resolve this violation.

Having the correct interpretation of the Mello Act, which is the interpretation that supports protection of affordable housing (and, most importantly, the tenants living there), is critical to our affordable housing and homelessness crises.

Decisions must be made that will serve to prevent displacement of our lower income residents. Prevention is key. We must stop the bleeding if we are to effectively act on our housing and homelessness crises.

Your decision in this case is not just about five units on Catamaran Street. The cumulative effect of this project going forward as proposed would adversely affect dozens of lower cost rental units and the families living in them in future development proposals in the near future, not only in the Venice Coastal Zone but in all of the Los Angeles Coastal Zones, and likely hundreds of units over the coming years. The cumulative effect of NOT correcting this error of destroying lower-income multi-family rental housing would be devastating.

In support of this appeal, see EXHIBIT B for poignant remarks from one of the West L.A. Area Planning Commissioners regarding Environmental Justice and why it should be considered in the Venice Coastal Zone. However, the City continues to refuse to consider Environmental Justice, even though the Coastal Commission has strongly urged them to do so. See EXHIBIT I.

Lastly, the City Council has approved a motion that directs City Planning, with assistance from HCID, to report back with a detailed analysis on topics related to housing equity and access in the Coastal Zone, including displacement and gentrification effects on historically marginalized populations and impact of new development and housing typologies (i.e., small lots, mansionization) on available market rate and affordable housing stock. See EXHIBIT J. Sadly, this motion appears to be on indefinite hold.

## **8. Protection of Venice as a Special Coastal Community was not considered.**

The decision maker erred and abused its discretion in that its Findings do not adequately address Coastal Act Section 30253(e). There is no mention of the fact that the Coastal Commission has designated Venice as a Special Coastal Community, which is a Coastal Resource to be protected. The fact is that this project would harm the Special Coastal Community, Coastal Resource of Venice as it changes the use and character of the neighborhood to single-family whereas development standards of this land use designation call for “Duplexes and Multi-Family structures.”

With respect to Coastal Act Section 30253(e) and its requirement to protect special communities, the City errs in concluding on page 13 of 26 of the City CDP that: “The



proposed two-story development is consistent with the massing and height of the three-story multi-family dwellings on Catamaran Street.” First, as noted before, this statement is factually wrong: the Project is 3 stories and most dwellings on Catamaran are 1-2 stories. The project should be consistent with the entire neighborhood, not just the tallest and largest structures.

On page 11 of 26 of the City CDP the City states: “Although the LUP identifies Venice as a Special Coastal Community, the subject site is located within a residential neighborhood and not within an area identified as a popular visitor destination for recreational use.” This is an erroneous statement as the Coastal Commission has noted in many findings, the community character of all of Venice, including its residential neighborhoods, is a Coastal Resource to be protected.

The loss of the existing lower cost, multi-family rental housing, replaced by four high end luxury single-family dwellings, would significantly change the character and social diversity of the neighborhood. The social diversity of Venice is to be protected as a Special Coastal Community pursuant to Coastal Act Section 30253(e) and LUP Policy I.E.1. The proposed development is inconsistent with LUP Policy I.E.1., which protects the social (and architectural) diversity of Venice as a Special Coastal Community pursuant to Section 30253(e) of the Coastal Act. Coastal Act Sections 30604(f)(g) and (h) of the Coastal Act require encouraging lower cost housing opportunities. This City CDP determination authorizes the removal of five rent-stabilized units and sets an adverse precedent for future development by allowing displacement of lower-income residents, thereby disrupting the social diversity and community character of this area and prejudicing the City’s ability to prepare an LCP. This is even more concerning as the project is located in the Dual Permit Jurisdiction Coastal Zone.

## **FINDING 2**

The Director errs and misleads where it states that the yards are in conformance with the LUP policies. LUP Policy I.A.7.c. states:

“Yards shall be required in order to accommodate the need for fire safety, open space, permeable land area for on-site percolation of stormwater, and on-site recreation consistent with the existing scale and character of the neighborhood.”

The Project has no yards and therefore it is incompatible with the existing pattern of development. The City’s uncertified small-lot subdivision regulations do not seem to consider whether the yards are compatible with the neighborhood and the original subdivision patterns. The proposed project is not in conformance with Coastal Act 30251, which requires a development to be visually compatible with the character of surrounding areas.

At the City's appeal hearing on March 4, 2020 for the proposed project at 635 San Juan, a project with similar issues as the subject project, the City upheld the appeal, and made the following findings:

The development **WILL** prejudice the ability of the City of Los Angeles to prepare a local coastal program that is in conformity with Chapter 3 of the Coastal Act. *"Among the various Venice Coastal issues that were identified in the certified LUP were issues such as: the preservation of existing housing stock; preservation of community character, scale and architectural diversity; and development of appropriate height, density, buffer and setback standards...the issues identified in the LUP remain important matters for consideration in the City's efforts to prepare an LCP in conformity with Chapter 3 of the Coastal Act...The project is not consistent with Policy I.A.7. of the Land Use Plan. Furthermore, the loss of existing housing stock and failure to preserve the character of the surrounding multi-family area are inconsistent with the Coastal issues identified in the certified Venice LUP. As such, approval of the project will prejudice the ability of the City to prepare a Local Coastal Program that is in conformity with Chapter 3 of the California Coastal Act."*

This City CDP determination findings for 109-111 Catamaran Street should be consistent with this prior similar City decision.

### **Parking**

Although the plans indicate nine parking spaces, their design raises concerns. Unit #4 has an internal 8'-wide parking space maybe 15' long. That width might be acceptable out in the open, but not internally between two walls. Units #2, #3, #4 have one of their parking spaces shared with the trash bins, leaving a remaining space less than the average car length of 14.7 feet. In other words, the garage doors might not be closeable with the car and bins inside.

The guest parking space is 8'-4", but unit #4's trash bins are in an awkward location and so they will quickly be put in the guest parking space. That will mean any car parking there will extend into the two alley dedications.

### **FINDING 3**

As indicated in the first paragraph under this Finding, the guidelines are intended to be used with consideration of both individual and cumulative effects on coastal resources. There was no analysis of cumulative effects done by the City for this project and thus this Finding is in error.

#### FINDING 4

With respect to a very similar project at 315 6<sup>th</sup> Ave, the L.A. City Council found that “The project may not be within the neighborhood character and may result in the cumulative erosion of a stable multi-family neighborhood in the Coastal Zone. The existing community character is characterized by a high proportion of rental units, where the intent of the certified LUP is to maintain a stable rental housing market near the coast. The demolition of a duplex and the construction of single-family dwellings would erode the neighborhood character – defined by both its physical and social attributes; including racial, ethnic, and income diversity,” and they found that the project “...does not meet all of the requisite findings maintained in Section 12.20.2 of the Los Angeles Municipal Code for a Coastal Development Permit and undermines the mandate of the State’s Mello Act to preserve the availability of affordable housing in the Coastal Zone.” See EXHIBIT K for City Council motion. The same findings apply to the proposed project at 109-111 Catamaran Street.

The City listed several prior decisions of the Coastal Commission that guided their decision; however, these projects were erroneously listed as they are not applicable or support denial of the subject project. The first project listed, 7012 Vista Del Mar, is in Westchester/Playa del Rey, outside of the Venice Coastal Zone and therefore not applicable. The second project listed, 426-428 Grand Blvd, was denied and thus supports denial of the subject project. The projects at 710-712 Palms and 714-716 Palms support denial of the subject project as they were required to maintain and even increase density. The project at 29 Lighthouse is for an ADU and not applicable. The project at 441 Sherman Canal is not applicable as it is in a single-family zone and is not a small-lot subdivision. 21 29<sup>th</sup> Ave is not a small-lot subdivision and thus is not applicable. The project at 2412 Clement is not applicable as it is in a single-family land use designation, is not a small-lot subdivision, and is also only 2 stories. The project at 678 Marr is also not applicable as it is not a small-lot subdivision and is in a single-family land use designation.

The City CDP decision was not guided by any applicable decisions of the Coastal Commission. In fact, there is no applicable decision of the Coastal Commission that would support the City’s CDP determination for the proposed project.

Because such a grossly sized small-lot subdivision project does not conform with the Coastal Act and LUP, it is clear this project, reviewed in connection with similar past projects, the effects of other similar current projects and the effects of probable similar future projects, will cause an adverse cumulative effect.

The Coastal Commission decision that is applicable and that should be used to guide this decision is 315 6<sup>th</sup> Ave (A-5-VEN-21-0069). That Staff Report and Coastal Commission decision is incorporated herein by reference.

## **B. CEQA**

Rather than prepare an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND) for the project, the City has erroneously approved the Project using 3 exemptions from the California Environmental Quality Act (CEQA). The City incorrectly determined that the Project is exempt from CEQA pursuant to CEQA Guidelines, Sections 15303 (Class 1), 15315 (Class 15), and 15332 (Class 32). In addition, even if the exemptions were not in error (which they are), pursuant to CEQA Guidelines Section 15300.2, there is substantial evidence demonstrating that an exception to the categorical exemptions applies.

### **CEQA Guidelines section 15332(a) Categorical Exemptions:**

As detailed in the substantial evidence herein and in the administrative record, the proposed project does not conform with General Plan and zoning requirements – specifically, the LAMC 12.20.2 coastal requirements, the Small-Lot Subdivision Ordinance, LAMC 17.5, and the Mello Act and IAP. The Project is also not in conformance with the General Plan as it is inconsistent with the applicable land use zoning designation of Multi-Family Residential – Low Medium II and regulations in the LUP, a part of the General Plan. Thus, the Project does not comply with CEQA Guidelines Section 15332(a) and does not qualify for a Class 1, 15 or 32 exemption.

### **CEQA Guidelines Section 15300.2 Exceptions to the Use of Categorical Exemptions:**

A correct cumulative impact analysis of the project as required by CEQA would show that *the project meets the exception to a categorical exemption* and the City must require a MND or EIR. Under CEQA Guidelines 15300.2, categorical exemptions are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant. The project is an exception to the alleged exemptions because Venice has been identified by the Coastal Commission as a Coastal Resource, which is an environmental resource that must be protected, and as explained herein this project does not protect but rather would substantially harm this Coastal Resource. The potential for adverse cumulative impact of the project must be considered, as also noted herein, as the development is not consistent with the Multi-Family Residential – Low Medium II land use designation, which states that this zone is for duplexes and multi-family structures. The City must not act on the project until the appropriate environmental documentation has been prepared and analyzed with respect to CEQA Guidelines Section 15300.2(b) Cumulative Impact.

