

CALIFORNIA COASTAL COMMISSION

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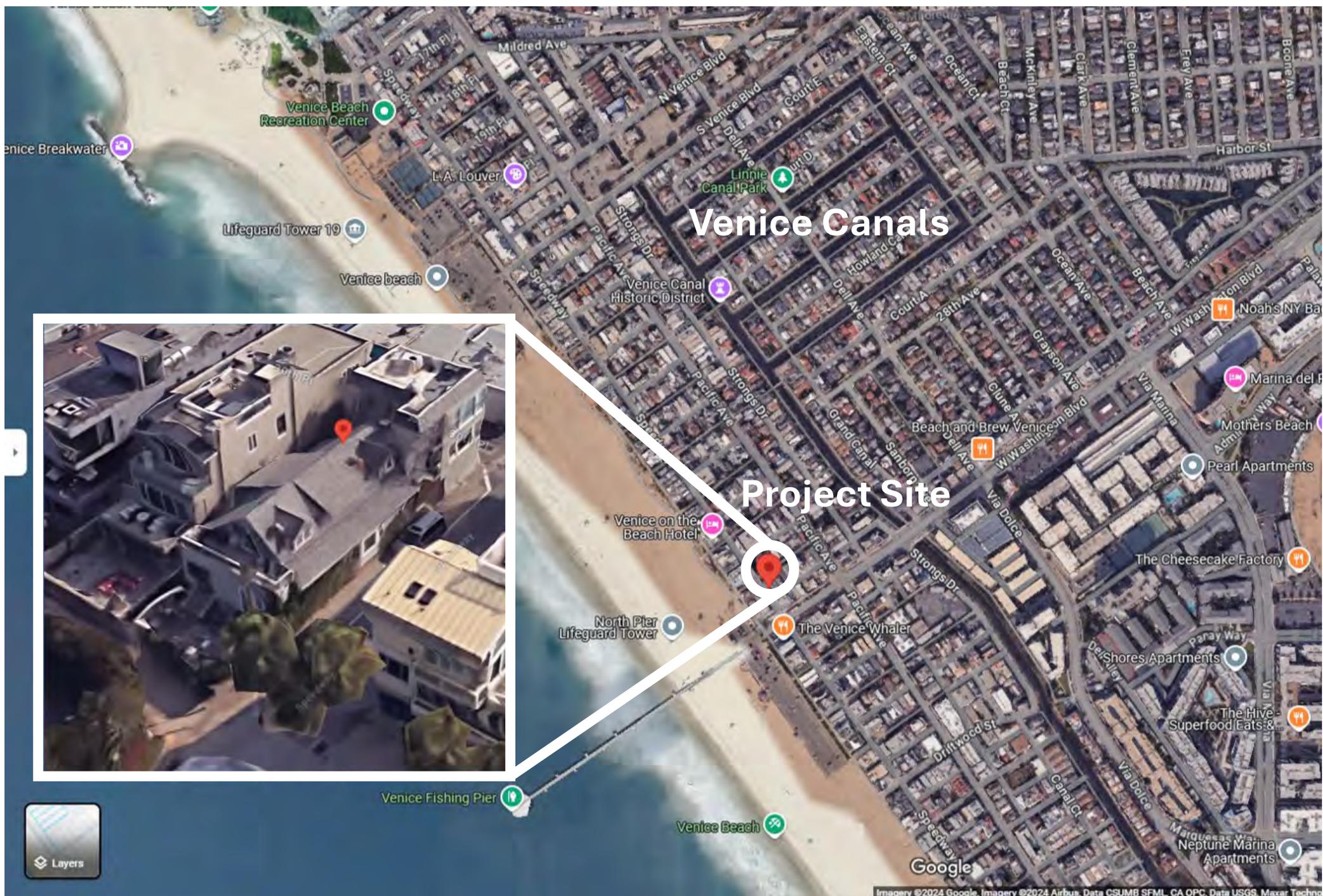
A-5-VEN-24-0001 & 5-91-681-A1 (TIEDEMAN)