It should also be noted that when the Small-Lot Subdivision Ordinance was first approved, City Planning required Small-Lot Subdivisions to have a MND due to concerns about cumulative impacts as they did not qualify for a CEQA exemption due to issues with the mass, scale and character of these significantly larger projects, the

significant change in subdivision/development patterns, and these multi-family neighborhoods being converted to single-family neighborhoods. Subsequently, City Planning erroneously decided to expedite the process by proposing a categorical exemption for small-lot subdivisions in the Coastal Zone by piecemealing the application of the CEQA exemptions as they are doing here.



# EXHIBIT A

## CALIFORNIA COASTAL COMMISSION

455 MARKET STREET, SUITE 300  
SAN FRANCISCO, CA 94105-2219  
VOICE (415) 904-5200  
FAX (415) 904-5400  
TDD (415) 597-3885  
[WWW.COASTAL.CA.GOV](http://WWW.COASTAL.CA.GOV)



December 7, 2021

Sent via U.S. Mail and E-Mail  
Vincent Bertoni, Planning Director  
City of Los Angeles – Department of City Planning  
200 North Spring Street  
Los Angeles, CA 90012

### **Re: Addressing cumulative effects in City coastal development permits**

Dear Mr. Bertoni:

The California Coastal Commission has directed Commission staff to write to the City of Los Angeles (the City) concerning the requirement of the California Coastal Act of 1976 (Coastal Act) to approve development that is compatible with the community character of Venice. As the City is aware, residential development in Venice has been a matter of significant public concern and controversy, resulting in numerous appeals to the Commission of City-approved projects and lawsuits. The Commission believes that it is in the interest of the public, applicants, and our respective agencies to respond to community concerns by considering and evaluating the potential cumulative effects of proposed residential development on the community character of Venice, which is designated as a special coastal community, and that such an analysis is required by Coastal Act policies sections 30250(a), 30251, and 30253(e).

The City has taken the position in litigation that the Coastal Act does not require the City to address the cumulative effects of new residential development on Venice's character. (See, e.g., *Stanger v. California Coastal Commission*, Los Angeles Superior Court Case No. 18STCP02483, City of Los Angeles's Opposition to Petitioner's Opening Brief [arguing that petitioners' contention that the City failed to analyze project's cumulative impacts "relies heavily on their erroneous assumption that Section 30250 requires an assessment of cumulative impacts for all new development regardless of the Project's location"].) The Commission respectfully disagrees. Consistent with past Commission practice in numerous contexts, the Commission applies the requirements of Section 30250(a) to all new development to ensure it is located in areas "where it will not have significant adverse effects, either individually or cumulatively, on coastal resources." The City should consider the potential for adverse cumulative effects to coastal resources, including community character, when evaluating new residential projects in Venice. Incorporating a meaningful cumulative effects analysis consistent with the definition of "cumulative effect" in Coastal Act section 30105.5 into the City's decision-making process will benefit coastal resource protection and, we hope, reduce the number of appeals of City-approved projects and related litigation. To that end, the City should also adopt a Local Coastal Program that addresses community character and

acknowledges that a cumulative effects analysis is required by the Coastal Act for residential development in Venice.

Commission staff has appreciated a productive working relationship with City staff regarding the City's review and approval of development in the coastal zone, including in Venice. If questions arise as to how to implement requirements of the Coastal Act, as they often do, Commission staff is available to continue our ongoing and productive dialogue about coastal resource protection in Venice. Please feel free to contact Deputy Directory Steve Hudson if you have questions.

Sincerely,

DocuSigned by:

*John Ainsworth*

1020ACT90159C473

**John Ainsworth**  
Executive Director  
California Coastal Commission

CC: Mike Bonin, City Councilmember, City of Los Angeles  
Lisa Webber, Deputy Director of Planning, City of Los Angeles  
Jason P. Douglas, Senior Planning Deputy, City of Los Angeles  
Oscar Medellin, Deputy City Attorney, City of Los Angeles

# EXHIBIT B

June 2, 2021, WLAAPC hearing for 315 6<sup>th</sup> Ave

2:13:18 to 2:16:38

COMMISSIONER MARGUILES:

I'll go next. Commissioner Marguiles, for my two cents.

I think there's really significant cumulative impact issues here. I think absolutely, despite what we heard from the applicant, even in the retail fabric. I mean, we're here, and we're in the coastal zone and we have a mandate to protect what is unique and special about Venice as a unique coastal community. And there's two aspects to that that, you know, I'd like to talk about. One is scale, character, and mass. And that is, we are not Hermosa Beach. We are not Manhattan Beach. We're not Santa Monica. We have an intact, a partially intact...we've ruined it, you know, a lot of it, but we still have a fabric of small-scale bungalows and small structures that if one really took it seriously, one really could preserve what is unique about Venice and make sure that we don't become a series of the biggest houses you can build on our very small lots. So, I think there's an issue there that I'm having trouble with, in terms of consistency with the Coastal Act.

And then on the environmental justice side, I think it is, you know, close to...I am, like everyone in the city of Los Angeles, just dumbfounded at how much time, how long it is taking us to do what needs to be done, to find creative ways to create more affordable housing here. And Venice clearly is the pressure point. And the fact that we are locked into this from documents that go back 10 years and more, that we haven't been able to jump into action in a place like Venice and come up with solutions to allow us to increase density. The fact that we're still losing density in Venice and losing affordable housing - that is reprehensible.

And what I really would've liked to have seen, and I'm gonna make this suggestion if Jason's still here in the house - I think our council district should produce a feasibility study and they, in an objective way, should show us and show all the people who would like to redevelop some of these properties, how it can be done. And I think that could actually be constructive and helpful.

But on the environmental justice side, I have a different interpretation than you do, President Newhouse, which is about opportunity, which is about stability. It's not about who can afford to buy in. It's about who can afford to stay and who can resist the pressure of market rate developers, who pepper all of us with offers on our houses every single day. And there's no alternative. We provide no community-based housing, no models, no ways to keep the people here who have lived here for generations, who built this place, who actually are the diversity.

And so, you know, those are kind of even the sort of bigger, larger scale frustrations than my more immediate ones that I expressed earlier this evening. And it still leaves me in the same place, but at least I can cast a vote that is somewhat symbolic here, later. But this is what I think continues to be super frustrating about this commission is not having the tools to really do something about this.

# EXHIBIT C

Not Secure — zimas.lacity.org

LA CITY COU...FILE SYSTEM CSPNC LAMC VNC Bing Maps CPV TOT

**ZIMAS**

Search Reports Resource

Address/Legal

Jurisdictional

Permitting and Zoning Compliance

Planning and Zoning

Assessor

Assessor Parcel No. (APN) 4225004080

Ownership (Assessor)

Owner1

Owner2

Address

Ownership (Bureau of Engineering, Land Records)

Owner

Address

APN Area (Co. Public Works)\* 0.033 (ac)

Use Code 0300 - Residential - Three Units (Any Combination) - 4 Stories or Less

Assessed Land Val. \$2,122,416

Assessed Improvement Val. \$683,528

Last Owner Change 04/13/2017

Last Sale Amount \$9

Tax Rate Area 67

Deed Ref No. (City Clerk) 94516

Deed Ref No. (City Clerk) 690407

Deed Ref No. (City Clerk) 3-336

Deed Ref No. (City Clerk) 1991156

Deed Ref No. (City Clerk) 1501247

Deed Ref No. (City Clerk) 0-324

Building 1

Year Built 1923

Building Class D6

Number of Units 2

Number of Bedrooms 1

Number of Bathrooms 2

Building Square Footage 1,439.0 (sq ft)

Building 2

Year Built 1920

Building Class D5B

Number of Units 1

Number of Bedrooms 2

Number of Bathrooms 1

Building Square Footage 782.0 (sq ft)

Building 3

Year Built 1922

Building Class D6

Number of Units 2

Number of Bedrooms 3

Number of Bathrooms 2

Building Square Footage 936.0 (sq ft)

Building 4

No data for building 4

Building 5

No data for building 5

Case Numbers

Citywide/Code Amendment Cases

Additional

Seismic Hazards

Economic Development Areas

Housing

Direct all Inquiries to Los Angeles Housing Department

Telephone (866) 594-368

Website https://housing.lacity.org

Rent Stabilization Ordinance (RSO) Yes [APN: 4225004080]

Ellis Act Property No

BUCCANEER ST

CATAMARAN ST

PACIFIC AVE

R3-1

R3-1

R3

[Q]C2-1

[Q]C2-1

Tue Jun 28 7:16 PM

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LA CITY COU...FILE SYSTEM CSPNC LAMC VNC Bing Maps CPV TO

**ZIMAS**

**Search** **Reports** **Resource**

► Address/Legal

► Jurisdictional

► Permitting and Zoning Compliance

► Planning and Zoning

▼ Assessor

Assessor Parcel No. (APN)

Ownership (Assessor)

Owner1

Owner2

Address

Ownership (Bureau of Engineering, Land Records)

Owner

Address

APN Area (Co. Public Works)\* 0.033 (ac)

Use Code 0300 - Residential - Three Units (Any Combination) - 4 Stories or Less

Assessed Land Val. \$2,122,416

Assessed Improvement Val. \$683,528

Last Owner Change 04/13/2017

Last Sale Amount \$9

Tax Rate Area 67

Deed Ref No. (City Clerk) 94516

Deed Ref No. (City Clerk) 690407

Deed Ref No. (City Clerk) 3-336

Deed Ref No. (City Clerk) 1991156

Deed Ref No. (City Clerk) 1501247

Deed Ref No. (City Clerk) 0-324

Building 1

Year Built 1923

Building Class D6

Number of Units 2

Number of Bedrooms 1

Number of Bathrooms 2

Building Square Footage 1,439.0 (sq ft)

Building 2

Year Built 1920

Building Class D5B

Number of Units 1

Number of Bedrooms 2

Number of Bathrooms 1

Building Square Footage 782.0 (sq ft)

Building 3

Year Built 1922

Building Class D6

Number of Units 2

Number of Bedrooms 3

Number of Bathrooms 2

Building Square Footage 936.0 (sq ft)

Building 4 No data for building 4

Building 5 No data for building 5

► Case Numbers

► Citywide/Code Amendment Cases

► Additional

► Seismic Hazards

► Economic Development Areas

▼ Housing

Direct all Inquiries to Los Angeles Housing Department

Telephone (866) 557-7368

Website <https://housing.lacity.org>

Rent Stabilization Ordinance (RSO) Yes [APN: 4225004080]

Ellis Act Property No

125%



**Situs Address:**

109 CATAMARAN ST LOS ANGELES CA 90292-5729

**Legal Description** *(for assessment purposes):*

SHORT LINE BEACH VENICE CANAL SUB NO 1 LOTS 8 AND 9 BLK 32

**Building Information**

<b>SUBPART:</b>	<b>0101</b>	<b># of Units:</b>	2	<b>Year Built:</b>	1923	<b>RCN Other:</b>	\$ 870
<b>Design Type:</b>	0200	<b>Beds/Baths:</b>	1/2	<b>Effective Year:</b>	1927	<b>RCN Other Trended:</b>	\$ 7,574
<b>Quality Class:</b>	D6	<b>Building SqFt:</b>	1,439	<b>Depreciation:</b>	UR55 / 3A / 64	<b>Year Change:</b>	1973

<b>SUBPART:</b>	<b>0202</b>	<b># of Units:</b>	1	<b>Year Built:</b>	1920	<b>RCN Other:</b>	\$ 50
<b>Design Type:</b>	0100	<b>Beds/Baths:</b>	2/1	<b>Effective Year:</b>	1928	<b>RCN Other Trended:</b>	\$ 435
<b>Quality Class:</b>	D5B	<b>Building SqFt:</b>	782	<b>Depreciation:</b>	UR55 / 3A / 44	<b>Year Change:</b>	1973

<b>SUBPART:</b>	<b>0303</b>	<b># of Units:</b>	2	<b>Year Built:</b>	1922	<b>RCN Other:</b>	\$ 0
<b>Design Type:</b>	0200	<b>Beds/Baths:</b>	3/2	<b>Effective Year:</b>	1950	<b>RCN Other Trended:</b>	\$ 0
<b>Quality Class:</b>	D6	<b>Building SqFt:</b>	936	<b>Depreciation:</b>	UR55 / 3A / 55	<b>Year Change:</b>	1973

<b>SUMMARY:</b>	<b>Total</b>	<b># of Units:</b>	5
		<b>Beds/Baths:</b>	6/5
		<b>Building SqFt:</b>	3,157
		<b>Avg SqFt/Unit:</b>	631



# EXHIBIT D

109, 109 1/4, 109 1/2 Catamaran









## 111 # 1, 111 # 2 Catamaran





# EXHIBIT E

EXHIBIT "A"  
Page No. 16 of 16  
Case No. SA-2017-0121-PPLA-G, & SB-2017-0121-COP-SPH-HS



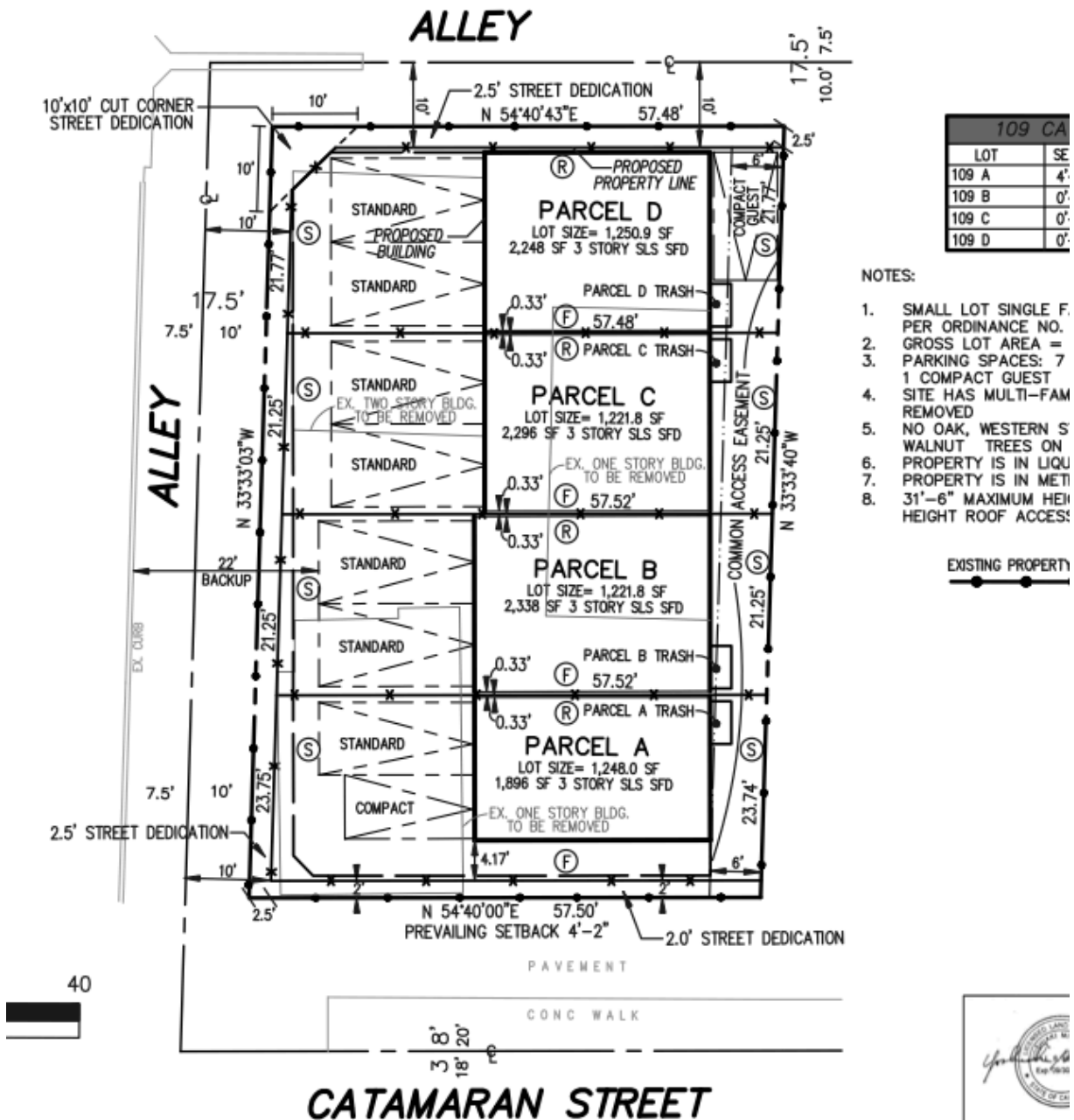
# EXHIBIT F

## PRELIMINARY PARCEL MAP L.A. NO. \_\_\_\_\_

FOR SMALL LOT SUBDIVISION PURPOSES

LOT 8 & 9, BLOCK 32 OF SHORT LINE BEACH VENICE CANAL, SUBDIVISION #1

ADDRESS: 109-111 CATAMARAN STREET, LOS ANGELES, CA



# EXHIBIT G

[Main Menu](#)

## Get Case

Lookup by:

Revised: From: 01/01/2012 To: 03/20/2022

Council District: (Rosendahl (11))

Neighborhood Council: (Venice Neighborhood Council)

Street Number: Street Name: Zip Code:

Case Number: SL (Use space in place of dash for fuzzy search.)

Project Name:

Current Status: ( )

Display (10) page

Search

Selection criteria found 59 matches.

	Address	Application	Case No	CD	NC	Revised	Status
	739 E CALIFORNIA AVE 90291	11/22/2011	AA-2011-3026-PMLA-SL-SPP-CDP-MEL	11	19	01/28/2013	Approved
20	742 E BROOKS AVE 90291	10/23/2012	AA-2012-2949-PMLA-SL	11	19	05/26/2014	Disapproved
	664 E SUNSET AVE 90291	03/18/2013	AA-2013-767-PMLA-SL	11	19	11/07/2013	
6	417 E SUNSET AVE 90291	04/02/2013	AA-2013-953-PMLA-SL	11	19	11/09/2013	Approved
	758 E SUNSET AVE 90291	04/12/2013	AA-2013-1086-PMLA-SL	11	19	02/26/2014	Approved
4	750 E CALIFORNIA AVE 90291	07/02/2013	AA-2013-2001-PMLA-SL	11	19	05/26/2014	Approved
	530 E GRAND BLVD 90291	07/12/2013	AA-2013-2125-PMLA-SL	11	19	07/16/2013	
	2478 S PENMAR AVE 90291	10/15/2013	AA-2013-3231-PMLA-SL	11	19	04/01/2014	Pending
	339 E INDIANA AVE 90291	12/13/2013	AA-2013-3975-PMLA-SL	11	19	04/01/2014	Pending
	1740 S PENMAR AVE 90291	02/18/2014	AA-2014-581-PMLA-SL	11	19	06/08/2014	Scheduled

Pages: 1 2 3 4 5 6 next

	Address	Application	Case No	CD	NC	Revised	Status
	672 E BROOKS AVE 90291	04/02/2014	AA-2014-1086-PMLA-SL	11	19	04/08/2014	
	665 E VERNON AVE 90291	04/02/2014	AA-2014-1082-PMLA-SL	11	19	04/08/2014	
	330 S RENNIE AVE 90291	04/10/2014	VTT-72727-SL	11	19	04/22/2014	
	402 E BROOKS AVE 90291	04/22/2014	AA-2014-1413-PMLA-SL	11	19	05/06/2014	
	1712 S WASHINGTON WAY 90291	05/15/2014	AA-2014-1730-PMLA-SL	11	19	05/20/2014	
	705 E BROADWAY 90291	09/30/2014	AA-2014-3655-PMLA-SL	11	19	10/07/2014	
	728 E FLOWER AVE 90291	10/07/2014	AA-2014-3739-PMLA-SL	11	19	10/21/2014	
	728 E INDIANA AVE 90291	10/14/2014	AA-2014-3824-PMLA-SL	11	19	10/21/2014	
	732 E INDIANA AVE 90291	10/14/2014	AA-2014-3821-PMLA-SL	11	19	10/21/2014	
	657 E FLOWER AVE 90291	10/22/2014	AA-2014-3928-PMLA-SL	11	19	11/04/2014	

Pages: 1 2 3 4 5 6 prev next

Address	Application	Case No	CD	NC	Revised	Status
1011 S 5TH AVE 90291	11/14/2014	AA-2014-4259-PMLA-SL	11	19	11/18/2014	
337 S 6TH AVE 90291	11/04/2014	AA-2014-4140-PMLA-SL	11	19	11/18/2014	
736 E SUNSET AVE 90291	11/14/2014	AA-2014-4252-PMLA-SL	11	19	11/18/2014	
506 E WESTMINSTER AVE 90291	11/04/2014	AA-2014-4137-PMLA-SL	11	19	11/18/2014	
668 E INDIANA AVE 90291	11/18/2014	AA-2014-4303-PMLA-SL	11	19	12/02/2014	
519 E VERNON AVE 90291	12/19/2014	AA-2014-4764-PMLA-SL	11	19	12/30/2014	
633 E WESTMINSTER AVE 90291	03/24/2015	AA-2015-1124-PMLA-SL	11	19	04/07/2015	
1900 S PENMAR AVE 90291	02/03/2016	AA-2016-315-PMLA-SL	11	19	02/09/2016	
750 E CALIFORNIA AVE 90291	07/01/2016	AA-2013-2001-PMLA-SL-M1	11	19	07/12/2016	*
836 E CALIFORNIA AVE 90291	08/16/2016	AA-2016-3031-PMLA-SL	11	19	08/23/2016	