DECEMBER 11, 2024

EXHIBITS

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Venice Canals

Project Site

**DEPARTMENT OF
CITY PLANNING**

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DIRECTOR'S DETERMINATION

November 20, 2023

Owner/Applicant

Hisako Tiedeman
1147 Stanford Street
Santa Monica, CA 90403

Representative

Quentin Parker
1514 Crestline Drive
Santa Barbara, CA 93015

Case No. DIR-2021-10130-CDP-MEL-SPP

CEQA: ENV-2021-10131-CE

Location: 10 East 30th Avenue

Council District: 11 – Park

Neighborhood Council: Venice

Community Plan Area: Venice

Specific Plan: Venice Coastal Zone Specific Plan – North Venice Subarea

Land Use Designation: Low Medium II Residential

Zone: RD1.5-1-O

Legal Description: Lot 27, Block 24, Short Line Beach Subdivision No. 3 Tract

Last Day to File an Appeal: December 7, 2023

DETERMINED, based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to CEQA Guidelines, Sections 15301 (Class 1) and 15303 (Class 3), 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, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

Approve a Coastal Development Permit for the remodel and 920 square-foot, second-story addition to an existing two-story single-family dwelling with a new roof deck and conversion of the rear portion of the structure to an attached 717 square-foot Accessory Dwelling Unit (ADU), resulting in a 3,606 square-foot, two-story single-family dwelling (above a garage) with a 717 square-foot ADU, providing three parking spaces onsite, located within the Dual Permit Jurisdiction of the California Coastal Zone, and

Pursuant to the Los Angeles Municipal Code (LAMC) Section 11.5.7, and the Venice Coastal Zone Specific Plan (Ordinance No. 175,693), I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

Approve a Project Permit Compliance Review for a project located in the North Venice Subarea of the Venice Coastal Zone Specific Plan; 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 construction of one new Residential Unit within 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 maximum of two dwelling units shall be permitted. The project shall maintain the existing single-family dwelling and construct a new attached Accessory Dwelling Unit (ADU).
5. **Height.** Venice Coastal Development Projects fronting on Walk Streets shall not exceed a maximum height of 28 feet. The project shall provide a height of 28 feet, as shown in Exhibit A.
6. **Front Façade (Articulation).** The front façade of the structure shall be articulated as shown in "Exhibit A", incorporating a balcony and a 5-foot step-back at the second floor from the required front yard setback.
7. Nonconforming yards shall be subject to review and final approval by the Department of Building and Safety.
8. **Parking and Access.** As shown in Exhibit A, the project shall provide a total of three (3) parking spaces: two (2) spaces for the existing single-family dwelling and one (1) parking space for the proposed ADU. Vehicle access shall be provided from the rear alley, 30th Place.
9. **Roof Structures.** The Roof Access Structure (RAS) is limited to a maximum height of 38 feet, measured from the centerline of 30th Avenue to the top edge of the RAS. The area within the outside walls shall be minimized and shall not exceed 100 square feet as measured from the outside walls. Chimneys, exhaust ducts, ventilation shafts and other similar devices essential for building function may exceed the height limit by a maximum of five feet.
10. **Roof Deck.** Railings used on the proposed rooftop deck, exceeding the maximum building height of 28 feet, shall be of an open design and shall be limited to a height of 42 inches. Solid glass railings shall be included in the measurement of building height.
11. **Walk Street. (Design Criteria).** The building materials, articulation, massing, and scale of the proposed project shall substantially comply with those specified on the plans labeled "Exhibit A," in the subject case file.

12. **Permanent Public Right-of-Way Encroachments.** Fences shall be permitted in string line with existing fences on the same side of 30th Avenue and shall not exceed a height of 42 inches. No other encroachments, including hedges or other accessory structures, shall be permitted within five feet of the centerline of 30th Avenue. Prior to the issuance of a building permit, a revocable encroachment permit, or proof of filing for a revocable permit, shall be obtained from the Department of Public Works – Bureau of Engineering (BOE) for any encroachments within 30th Avenue. Permanent encroachments shall be limited to grade level uses including gardens, patios, landscaping, ground level decks, and fences.
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 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

15. **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.
16. **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.
17. **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.
18. **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.
19. **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.