Pages: 1 2 3 4 5 6 prev next

Address	Application	Case No	CD	NC	Revised	Status
635 E SAN JUAN AVE 90291	08/30/2016	AA-2016-3290-PMLA-SL	11	19	09/06/2016	
303 E VENICE WAY 90291	03/28/2017	AA-2006-8619-PMLA-SL-M1	11	19	04/04/2017	
705 E BROADWAY 90291	05/18/2017	AA-2017-1972-PMLA-SL	11	19	05/30/2017	
2414 S PENMAR AVE 90291	06/27/2017	AA-2017-2546-PMLA-SL	11	19	07/11/2017	
637 E FLOWER AVE 90291	09/28/2017	AA-2017-3905-PMLA-SL	11	19	10/03/2017	
25 E ROSE AVE 90291	09/28/2017	AA-2017-3927-PMLA-SL	11	19	10/03/2017	
668 E INDIANA AVE 90291	10/20/2017	AA-2017-4249-PMLA-SL	11	19	11/01/2017	
1015 S 5TH AVE 90291	02/27/2018	AA-2018-1081-PMLA-SL	11	19	03/07/2018	
510 E BOCCACCIO AVE 90291	03/08/2018	AA-2018-1233-PMLA-SL	11	19	03/20/2018	
1740 S PENMAR AVE 90291	06/27/2018	AA-2018-3776-PMLA-SL	11	19	07/10/2018	

Pages: 1 2 3 4 5 6 prev next

Address	Application	Case No	CD	NC	Revised	Status
728 E FLOWER AVE 90291	01/16/2019	AA-2019-319-PMLA-SL	11	19	01/23/2019	
25 E ROSE AVE 90291	05/29/2019	AA-2019-3169-PMLA-SL	11	19	06/11/2019	
635 E SAN JUAN AVE 90291	07/15/2019	AA-2016-3290-PMLA-SL-1A	11	19	07/21/2019	*
2414 S PENMAR AVE 90291	12/05/2019	AA-2017-2546-PMLA-SL-M1	11	19	12/09/2019	
312 E NORTH VENICE BLVD 90291	01/14/2020	VTT-82617-SL	11	19	01/20/2020	
1184 E NELROSE AVE 90291	01/21/2020	AA-2018-683-PMLA-SL-M1	11	19	02/04/2020	
1712 S WASHINGTON WAY 90291	01/28/2020	AA-2020-558-PMLA-SL	11	19	02/04/2020	
1801 S PENMAR AVE 90291	08/13/2020	VTT-82077-SL	11	19	09/05/2020	
40 E CLUB HOUSE AVE 90291	08/03/2020	VTT-82384-SL	11	19	09/05/2020	
22 E PALOMA AVE 90291	09/11/2020	AA-2020-5349-PMLA-SL	11	19	09/14/2020	

Pages: 1 2 3 4 5 6 prev next

Address	Application	Case No	CD	NC	Revised	Status
315 S 6TH AVE 90291	11/24/2020	AA-2019-2609-PMLA-SL-1A	11	19	12/10/2020	
614 E BROOKS AVE 90291	05/21/2021	AA-2021-4337-PMLA-SL-HCA	11	19	05/24/2021	
628 E SUNSET AVE 90291	07/23/2021	AA-2017-568-PMLA-SL-EXT	11	19	08/02/2021	
1801 S PENMAR AVE 90291	09/10/2021	VTT-82077-SL-HCA-1A	11	19	09/13/2021	
1740 S PENMAR AVE 90291	10/04/2021	AA-2018-3776-PMLA-SL-1A	11	19	10/12/2021	
2315 S OAKWOOD AVE 90291	12/21/2021	AA-2021-10507-PMLA-SL	11	19	01/03/2022	
2317 S OAKWOOD AVE 90291	12/21/2021	AA-2021-10525-PMLA-SL	11	19	01/03/2022	
1801 S PENMAR AVE 90291	12/20/2021	VTT-82077-SL-HCA-2A	11	19	01/03/2022	
848 E BROOKS AVE 90291	02/04/2022	AA-2014-229-PMLA-SL-EXT	11	19	02/17/2022	

Pages: 1 2 3 4 5 6 prev



# EXHIBIT H



Eric Garcetti, Mayor  
Ann Sewill, General Manager

DATE: January 7, 2021

TO: Faisal Roble, Principal City Planner  
City Planning Department

FROM: Marites Cunanan, Sr Mgmt Analyst II  
Los Angeles Housing and Community Investment Department

SUBJECT: **Revised Mello Act Determination for 109-111 E Catamaran Street, Los Angeles, CA 90292**

**Planning Case #: DIR-2017-3121-CDP-SPP-MEL**

Based on information provided by the owner, 109 Catamaran Marina, LLC, a California limited liability company, as to an undivided 50% interest and 111 Catamaran Marina, LLC, a California limited liability company, as to an undivided 50% interest, the Los Angeles Housing + Community Investment Department (HCIDLA) has determined that no affordable units exist at 109-111 E Catamaran Street.

The property currently consists of four legal units (i.e., two single family dwellings and one duplex), and one illegal studio unit. For purposes of the Mello Determination, only the four (4) legal units will be taken into account. A house survey was provided by an active/licensed architect confirming the unit count, as well as the bedroom type for each unit. Per the statement on the application, the owner is proposing to demolish the five units and construct four new single family homes. The owner acquired the property on April 13, 2017.

Section 4.4.3 of the Interim Administrative Procedures for Complying with the Mello Act requires that HCIDLA collect monthly housing cost data for at least the previous three (3) years. The owner filed an application with the Department of City Planning (DCP) on August 4, 2017. Therefore, HCIDLA must collect data from August 2014 – August 2017.

On September 27, 2017, tenant letters were mailed to all units on the property.

During the entire look back period of August 2014 – August 2017, all four (4) units were rented. Unit #109, a one-bedroom single family dwelling, was rented during the lookback period at an average amount greater than \$1,608; the maximum Moderate Level rent for a one-bedroom unit under the 2019 Land Use Schedule VII Income and Rent Limit. Unit #109 1/4, a one-bedroom unit, was rented during the lookback period at an average amount greater than \$1,608; the maximum Moderate Level rent for a one-bedroom unit under the 2019 Land Use Schedule VII Income and Rent Limit. Unit #109 1/2, a two-bedroom unit, was rented during the lookback period at an average amount greater than \$1,809; the maximum Moderate Level rent for a two-bedroom unit under the 2019 Land Use Schedule VII Income and Rent Limit. Unit #111, #2, a two-bedroom unit, was rented during the lookback period at an average amount greater than \$1,809; the maximum Moderate Level rent for a two-bedroom unit under the 2019 Land Use Schedule VII Income and Rent Limit. The data collected from August 2014– August 2017 shows that no affordable units exist at 109-111 E Catamaran Street.

cc: Los Angeles Housing and Community Investment Department File  
109 Catamaran Marina, LLC, a California limited liability company, as to an undivided 50% interest and  
111 Catamaran Marina, LLC, a California limited liability company, as to an undivided 50% interest,  
Owner

HIMS: 17-124258

---

Mello Determination – 109-111 E Catamaran Street

Richard A. Rothschild, Western Center on Law and Poverty, Inc.  
Susanne Browne, Legal Aid Foundation of L.A.  
Jonathan Jager, Legal Aid Foundation of L.A.  
Juliet Oh, City Planning Department

MAC:lm

# EXHIBIT I

STATE OF CALIFORNIA—NATURAL RESOURCES AGENCY

EDMUND G. BROWN, JR., GOVERNOR

## CALIFORNIA COASTAL COMMISSION

45 FREMONT STREET, SUITE 2000  
SAN FRANCISCO, CA 94105-2219  
VOICE (415) 904-5200  
FAX (415) 904-5400  
TDD (415) 597-5885



August 17, 2021

Jason Patrick Douglas  
Senior Planning Deputy  
Councilmember Mike Bonin  
City of Los Angeles

Dear Mr. Douglas,

In response to your inquiry, the Commission strongly encourages all local governments, including the City of Los Angeles, to consider environmental justice in their review of coastal development permits. In 2016, the Coastal Act was amended to include section 30604(h) which states: *When acting on a coastal development permit, the issuing agency, or the commission on appeal, may consider environmental justice, or the equitable distribution of environmental benefits throughout the state.* In this case, “the issuing agency” is the City of Los Angeles. Although the City does not have a fully certified LCP, it still may consider environmental justice in its review, and the Commission urges the City to do so.

Sincerely,  
DocuSigned by:

A handwritten signature in blue ink, appearing to read 'Jessica Reed'.

110947C3FC6B4AB...

Jessica Reed

Staff Attorney, California Coastal Commission

**From:** Jason Douglas <jason.p.douglas@lacity.org>

**Subject:** Environmental Justice Communication for Consideration by WLAAPC (DIR-2019-2610-CDP-MEL-1A; AA-2019-2609-PMLA-1A)

**Date:** August 17, 2021 at 3:07:24 PM PDT

**To:** James Williams <james.k.williams@lacity.org>, Robin Best <wildrudi@me.com>, Jason Douglas <jason.p.douglas@lacity.org>, Sue Kaplan <sueakaplan@gmail.com>, Planning APCWestLA <apcwestla@lacity.org>, Bill Przylucki <bill@power-la.org>, planning.rjeap@lacity.org, Faisal Roble <faisal.roble@lacity.org>, Juliet Oh <Juliet.Oh@lacity.org>

Good Afternoon James,

Please see the attached communication from our office for the WLAAPC's consideration.

It is our hope that WLA APC or the Commission Office can encourage the discussion of environmental justice and equity on future projects and potentially develop an Equity Framework for future determinations with assistance from the Department of City Planning's Office of Racial Justice, Equity, and Transformative Planning.

For convenience I have cc'd Faisal Roble and his team on this email for future discussion and consideration of this matter. Faisal Roble is the Department's Chief Equity Officer and oversees the Office of Racial Justice, Equity, and Transformative Planning.

Thank you!

—



**Jason Patrick Douglas**  
Senior Planning Deputy  
Councilmember Mike Bonin  
City of Los Angeles  
[213-473-7011](tel:213-473-7011) | [www.11thdistrict.com](http://www.11thdistrict.com)



[Sign Up for Mike's Email Updates](#)



# EXHIBIT J

## PLANNING & LAND USE MANAGEMENT

### MOTION

The City of Los Angeles must take the lead in pursuing environmental justice in our coastal communities. Recent debates over land return at Bruce's Beach are just one example of the painful legacy of racism and exclusion that was for too long built into our land use policies. The Coastal Zone must be made accessible to all Angelenos. As a City we must heal those communities harmed by a legacy of discriminatory practices.