20. Condition Compliance. Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

21. 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 a relatively flat, rectangular, corner residential lot with a width of 30 feet and a depth of 88 feet with a lot area of approximately 2,650 square feet. The property fronts 30th Avenue to the north and adjoins 30th Place to the rear and adjoins Speedway along the side property line. The property is located within the Los Angeles Coastal Transportation Corridor Specific Plan, Venice Coastal Zone Specific Plan (North Venice Subarea), Calvo Exclusion Area, and the Dual Permit Jurisdiction of the Coastal Zone. Further, the subject site is located within a Methane Zone, Liquefaction area, and Tsunami Inundation Zone, and within 6.19 kilometers from the Santa Monica Fault. According to City of Los Angeles permit no. 55479W, the previous homeowner obtained a Rehabilitation Certificate of Occupancy for a two-story single-family dwelling in 1965. As evidenced in permit no. 92WL00279 and 92WL01987, the legally permitted use is a two-story single-family, two levels above a ground floor garage. On February 21, 1981, a Yard Variance (Case No. ZA 90-0534-YV) denied a northeasterly side yard of 0 feet in lieu of the required 3 feet, but granted a variance for the continued use and maintenance of an existing single-family dwelling observing reduced side yard of 2 feet, 7 inches in lieu of the required 3 feet. Further, the construction, use, and maintenance of a two-story addition over an existing garage as attached to said dwelling with said addition observing a reduced southwesterly side yard adjacent to Speedway of 0 feet in lieu of the required 3 feet. The subject site is improved with a two-story single-family dwelling with an attached two-car garage.

The applicant is requesting a Coastal Development Permit, Project Permit Compliance Review, and Mello Act Compliance Review for the remodel and 920 square-foot, second-story addition to an existing two-story single-family dwelling with a new roof deck and conversion of the rear portion of the structure to an attached 717 square-foot Accessory Dwelling Unit (ADU), resulting in a 3,606 square-foot, two-story single-family dwelling with a 717 square-foot ADU, providing three parking spaces onsite, located within the Dual Permit Jurisdiction of the California Coastal Zone.

The property fronts 30th Avenue to the north and adjoins 30th Place to the rear and adjoins Speedway along the side property line. There are 18 structures on 20 RD1.5-1 zoned lots in the neighborhood block bound by 28th Place to the north and 30th Place to the south. These lots are developed with single and multi-family dwellings, of which two are one-story in height, nine are two-stories in height and seven are three-stories in height.

30th Avenue is a Local Street (Standard), designated to a right-of-way width of 60 feet and roadway width of 36 feet. 30th Avenue is identified as a Walk Street in the Venice Coastal Zone Specific Plan and is limited to pedestrian access. The pedestrian path of travel is approximately 6 feet.

30th Place is a Local Street (Standard), designated to a right-of-way width of 60 feet and a roadway width of 36 feet; the actual right-of-way width is 20 feet and the street functions as an alley for vehicle access to the abutting properties.

Speedway is a Local Street (Standard), designated to a right-of-way width of 60 feet and a roadway width of 36 feet. The actual right-of-way is dedicated to a width of 20 feet and is improved with an asphalt roadway. Speedway is not improved with gutters, curbs, or sidewalks; as such, Speedway functions like an alley.

Previous zoning related actions on the site/in the area include:

ZA-90-0534-YV – On February 21, 1981, the Zoning Administrator approved a Yard Variance for the for the continued use and maintenance of an existing single-family dwelling observing reduced side yard of 2 feet, 7 inches in lieu of the required 3 feet.

Further, the construction, use, and maintenance of a two-story addition over an existing garage as attached to said dwelling with said addition observing a reduced southwesterly side yard adjacent to Speedway of 0 feet in lieu of the required 3 feet, within the Dual Permit Jurisdiction area of the California Coastal Zone, located at 10 East 30th Avenue.

DIR-2018-6400-CDP-MEL-SPP – On June 22, 2020, the Director of Planning approved a Coastal Development Permit and Mello Act Compliance Review for the demolition of an existing one-story single-family dwelling with an attached garage, and the construction of a new 1,842 square-foot, three-story single-family dwelling and a 684 square-foot, three-story attached Accessory Dwelling Unit (ADU), providing four parking spaces within the Dual Permit Jurisdiction area of the California Coastal Zone, located at 3209 South Ocean Front Walk.

ZA-2019-3329-ZV-ZAA-SPP-MEL – On February 24, 2020, the Zoning Administrator approved a Zoning Administrators Adjustment for reduced passageway, side yard and front yard setbacks; Project Permit Compliance Review; Mello Act Compliance Review; Zone Variance to remove the Loading Space requirement and the construction of one new Accessory Dwelling Unit (ADU) located at 3011 South Ocean Front Walk.

DIR-2018-7086-CDP-SPP – On February 5, 2020, the Director of Planning approved a Coastal Development Permit and Project Permit Compliance Review for the change of use from a 946 square-foot retail flower shop into a restaurant with 200 square feet of Service Floor area and the demolition of an unpermitted outdoor dining patio, providing three parking spaces on-site within the Dual Permit Jurisdiction of the California Coastal Zone, located at 20 East Washington Boulevard.

DIR-2018-3071-CDP-SPP-MEL – On March 14, 2019, the Director of Planning approved a Coastal Development Permit, Project Permit Compliance Review, and Mello Act Compliance Review for the demolition of an existing 1,856 square-foot duplex, and the construction of a three-story 3,932 square-foot single-family dwelling providing two on-site parking spaces within the Dual Permit Jurisdiction of the California Coastal Zone, located at 21 East 29th Avenue.

DIR-2017-5433-CDP-SPP-MEL – On December 21, 2018, the West Los Angeles Area Planning Commission denied the appeal and sustained the Director of Planning determination to conditionally approve a Coastal Development Permit, Project Permit Compliance Review, and Mello Act Compliance Review for the conversion of two guest rooms into dwelling units in an existing triplex resulting in a five-unit apartment building with a total of seven parking spaces provided on-site within the Dual Permit Jurisdiction of the Coastal Zone, located at 10 East Anchorage Street.

DIR-2017-3858-CDP-SPP – On August 2, 2018, the Director of Planning approved a Coastal Development Permit and Project Permit Compliance Review authorizing the remodel and addition of 1,348 square-feet to an existing two-story 978 square-foot, single-family dwelling, resulting in a two-story 2,326 square-foot, single-family dwelling, and a new ground floor swimming pool and spa maintaining three parking spaces within the Dual Permit Jurisdiction of the California Coastal Zone, located at 27 East 29th Avenue.

DIR-2016-4749-CDP-MEL-SPP – On February 28, 2018, the Director of Planning approved a Coastal Development Permit and Project Permit Compliance Review authorizing the demolition of an existing residential structure containing two dwelling units and three guest rooms and the construction of a new 3,139 square-foot, two-story single-family dwelling with an attached four-car garage, basement having no habitable rooms,

and a roof deck within the Dual Permit Jurisdiction of the California Coastal Zone, located at 3011 South Ocean Front Walk.

Public Hearing

A Hearing Officer (Ira Brown) held a Coastal Development Permit public hearing on January 9, 2023 at 10:00 a.m. Due to concerns over COVID-19, the public hearing was conducted virtually and telephonically. The project team was present, and three (3) members of the public provided public comments.

The members of the public provided the following testimony:

- The project is out of scale with the neighborhood block.
- The existing structure projects over the existing property line, where the proposed project should correct that encroachment.

The Hearing Officer requested a neighborhood context analysis to compare the height of the proposed structure against other structures along 30th Avenue. The case was taken under advisement for three week to allow time for applicant to submit a context analysis and for additional comments to be submitted for consideration.

Correspondence

On December 22, 2022, David Feige, a concerned neighbor, contacted Staff regarding the proposed project and the existing fire passageway.

On December 30, 2022, David Feige contacted Staff with concerns regarding the proposed design, specifically the existing side yard setbacks, projection into the Walk Street, and views to the ocean.

On January 7, 2023, David Feige provided a letter of opposition.

On May 16, 2023, Robin Rudisill contacted Staff requesting an update on the proposed project and to confirm that she was on the Interested Parties List.

On May 28, 2023, Zev Weinstein, a concerned neighbor, provided a Massing Study to show the proposed project would eliminate their view of the Ocean.