The California Government Code §65040.12 defines "environmental justice" as the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. Furthermore, AB 2616 (Burke) amended the Coastal Act in 2016 to give all local governments, including the City of Los Angeles, the authority to consider environmental justice, or the equitable distribution of environmental benefits, when acting on a coastal development permit.

Subsequently, in 2019, the California Coastal Commission unanimously approved an 'Environmental Justice Policy' to ensure equitable access to clean, healthy, and accessible coastal environments. This policy document recognizes the injustices carried out against indigenous communities, communities of color, and other marginalized populations through discriminatory land use policies. However, local jurisdictions like the City of Los Angeles remain squarely responsible for ensuring equitable and fair housing practices, as the Coastal Commission lost authority to protect and create affordable housing in 1981.

To empower our local decision makers to advance State policy and Coastal Commission guidance, the City of Los Angeles would benefit from a similar framework to integrate environmental justice and equity into land use decisions in the Coastal Zone that require a Coastal Development Permit. A 'Coastal Equity and Environmental Justice Policy' would not only place our local determinations in greater conformity with Chapter 3 of the California Coastal Act of 1976, but take a step towards correcting decades of injustice and exclusionary land use practices.

**I THEREFORE MOVE** the City Council DIRECT Los Angeles City Planning in coordination with the Department's Office of Racial Justice, Equity, and Transformative Planning to report back within 60 days with a work program to develop a 'Coastal Equity and Environmental Justice Policy' that will inform future land use policy, promote greater public participation and engagement with underrepresented and/or underserved communities, and be reflected in project determinations in the Coastal Zone.

**I FURTHER MOVE** that City Council DIRECT Los Angeles City Planning, with assistance from Los Angeles Housing Department and other relevant agencies, to report back with a detailed analysis within 60 days on topics related to housing equity and access in the Coastal Zone; including, but not limited to:

- historic housing and demographic trends;
- displacement and gentrification effects on historically marginalized populations;
- impact of new development and housing typologies (e.g. small lots, mansionization) on available market rate and affordable housing stock; and
- the cumulative impacts of historic downzoning and land use policy on housing capacity.

**I FURTHER MOVE** that City Council INSTRUCT the Los Angeles City Planning, with assistance from Los Angeles Housing Department and other relevant agencies, to develop and present Environmental Justice policy and program recommendations as part of the upcoming Venice Local Coastal Program, Venice Community Plan, and the "Plan for a Healthy Los Angeles" updates.

PRESENTED BY:

MIKE BONIN

Councilmember, 11th District

SECONDED BY:



# EXHIBIT K

## MOTION

TO CITY CLERK FOR PLACEMENT ON NEXT  
REGULAR COUNCIL AGENDA TO BE POSTED

#56

*For Tuesday, June 29 Meeting*

At its meeting on June 2, 2021, the West Los Angeles Area Planning Commission (WLAAPC) denied the appeal in the matter of [DIR-2019-2610-CDP-MEL-1A](#) and [AA-2019-2609-PMLA-SL-1A](#), for the property located at 313-315 South 6th Avenue. This denial sustained the Planning Director's Determination to approve a Coastal Development Permit, Mello Act Compliance Review, and Small Lot Subdivision to create a subdivision of a 6,380 square feet into two new small lots, in conjunction with the demolition of an a multifamily bungalow court consisting of four dwelling units and the construction of two three-story single-family dwellings with attached Accessory Dwelling Units (ADUs).

Action is needed to assert jurisdiction over the above described Commission action, to conduct further review, inasmuch as this proposed project is located in the Coastal Zone of the Venice community and would result in the destruction of four affordable housing units as determined by HCIDLA on July 17, 2019. Furthermore, the appellants assert that the feasibility study prepared by Howard Robinson & Associates and submitted on September 12, 2019 provides insufficient evidence in determining that it would not be feasible to replace all existing affordable residential units.

The project may not be within the neighborhood character and may result in the cumulative erosion of a stable multi-family neighborhood in the Coastal Zone. The existing community character is characterized by a high proportion of rental units, where the intent of the certified LUP is to maintain a stable rental housing market near the coast. The demolition of a four-unit bungalow court and the construction of single-family dwellings with attached ADUs would erode the neighborhood character - defined by both its physical and social attributes; including racial, ethnic, and income diversity.

Therefore, this project does not meet all of the requisite findings maintained in Section 12.20.2 of the Los Angeles Municipal Code for a Coastal Development Permit and undermines the mandate of the State's Mello Act to preserve the availability of affordable housing in the Coastal Zone.

**I THEREFORE MOVE** that pursuant to Section 245 of the Los Angeles City Charter, the City Council assert jurisdiction over the June 2, 2021 (Letter of Determination date: June 16, 2021), West Los Angeles Area Planning Commission action to deny the appeal, and thereby sustain the Planning Director's Determination to approve a Coastal Development Permit, Mello Act Compliance Review, and preliminary Parcel Map (Small Lot Subdivision) in the Coastal Zone, in the matter of Case Numbers DIR-2019-2610-CDP-MEL-1A and AA-2019-2609-PMLA-SL-1A, for the properties located at 313 and 315 South 6th Avenue.

**I FURTHER MOVE** that upon assertion of jurisdiction, the City Council VETO the above described action of the West Los Angeles Area Planning Commission and REMAND the matter to this Commission for reconsideration.

PRESENTED BY: 

MIKE BONIN

Councilmember, 11th District

SECONDED BY: 

 JUN 25 2021

ORIGINAL



## Exhibit 5 – Mello Act Determinations (Revised and Original)



Eric Garcetti, Mayor  
Ann Sewill, General Manager

DATE: January 7, 2021

TO: Faisal Roble, Principal City Planner  
City Planning Department

FROM: Marites Cunanan, Sr Mgmt Analyst II  
Los Angeles Housing and Community Investment Department

SUBJECT: **Revised Mello Act Determination for 109-111 E Catamaran Street, Los Angeles, CA 90292**

**Planning Case #: DIR-2017-3121-CDP-SPP-MEL**

Based on information provided by the owner, 109 Catamaran Marina, LLC, a California limited liability company, as to an undivided 50% interest and 111 Catamaran Marina, LLC, a California limited liability company, as to an undivided 50% interest, the Los Angeles Housing + Community Investment Department (HCIDLA) has determined that no affordable units exist at 109-111 E Catamaran Street.

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Section 4.4.3 of the Interim Administrative Procedures for Complying with the Mello Act requires that HCIDLA collect monthly housing cost data for at least the previous three (3) years. The owner filed an application with the Department of City Planning (DCP) on August 4, 2017. Therefore, HCIDLA must collect data from August 2014 – August 2017.

On September 27, 2017, tenant letters were mailed to all units on the property.

During the entire look back period of August 2014 –August 2017, all four (4) units were rented. Unit #109, a one-bedroom single family dwelling, was rented during the lookback period at an average amount greater than \$1,608; the maximum Moderate Level rent for a one-bedroom unit under the 2019 Land Use Schedule VII Income and Rent Limit. Unit #109 1/4, a one-bedroom unit, was rented during the lookback period at an average amount greater than \$1,608; the maximum Moderate Level rent for a one-bedroom unit under the 2019 Land Use Schedule VII Income and Rent Limit. Unit #109 1/2, a two-bedroom unit, was rented during the lookback period at an average amount greater than \$1,809; the maximum Moderate Level rent for a two-bedroom unit under the 2019 Land Use Schedule VII Income and Rent Limit. Unit #111, #2, a two-bedroom unit, was rented during the lookback period at an average amount greater than \$1,809; the maximum Moderate Level rent for a two-bedroom unit under the 2019 Land Use Schedule VII Income and Rent Limit. The data collected from August 2014- August 2017 shows that no affordable units exist at 109-111 E Catamaran Street.

cc: Los Angeles Housing and Community Investment Department File  
109 Catamaran Marina, LLC, a California limited liability company, as to an undivided 50% interest and  
111 Catamaran Marina, LLC, a California limited liability company, as to an undivided 50% interest,  
Owner

HIMS: 17-124258

Richard A. Rothschild, Western Center on Law and Poverty, Inc.  
Susanne Browne, Legal Aid Foundation of L.A.  
Jonathan Jager, Legal Aid Foundation of L.A.  
Juliet Oh, City Planning Department

MAC:lm



Eric Garcetti, Mayor  
Rushmore D. Cervantes, General Manager

DATE: June 22, 2020

TO: Faisal Roble, Principal City Planner  
City Planning Department

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

SUBJECT: **Mello Act Determination for 109-111 E Catamaran Street, Los Angeles, CA 90292**

**Planning Case #: DIR-2017-3121-CDP-SPP-MEL**

Based on information provided by the owner, 109 Catamaran Marina, LLC, a California limited liability company, as to an undivided 50% interest and 111 Catamaran Marina, LLC, a California limited liability company, as to an undivided 50% interest, the Los Angeles Housing + Community Investment Department (HCIDLA) has determined that no affordable units exist at 109-111 E Catamaran Street.

The property currently consists of five units (i.e., two duplexes and one single family dwelling). A house survey was provided by an active/licensed architect confirming the unit count, as well as the bedroom type for each unit. Per the statement on the application, the owner is proposing to demolish the five units and construct four new single family homes. The owner acquired the property on April 13, 2017.

Section 4.4.3 of the Interim Administrative Procedures for Complying with the Mello Act requires that HCIDLA collect monthly housing cost data for at least the previous three (3) years. The owner filed an application with the Department of City Planning (DCP) on August 4, 2017. Therefore, HCIDLA must collect data from August 2014 – August 2017.

On September 27, 2017, tenant letters were mailed to all units on the property.

During the entire look back period of August 2014 –August 2017, all five units were rented. Unit #109, a one-bedroom single family dwelling, was rented during the lookback period at an average amount greater than \$1,608; the maximum Moderate Level rent for a one-bedroom unit under the 2019 Land Use Schedule VII Income and Rent Limit. Unit #109 1/4, a one-bedroom unit, was rented during the lookback period at an average amount greater than \$1,608; the maximum Moderate Level rent for a one-bedroom unit under the 2019 Land Use Schedule VII Income and Rent Limit. Unit #109 1/2, a two-bedroom unit, was rented during the lookback period at an average amount greater than \$1,809; the maximum Moderate Level rent for a two-bedroom unit under the 2019 Land Use Schedule VII Income and Rent Limit. Unit #111, #1, a studio, was rented during the lookback period at an average amount greater than \$1,407; the maximum Moderate Level rent for a studio unit under the 2019 Land Use Schedule VII Income and Rent Limit. Unit #111, #2, a two-bedroom unit, was rented during the lookback period at an average amount greater than \$1,809; the maximum Moderate Level rent for a two-bedroom unit under the 2019 Land Use Schedule VII Income and Rent Limit. The data collected from August 2014- August 2017 shows that no affordable units exist at 109-111 E Catamaran Street.

cc: Los Angeles Housing and Community Investment Department File  
109 Catamaran Marina, LLC, a California limited liability company, as to an undivided 50% interest and  
111 Catamaran Marina, LLC, a California limited liability company, as to an undivided 50% interest,  
Owner

HIMS: 17-124258

Richard A. Rothschild, Western Center on Law and Poverty, Inc.  
Susanne Browne, Legal Aid Foundation of L.A.  
Jonathan Jager, Legal Aid Foundation of L.A.  
Juliet Oh, City Planning Department

MAC:lm

# Exhibit 6 - Building Records and Certificates of Occupancy

B&S Form B-3-R10-66

3

## APPLICATION TO ALTER-REPAIR-DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES  
DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Application to Complete Numbered Items Only  
2. Plot Plan Required on Back of Original.