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 provisions 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 includes the remodel and 920 square-foot, second-story addition to an existing two-story single-family dwelling with a new roof deck and conversion of the rear portion of the structure to an attached 717 square-foot Accessory Dwelling Unit (ADU), resulting in a 3,606 square-foot, two-story single-family dwelling with a 717 square-foot ADU, providing three parking spaces on-site. As such, little to no excavation and grading is proposed. The subject site is not located within an area with known Archaeological or Paleontological Resources; however, if such resources are discovered during construction, the project is subject to compliance with Federal, State, and Local regulations in place. As such, the project will not adversely impact archaeological and paleontological resources.

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 comprised of similar single and multi-family dwellings. The project site will provide three (3) parking spaces and will maintain connections and access to all public services required for residential uses, including water and sewage, waste disposal, gas, and electricity. As such, the project will be in an existing developed area contiguous with similar residential uses in an area that is able to accommodate new development.

Section 30251 Scenic and Visual Qualities.

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

and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

The subject site and surrounding area are relatively flat with no views to and along the ocean; no natural land forms will be altered as part of the project. The project proposes the remodel and 920 square-foot, second-story addition to an existing two-story single-family dwelling with a new roof deck and conversion of the rear portion of the structure to an attached 717 square-foot Accessory Dwelling Unit (ADU), resulting in a 3,606 square-foot, two-story single-family dwelling with a 717 square-foot ADU, providing three parking spaces on-site. The property fronts 30th Avenue to the north and adjoins 30th Place to the rear and adjoins Speedway along the side property line. There are 18 structures on 20 RD1.5-1 zoned lots in the neighborhood block bound by 28th Place to the north and 30th Place to the south. These lots are developed with single and multi-family dwellings, of which two are one-story in height, nine are two-stories in height and seven are three-stories in height. The proposed project will be of similar height to surrounding properties. As such, the proposed project is visually compatible with the adjoining structures and the surrounding area.

The projects consistency with the development standards in the certified Venice Land Use Plan (LUP) is important in assessing the project's compatibility with the character of the surrounding area. The certified Venice LUP states that "the development standards also define for each land use designation a density of housing units and lot coverage to maintain the scale and character of existing residential neighborhoods and minimize the impacts of building bulk and mass." (LUP, p.II-2.) Most structures in the area, including the existing single-family dwelling located at the subject property, 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, buffer/setback, yard, and height standards in the LUP as well as the applicable policies of the Coastal Act.

Following the adoption of the LUP, new legislation has been adopted by the State and the City to allow the development of Accessory Dwelling Units (ADU). LAMC Section 12.03 defines ADUs as: "An attached or detached residential dwelling unit that provides complete independent living facilities for one or more persons and is located on a lot with a proposed or existing primary residence. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same lot as the single-family or multifamily dwelling is or will be situated. ADUs include efficiency units as defined in Section 17958.1 of the Health and Safety Code, manufactured homes as defined in Section 18007 of the Health and Safety Code, and Movable Tiny Houses."

As proposed, the remodel and 920 square-foot, second-story addition to an existing two-story single-family dwelling with a new roof deck and conversion of the rear portion of the structure to an attached 717 square-foot Accessory Dwelling Unit (ADU), resulting in a 3,606 square-foot, two-story single-family dwelling with a 717 square-foot ADU, providing three parking spaces on-site, will not have a negative impact on the mass and scale of the neighborhood.

The project site has a Land Use Designation of Low Medium II Residential and is subject to the development standards outlined in Policy I.A.7, which accommodates the development of duplexes and multifamily dwelling units in the Oakwood, Milwood, Southeast and North Venice subareas. ADUs are considered accessory structures and

are not included when calculating density; therefore, the proposal is congruent with the density, buffer/setback, yard, and height standards outlined in Policy I.A.7 of the LUP, further discussed in Finding No. 2. The proposed improvement does not exceed the height limit of 28 feet and the shape of the Roof Access Structure is designed to visibility from the Walk Street; as such, the proposed improvement is visually compatible with the character of the area and will 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 nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