CENSUS TRACT  
DAN.

1. LEGAL DESC. R.	LOT 8	BLK. 32	TRACT Shortline Bch Canal Venice	DIST. MAP 7191
2. PRESENT USE OF BUILDING	01.1 fam. dwell.			NEW USE OF BUILDING same
3. JOB ADDRESS	109 Catamaran Ave.			FIRE DIST. /
4. BETWEEN CROSS STREETS	Grand Canal AND Pacific			INSIDE COR. LOT KEY REV. COR. LOT SIZE
5. OWNER'S NAME	Grace Boriz			30 x 90
6. OWNER'S ADDRESS	109 Catamaran Ave.			REAR ALLEY SIDE ALLEY 15'
7. ARCHITECT OR DESIGNER	STATE LICENSE NO. PHONE			BLOG. LINE /
8. ENGINEER	STATE LICENSE NO. PHONE			AFFIDAVITS
9. CONTRACTOR	owner			
10. SIZE OF EXISTING BLDG.	STORIES 1	HEIGHT 12	NO. OF EXISTING BUILDINGS ON LOT AND USE 1 Dwell	
11. MATERIAL OF CONSTRUCTION	EXT. WALLS	ROOF	FLOOR	
masonite sheeting (4' x 8' size)				
12. JOB ADDRESS	109 Catamaran Ave. COMBINED INSPECTION			DISTRICT OFFICE WLA
13. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING	200			GRADING /
14. NEW WORK: (Describe)	Install masonite sheeting over existing			CRIT. SOIL /
FRONT & SIDE				HIGHWAY DEO. /
NEW USE OF BUILDING	Dwell			FLOOD /
TYPE	GROUP R-1	SPRINKLERS REQ'D SPECIFIED	VALUATION APPROVED	CONS. /
BLOG. AREA	MAX DEC.	TOTAL	PLANS CHECKED	ZONED BY Spier
DWELL UNITS	GUEST ROOMS	SPACES PARKING	PLANS APPROVED	FILE WITH
P.C. No.	CONT. INSP.	APPLICATION APPROVED	INSPECTOR	
P.C.	S.P.C.	G.P.I.	B.P. 200	I.F. O.S. C/O
				TYPIST cm

Plan check expires six months after fee is paid. Permit expires one year after fee is paid or six month after fee is paid if construction is not commenced.

CASHIER'S USE ONLY

MAR-18-68

06122

A - 1 CK

2.00

California Coastal Commission  
A-5-VEN-22-0032

Exhibit 6  
Page 1 of 9

### STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Grace Boriz



AR-1

BAS Form B-3-R10-66

3

# APPLICATION TO ALTER-REPAIR-DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES  
DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Application to Complete Numbered Items Only  
2. Plot Plan Required on Back of Original.

CENSUS TRACT

2742

DIST. MAP

7191

1. LEGAL  
DESCR.

LOT

8

BLK.

32

TRACT

Venice Canal Subdiv. #1

2. PRESENT USE OF BUILDING

106 Dwelling

NEW USE OF BUILDING

106 Same

ZONE

R-3-1

3. JOB ADDRESS

109 Catamaran Street

FIRE DIST.

---

4. BETWEEN CROSS STREETS

Pacific

AND Grand Canal

(INSIDE)

COR. LOT

KEY

REV. COR.

5. OWNER'S NAME

Grace Boraz

PHONE

LOT SIZE

30 x 90.9

6. OWNER'S ADDRESS

109 Catamaran

P.O. BOX

ZIP

Venice

7. ARCHITECT OR DESIGNER

STATE LICENSE NO. PHONE

REAR ALLEY 15'

SIDE ALLEY 15'

8. ENGINEER

STATE LICENSE NO. PHONE

BLDG. LINE

---

9. CONTRACTOR

STATE LICENSE NO. PHONE

AFFIDAVITS

35769

Owner

10. SIZE OF EXISTING BLDG.

29 x 20

STORIES

1

HEIGHT

16'

NO. OF EXISTING BUILDINGS ON LOT AND USE

1 Dwlg &amp; 1 Duplex

11. MATERIAL OF  
CONSTRUCTION

EXT. WALLS

ROOF

FLOOR

3

12. JOB ADDRESS

109 Catamaran Street

DISTRICT OFFICE

WLA

13. VALUATION TO INCLUDE ALL FIXED  
EQUIPMENT REQUIRED TO OPERATE  
AND USE PROPOSED BUILDING

400.00

GRADING

/

14. NEW WORK:  
(Describe)

Remodel and repair

No Plans

CRIT. SOIL

/

HIGHWAY DED.

/

NEW USE OF BUILDING

N/C

SIZE OF ADDITION

None

STORIES

N/C

HEIGHT

N/C

FLOOD

/

TYPE

J

GROUP

R

SPRINKLERS  
REQ'D  
SPECIFIED

VALUATION APPROVED

H. Miller

CONS.

/

BLOG. AREA

N/C

MAX OCC.

TOTAL

PLANS CHECKED

ZONED BY

Miller

DWELL.  
UNITS

1

GUEST  
ROOMSSPACES  
PARKING

REQ'D

PROVIDED

PLANS APPROVED

FILE WITH

P.C. No.

CONT. INSP.

N/C

APPLICATION APPROVED

H. Miller

INSPECTOR

B

P.C.

S.P.C.

G.P.I.

BP 30

I.F.

O.S.

C/O

TYPIST

mm

Plan check expires six months after fee is paid. Permit expires one year after fee is paid or six month after fee is paid if construction is not commenced.

DEC 20 68 75337W

DEC-20-68

27717

A - 2 OK

3.30

California Coastal Commission

A-5-VEN-22-0032

Exhibit 6

Page 2 of 9

## STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (Sec. Sec. 91.0202 L.A.M.C.)

3

CITY OF LOS ANGELES

APPLICATION TO ALTER-REPAIR-DEMOLISH  
AND FOR CERTIFICATE OF OCCUPANCY

B&amp;S B3-7249

DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR.	LOT	BLK.	TRACT	Shortline Bldg.	CENSUS TRACT
	8 & 9	32	Venice Canal Subdiv. #1		2742
2. PRESENT USE OF BUILDING	62 Apt. Hse. family dwg.				NEW USE OF BUILDING
					same
3. JOB ADDRESS	109 1/2 Catamaran Ave.				ZONE
					R-3-1
4. BETWEEN CROSS STREETS	Pacific AND Grand Canal				FIRE DIST.
					/
5. OWNER'S NAME	Grace Boriz				LOT (TYPE)
					inside
6. OWNER'S ADDRESS	109 Catamaran				LOT SIZE
					30x90
7. ARCHITECT OR DESIGNER					STATE LICENSE No. PHONE
8. ENGINEER					STATE LICENSE No. PHONE
9. CONTRACTOR	Owner				STATE LICENSE No. PHONE
10. LENDER					BRANCH OFFICE PHONE
11. SIZE OF EXISTING BLDG.	STORIES	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE		
27x29	2	18	3-dwlg.		
12. MATERIAL OF CONSTRUCTION OF EXISTING BLDG.	EXT. WALLS	ROOF	FLOOR		
	Stucco	Comp	Conc.		
13. JOB ADDRESS	109 1/2 Catamaran				DISTRICT OFFICE
					WLA
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING	\$ 200				GRADING
					/
15. NEW WORK: (Describe)	Convert exist. att. gar. to liv. area				CRIT. SOIL
					HIGHWAY DED.
NEW USE OF BUILDING	SIZE OF ADDITION		STORIES	HEIGHT	FLOOD
Same					/
TYPE	GROUP	SPRINKLERS REQ'D SPECIFIED	VALUATION APPROVED		CONS.
U	R-1				/
BLDG. AREA	MAX. OCC.	TOTAL	PLANS CHECKED		ZONED BY
Mc					Spier
DWELL UNITS	GUEST ROOMS	REAR PORCH REQ'D SPACES	PLANS APPROVED		FILE WITH
P.C. No.	CONT. INSP.		APPLICATION APPROVED		INSPECTOR
					B
P.C.	S.P.C.	G.P.I.	B.P.	I.F.	O.S.
143			220		
					C/O
					TYPYST
					CC

PLAN CHECK EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

CASHIER'S USE ONLY

OCT-21-68 74604

OCT-21-68 23332 C - 6 CS 1.43

OCT-21-68 23333 C - 2 CS 2.20

California Coastal Commission  
A-5-VEN-22-0032  
Exhibit 6  
Page 3 of 9

## STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91 0202 L.A.M.C.)



Address of  
Building

109 $\frac{1}{2}$  Catamaran

CITY OF LOS ANGELES  
CERTIFICATE OF OCCUPANCY



**NOTE:** Any change of use or occupancy must be approved by the Department of Building and Safety. This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, (Zoning Code), Ch. 9, Arts. 1, (Building Code)—for following occupancies:

Issued: 11-18-69      Permit No. and Year      WLA74604/68

Convert existing garage into living and storage area attached to existing two story, type V, two family dwelling, R-1 occupancy.

Owner: Grace Boriz  
Owner's Address: 109 Catamaran  
Venice, Calif.

3

# APPLICATION TO ALTER - REPAIR - DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

BAS Form B-3

AR-2

CITY OF LOS ANGELES

DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only  
2. Plot Plan Required on Back of Original.

CENSUS TRACT

DIST. MAP 191

ZONE R-3-1

FIRE DIST.

INSIDE COR. LOT  
KEY REV. COR.

LOT SIZE

30 x 90.54

REAR ALLEY 15'

SIDE ALLEY

BLDG. LINE

//

AFFIDAVITS  
CPC 5604DISTRICT OFFICE  
WLA

GRADING

CRIT. SOIL

HIGHWAY DED.

FLOOD

CONS.