The proposed project includes the remodel and 920 square-foot, second-story addition to an existing two-story single-family dwelling and conversion of the rear portion of the structure to an attached 717 square-foot Accessory Dwelling Unit (ADU) located approximately 130 feet from Venice Beach. No changes to circulation or new permanent structures will be constructed in the public right-of-way, leaving existing public access to the coast unimpeded. The project will provide three (3) parking spaces onsite for the existing single-family dwelling and for the ADU. The provisions of ADU State Law and the City's ADU Ordinance (LAMC Section 12.22 A.33(c)(12)) require one parking space for an ADU unless 1) located within ½ mile walking distance from a bus or rail stop 2) one block from a designated car share pickup or drop off location, 3) within an applicable historic district, or 4) part of a proposed or existing residence. The subject site is located approximately 528 feet from the Commuter Express Bus Route 437A at intersection of Washington Boulevard and Pacific Avenue, and approximately 528 feet from the Culver CityBus route no. 1 at the intersection of Washington Boulevard and Pacific Avenue – consequently no additional parking is required for the ADU. Nonetheless, the proposed project provides one additional parking space for the ADU for a total of three (3) parking spaces on-site. As such, the project provides adequate parking for the existing and proposed dwelling units. No permanent structures would be placed within the public right-of-way and public access to the coast will 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 area, Tsunami Inundation Zone, Methane Zone and within 6.19 kilometers from the Santa Monica Fault. As such, the project is

subject to compliance with Zoning, Building, and Fire Safety Code requirements that will minimize risks to life and property in such 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 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 located within an area that may be affected by Sea Level Rise. On August 12, 2015, the Coastal Commission adopted a Sea Level Rise Policy Guidance document, updated and adopted on November 7, 2018. This policy document provides a framework and directions for local jurisdictions to address sea level rise (SLR) in Local Coastal Programs (LCPs) and Coastal Development Permits (CDPs). In May 2018, the City completed an initial sea level rise vulnerability assessment for the Venice Coastal Zone. The report provides that: Existing wide beaches generally protect Venice from coastal hazards. Coastal assets along or near the beachfront are potentially vulnerable during a large storm event in combination with SLR greater than 3.3 feet. After 4.9 feet SLR, beachfront assets are more vulnerable to damage from flooding or potential erosion of the beach. A SLR of 6.6 feet is a tipping point for Venice's exposure to extreme coastal wave events. Beachfront and coastal assets could flood annually, beaches could be greatly reduced in width, and high water levels could greatly increase potential for flooding of inland low-lying areas. As discussed in the analysis, there is considerable uncertainty around the timing of SLR, how coastal processes may be affected, and what adaptation approaches will be applied in the future (VSLRVA, pg. 45). Policies and development standards to address the potential impacts of SLR would be addressed in the City's LCP for the Venice Coastal Zone.

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

The proposed development 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 130 feet from the Venice Beach shoreline. 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 remodel and 920 square-foot, second-story addition to an existing two-story single-family dwelling with a new roof deck and conversion of the rear portion of the structure to an attached 717 square-foot Accessory Dwelling Unit (ADU), resulting in a 3,606 square-foot, two-story single-family dwelling with a 717 square-foot ADU, providing three parking spaces onsite within the North Venice Subarea. The subject site is zoned RD1.5-1-O with a General Plan Land Use Designation of Low Medium II Residential.

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

Policy I.A.7 provides use, density, yard, and height standards for areas designated Multi-Family Residential – Low Medium II Density. In the North Venice Subarea density is restricted to one unit per 1,500 - 2,500 square feet of lot area and height is limited to 30 feet for buildings with flat roofs or 35 feet for buildings utilizing a stepped back or varied roofline. The portion that exceeds 30 feet in height shall be set back from the required front yard one foot for every foot in height above 30 feet. Structures located along walk streets are limited to a maximum height of 28 feet. The height for the proposed structure at 28 feet, does not exceed the height outlined in this policy, nor does the project exceed the density outlined in this policy, as ADU’s do not contribute to density calculations.

Policy II.A.3. outlines the parking requirements for residential projects. The subject lot is 30 feet wide with one single-family dwelling and requires two parking spaces per this section. The project will provide a total of three parking spaces, where one parking space will be provided for the ADU for a total of three (3) parking spaces on-site. The provisions of ADU State Law and the City’s ADU Ordinance (LAMC Section 12.22 A.33(c)(12)) require one parking space for an ADU unless 1) located within ½ mile walking distance from a bus or rail stop, 2) one block from a designated car share pickup or drop off location, 3) within an applicable historic district, or 4) part of a proposed or existing residence. The new ADU complies with the State’s standard, (ADUs are limited to a maximum size of 1,200 square feet) and provides an opportunity for infill development that would not impact coastal resources. The subject site is located approximately 528 feet from the Commuter Express Bus Route 437A at intersection of Washington Boulevard and Pacific Avenue, and approximately 528 feet from the Culver CityBus route no. 1 at the intersection of Washington Boulevard and Pacific Avenue – consequently no additional parking is required for the ADU. Vehicular access will continue to be provided from the alley at the rear of the property.