ZONED BY  
PerlofFILE WITH  
66049W/66

INSPECTOR

1. LEGAL DESCR. LOT 9 BLK. 32 TRACT Short Beach Canal

2. PRESENT USE OF BUILDING (01) 1-Fam. Dwelling NEW USE OF BUILDING ( ) Same WITHOUT GARAGE

3. JOB ADDRESS &amp; Att. gar. 111 Catamaran

4. BETWEEN CROSS STREETS Pacific Ave. AND Grand Canal

5. OWNER'S NAME Grace Boriz PHONE

6. OWNER'S ADDRESS 111 Catamaran P.O. BOX ZIP

7. ARCHITECT OR DESIGNER none STATE LICENSE NO. PHONE

8. ENGINEER none STATE LICENSE NO. PHONE

9. CONTRACTOR Owner STATE LICENSE NO. PHONE

10. SIZE OF EXISTING BLDG. 22 x 40 STORIES 1 HEIGHT 10' NO. OF EXISTING BUILDINGS ON LOT AND USE 1 Dwell. &amp; gar.

11. MATERIAL OF CONSTRUCTION EXT. WALLS WOOD ROOF COMPD. FLOOR WOOD

12. JOB ADDRESS 111 Catamaran

13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. \$ 101<sup>00</sup>

14. NEW WORK: (Describe) Convert garage to store room. Correct plot plan for WLA 66049W/66.

NEW USE OF BUILDING 1-Fam. DWLG. SIZE OF ADDITION NONE STORIES - HEIGHT -

TYPE II GROUP R-1 SPRINKLERS REQ'D SPECIFIED - VALUATION APPROVED S. Perlof

BLDG. AREA N.C. MAX. OCC. TOTAL PLANS CHECKED S. Perlof

DWELL. UNITS 1 GUEST ROOMS 0 SPACES REQ'D PROVIDED 2 2 PLANS APPROVED S. Perlof

P.C. No. D 6074 CONT. INSP. - APPLICATION APPROVED S. Perlof

P.C. 130 S.P.C. - G.P.I. - B.P. 200 I.F. - O.S. - C/O - TYPIST tev

MAR 27 67

CASHIER'S USE ONLY

67248W

MAR-27-67

06313

B - 3 CS

1.30

MAR-27-67

06314

B - 1 CS

2.00

California Coastal Commission

A-5-VEN-22-0032

Exhibit 6

Page 5 of 9

## STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed Grace Boriz



3

# APPLICATION TO ALTER - REPAIR - DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES

DEPT. OF BUILDING AND SAFETY

BAS Form B-3

RA-1

## INSTRUCTIONS:

1. Applicant to Complete Numbered Items Only
2. Plot Plan Required on Back of Original.

CENSUS TRACT

DIST. MAP

7191

ZONE

R-3-1

FIRE DIST.

(INSIDE) COR. LOT

KEY REV. COR.

LOT SIZE

30x90.54

REAR ALLEY 15'

SIDE ALLEY

BLDG. LINE

AFFIDAVITS

CPG 5604

DISTRICT OFFICE

WLA

GRADING

CRIT. SOIL

HIGHWAY DED.

FLOOD

CONS.

ZONED BY  
Stoughton

FILE WITH

INSPECTOR

TYPIST  
js

1. LEGAL DESCR. LOT 9 BLK. 32 TRACT Short Beach Canal

2. PRESENT USE OF BUILDING (01) 1-Fam. Dwlg. &amp; Att. Gar. NEW USE OF BUILDING (01) Same

3. JOB ADDRESS 111 Catamaran

4. BETWEEN CROSS STREETS Pacific Ave. AND Grand Canal

5. OWNER'S NAME Grace Boriz PHONE

6. OWNER'S ADDRESS 111 Catamaran P.O. BOX ZIP

7. ARCHITECT OR DESIGNER STATE LICENSE NO. PHONE

8. ENGINEER STATE LICENSE NO. PHONE

9. CONTRACTOR owner STATE LICENSE NO. PHONE

10. SIZE OF EXISTING BLDG. 22x40 STORIES 1 HEIGHT 10' NO. OF EXISTING BUILDINGS ON LOT AND USE 1-Dwlg.w/att.gar.

11. MATERIAL OF CONSTRUCTION EXT. WALLS wd. ROOF compo.shing. FLOOR wood

12. JOB ADDRESS 111 Catamaran

13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. \$ 3150.00

14. NEW WORK: (Describe) Add bedrm.

NEW USE OF BUILDING (01) 1-Fam. Dwlg. &amp; Att. Gar. SIZE OF ADDITION 15x22 STORIES 1 HEIGHT 10'

TYPE V GROUP R-1 SPRINKLERS REQ'D SPECIFIED VALUATION APPROVED Stoughton

BLDG. AREA Add 315 MAX. OCC. TOTAL PLANS CHECKED

DWELL. UNITS 1 GUEST ROOMS SPACES PARKING REQ'D PROVIDED N/C PLANS APPROVED

P.C. No. D5409 CONT. INSP. APPLICATION APPROVED Stoughton

P.C. 962 S.P.C. G.P.I. B.P. 1430 I.F. C/O

DEC 8 86 66049W

DEC--8-66 28600

B - 3 CS 9.62

DEC--8-66 28601

B - 1 CS 14.80

California Coastal Commission

A-5-VEN-22-0032

Exhibit 6

Page 6 of 9

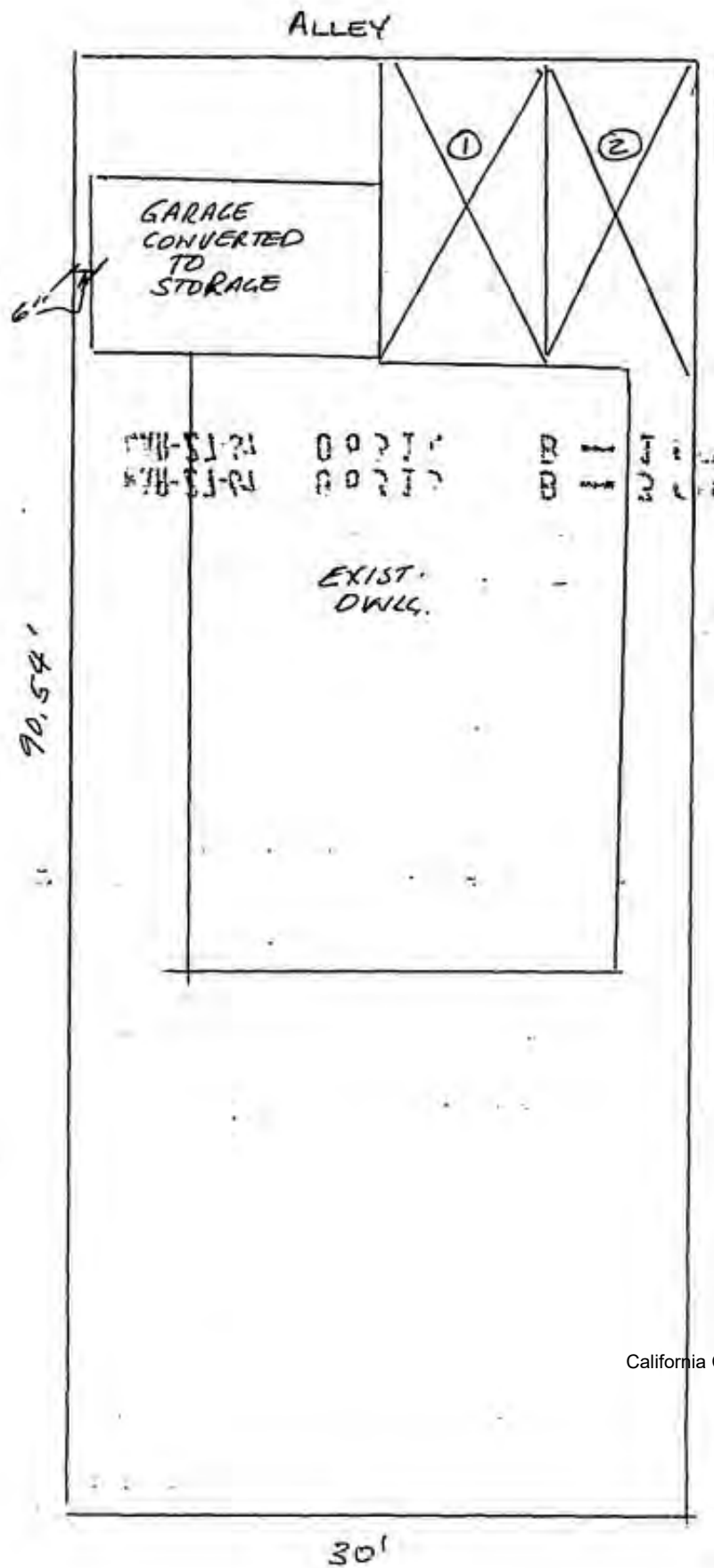
## STATEMENT OF RESPONSIBILITY

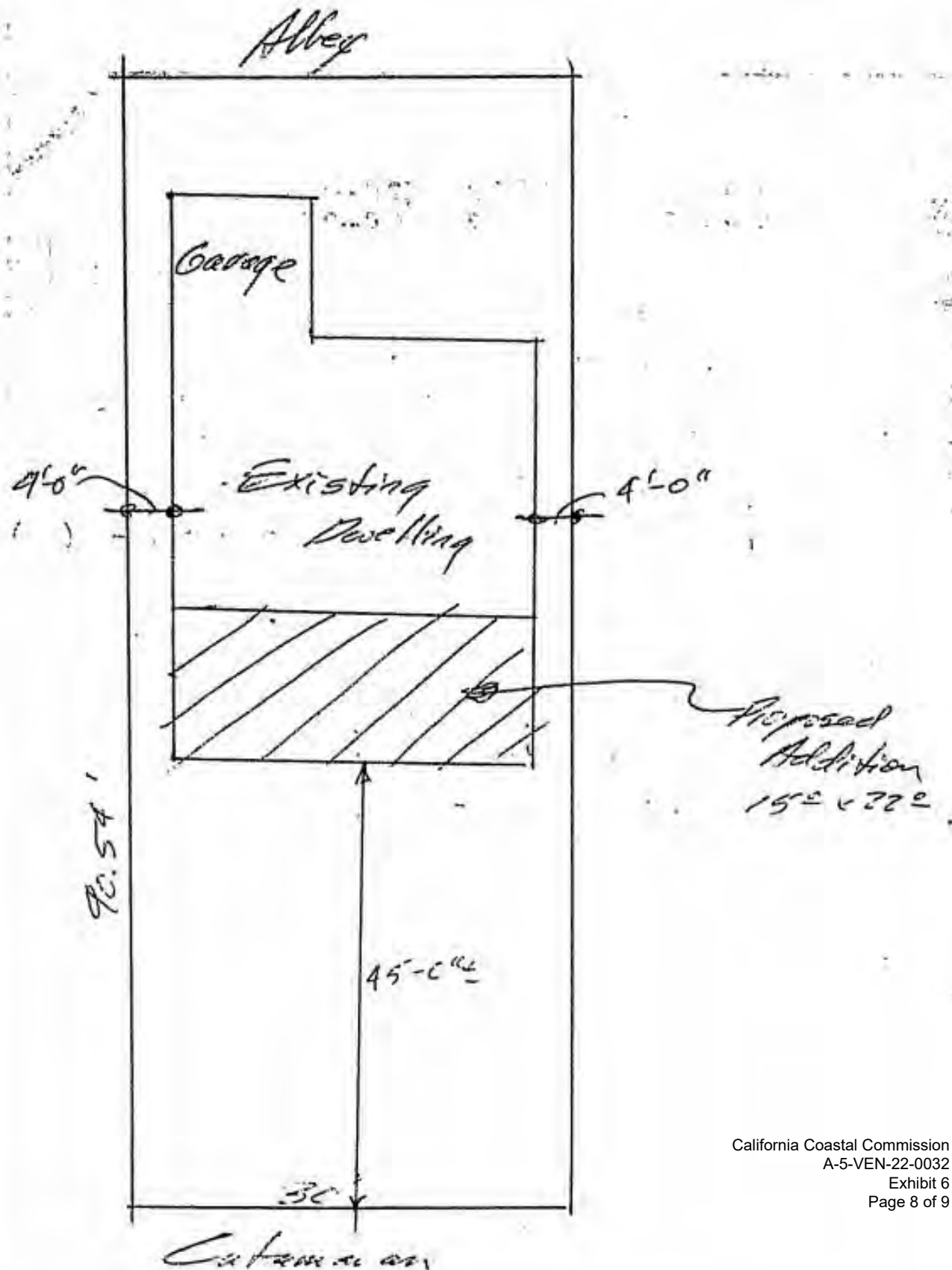
I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91 0202 L.A.M.C.)

Signed Grace Boriz







Address of Building 111 Catamaran



CITY OF LOS ANGELES  
CERTIFICATE OF OCCUPANCY

**NOTE:: Any change of use or occupancy must be approved by the Department of Building and Safety.**  
This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, (Zoning Code), Ch. 9, Arts. 1, (Building Code)—for following occupancies:

Issued: 9-22-67

Permit No. and Year WLA66049/66

One story, Type V, 15' x 22', bedroom addition  
to existing one family dwelling, R-1 occupancy.

Owner: Grace Boriz  
Owner's Address: 111 Catamaran  
Venice, California

California Coastal Commission  
A-5-VEN-22-0032  
Exhibit 6  
Page 9 of 9



## Exhibit 7 – City and Commission Neighborhood Survey Areas



**City's Survey Area**

**Commission's Survey Area**

## **Exhibit 8 – Small Lot Subdivision Ordinance**

**ORDINANCE NO. 176354**

An ordinance amending Sections 12.03, 12.09, 12.12.1, 12.21 and 12.22 of the Los Angeles Municipal Code to permit detached for-sale small lot subdivisions in commercial and multifamily residential zones.

**THE PEOPLE OF THE CITY OF LOS ANGELES  
DO ORDAIN AS FOLLOWS:**

Section 1. Section 12.03 of the Los Angeles Municipal Code is amended by revising the definition of “lot” to read:

**LOT.** A parcel of land occupied or to be occupied by a use, building or unit group of buildings and accessory buildings and uses, together with the yards, open spaces, lot width and lot area as are required by this chapter and fronting for a distance of at least 20 feet upon a street as defined here, or upon a private street as defined in Article 8 of this chapter. The width of an access-strip portion of a lot shall not be less than 20 feet at any point. In a residential planned development or an approved small lot subdivision a lot need have only the street frontage or access as is provided on the recorded subdivision tract or parcel map for the development.

Sec. 2. Subdivision 3 of Subsection A of Section 12.09 of the Los Angeles Municipal Code is amended to read:

3. Apartment houses, boarding or rooming houses, dwelling units in a small lot subdivision, or multiple dwellings on lots having a side lot line adjoining a lot in a commercial or industrial zone, provided that:

(a) The use, including the accessory buildings and uses and required yards, does not extend more than 65 feet from the boundary of the less restrictive zone which it adjoins; and

(b) The lot area per dwelling unit or guest room regulations of the RD1.5 zone shall apply to these uses.

Sec. 3. Subsection A of Section 12.12.1 is amended by adding a new subdivision 8 to read.

8. Dwelling unit or units constructed on a lot in a small lot subdivision and approved by the Advisory Agency, pursuant to Article 7 of this Chapter in conformity with the provision of 12.22 C 27 of this Code.



Sec. 4. The first paragraph of Paragraph (a) of Subdivision 4 of Subsection A of Section 12.21 of the Los Angeles Municipal Code is amended to read:

(a) For Dwelling Units. In all zones, there shall be at least two automobile parking spaces on the same lot with each one-family dwelling thereon, and in any RW Zone there shall be at least two automobile parking spaces per dwelling unit which shall be upon the same lot with the dwelling unit. However, for small lot subdivisions approved pursuant to Article 7 of this Chapter in conformity with the provisions of Section 12.22 C 27 of this Code, the required parking spaces shall not be required to be located on the same lot with each dwelling unit, but shall be provided within the boundaries of the parcel or tract map. The ratio of parking spaces required for all other dwelling units shall be at least one parking space for each dwelling unit of less than three habitable rooms, one and one-half parking spaces for each dwelling unit of three habitable rooms, and two parking spaces for each dwelling unit of more than three habitable rooms. Where the lot is located in an RA, RE, RS, R1, RU, RZ, RMP, or RW Zone, the required parking spaces shall be provided within a private garage. Where the lot is located in an R2 Zone, at least one of the required parking spaces per dwelling unit shall be provided within a private garage. Any door or doors installed at the automobile entry to a garage serving a one or two-family dwelling where one or more required parking spaces is located shall be of conventional design constructed so as to permit the simultaneous entry of automobiles into each required parking space without damaging the door or door frame and constructed so as to permit the flow of air through the automobile entry when the door is in the fully closed position.

Sec. 5. Paragraph (h) of Subdivision 5 of Subsection A of Section 12.21 of the Los Angeles Municipal Code is amended by adding a new subparagraph numbered (4) to read:

(4) In a private garage or parking area serving an approved small lot subdivision, where the tandem parking is not more than two cars in depth, and provided that at least one parking stall per dwelling unit and all of the parking stalls required for any guest rooms are individually and easily accessible..

Sec. 6. Subsection C of Section 12.22 of the Los Angeles Municipal Code is amended by adding a new subdivision 27 to read:

27. Small Lot Subdivision in the R2, RD, R3, R4, R5, RAS and the P and C zones pursuant to an approved subdivision tract or parcel map.

Notwithstanding any provisions of this Code relating to minimum lot area to the contrary, in the R2, RD, R3, R4, R5, RAS and the P and C zones, parcels of land may be subdivided into lots which may contain one, two or three dwelling units, provided that the density of the subdivision complies with the minimum lot area per dwelling unit requirement established for each zone, or in the case of a P zone, the density of the subdivision shall comply with the minimum lot area per dwelling unit of the least restrictive abutting commercial or multi-family residential zone(s).

(a) A parcel map or tract map, pursuant to Section 17.00 *et seq.* of this Code shall be required for the creation of a small lot subdivision.

(b) The minimum lot width shall be 16 feet and the minimum lot area shall be 600 square feet. The Advisory Agency shall designate the location of front yards in the subdivision tract or parcel map approval.

(c) Vehicular access may be provided to either a lot containing a dwelling unit or to its required parking spaces by way of street or alley frontage, driveway access or similar access to a street.

(d) All structures on a lot which includes one or more dwelling units, may, taken together, occupy no more than 80% of the lot area, unless the tract or parcel map provides common open space equivalent to 20% of the lot area of each lot not meeting this provision.

(e) No front, side, or rear yard shall be required between lots within an approved small lot subdivision. However, a five-foot setback shall be provided where a lot abuts a lot that is not created pursuant to this subdivision.

(f) No passageway pursuant to Section 12.21 C 2 of this Code shall be required.

(g) In a P zone, lots may be developed as a small lot subdivision, provided that the General Plan land use designation of the lot is "commercial" or "multiple family residential."

(h) In an R2 zone, a lot may be developed as a small lot subdivision provided that the lot meets the requirements of Section 12.09 A 3 of the Code.

(i) A dwelling unit in a small lot subdivision shall not be required to comply with Paragraphs (a), (b), (f) and (g) of Section 12.21 A 17 of this Code.


(j) Fences and walls within five feet of the front lot line shall be no more than three and one-half feet in height. Fences and walls within five feet of the side and rear lot lines shall be no more than six feet in height.

(105208)

Sec. 7. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located in the Main Street lobby to the City Hall; one copy on the bulletin board located at the ground level at the Los Angeles Street entrance to the Los Angeles Police Department; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of DEC 14 2004.

FRANK T. MARTINEZ, City Clerk

By  Deputy

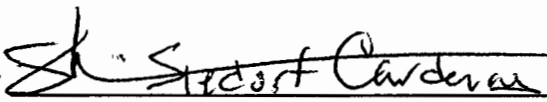
DEC 16 2004

Approved \_\_\_\_\_

 Mayor

Approved as to Form and Legality

Rockard J. Delgadillo, City Attorney

By  5/8/04  
SHARON SIEDORF CARDENAS  
Assistant City Attorney

Pursuant to Charter Section 559, I approve  
this ordinance on behalf of the City  
Planning Commission and recommend  
it be adopted .....

December 3, 2004

see attached report.

  
CON HOWE  
Director of Planning

Date DEC 03 2004

File No. CF 04-1546; CPC 2004-3334-CA

DECLARATION OF POSTING ORDINANCE

I, JULIA AMANTI, state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No. 176354 - Amending Sections 12.03, 12.09, 12.12.1, 12.21 and 12.22 of the L.A.M.C. re: To Permit Detached For-Sale Lot Subdivisions in Commercial & Multifamily Residential Zones - a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on Dec. 14, 2004, and under the direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles and Ordinance No. 172959, on Dec. 22, 2004, I posted a true copy of said ordinance at each of three public places located in the City of Los Angeles, California, as follows: 1) One copy on the bulletin board at the Main Street entrance to Los Angeles City Hall; 2) one copy on the bulletin board at the ground level Los Angeles Street entrance to the Los Angeles Police Department; and 3) one copy on the bulletin board at the Temple Street entrance to the Hall of Records of the County of Los Angeles.

Copies of said ordinance were posted conspicuously beginning on Dec. 22, 2004 and will be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct.

Signed this 22<sup>nd</sup> day of Dec. 2004 at Los Angeles, California.

  
Julia Amanti, Deputy City Clerk

Ordinance Effective Date: Jan. 31, 2005

Council File No. 04-1546