The proposed remodel and 920 square-foot, second-story addition with a new roof deck to an existing two-story single-family dwelling and conversion of the rear portion of the structure to an attached 717 square-foot Accessory Dwelling Unit (ADU), resulting in a 3,606 square-foot, two-story single-family dwelling with a 717 square-foot ADU, providing three parking spaces on-site is consistent with the policies of the Land Use Plan and the standards of the Specific Plan 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 Interpretive Guidelines were adopted by the California Coastal Commission (October 14, 1980) to supplement the Statewide Guidelines. Both regional and statewide guidelines, pursuant to Section 30620 (b) of the Coastal Act, are designed to assist local governments, the regional commissions, the commission, and persons subject to the provisions of this chapter in determining how the policies of this division shall be applied to the coastal zone prior to the certification of a local coastal program. As stated in the Regional Interpretive Guidelines, the guidelines are intended to be used "in a flexible manner with consideration for local and regional conditions, individual project parameters and constraints, and individual and cumulative impacts on coastal resources. In addition to the Regional Interpretive Guidelines, the policies of 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 consists of the remodel and 920 square-foot, second-story addition to an existing two-story single-family dwelling with a new roof deck and conversion of the rear portion of the structure to an attached 717 square-foot Accessory Dwelling Unit (ADU), resulting in a 3,606 square-foot, two-story single-family dwelling with a 717 square-foot ADU, providing three parking spaces onsite. The Regional Interpretive Guidelines have been reviewed and the proposed project is consistent with the requirements for the North Venice 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 consists of the remodel and 920 square-foot, second-story addition to an existing two-story single-family dwelling with a new roof deck and conversion of the rear portion of the structure to an attached 717 square-foot Accessory Dwelling Unit (ADU), resulting in a 3,606 square-foot, two-story single-family dwelling with a 717 square-foot ADU, providing three parking spaces on-site within the Dual Permit jurisdiction of the Coastal Zone. The proposed improvement does not conflict with prior decisions of the Coastal Commission. The Coastal Commission recently approved the following projects in the Venice Coastal Zone:

- In September 2023, the Coastal Commission found Substantial Issue and Denied a Coastal Development Permit for the remodel and addition to an existing 4,0561 square foot, four-unit apartment building with a partial second resulting in a 5,962 square foot two-story, four-unit apartment building with a mezzanine level, rooftop deck and four, two-car garages for a total of eight parking spaces located in the Dual Permit Jurisdiction of the Coastal Zone at 15 Westwind. (Application A-5-VEN-23-0015)
- In April 2023, the Coastal Commission adopted a final staff report which approved the construction of a new 2,157 square-foot, 2-story, single-family dwelling with attached three-car garage and roof deck on a vacant 3,143 square-foot lot located in Dual Permit Jurisdiction of the Coastal Zone at 117 East Westwind Mall. (Application No. 5-22-0927)
- In March 2023, the Coastal Commission adopted a final staff report which approved the redevelopment of an existing 1,212 square-foot, 1-story, single-family residence with a detached 1-car garage and 1-car carport resulting in a 2,190 square-foot, 2-

story 27 foot, 11.5 inch tall, single-family residence with an attached 2-car garage and additional uncovered parking space on a 2,640 square-foot lot with no grading proposed, on a lot located in a Dual Permit Jurisdiction Area of the Coastal Zone at 29 East 27th Avenue. (Application No. 5-22-0607)

- In August 2022, the Coastal Commission approved with conditions a Coastal Development Permit for the Demolition of a one-story, 816 square-foot single-family dwelling with detached garage, and accessory structure, and construction of a new 2,795 square-foot, 33 feet high, two-story single-family dwelling with an attached two-car garage, plus one additional on-site parking space, swimming pool and a roof deck, on a 4,212 square-foot lot, at 822 Angelus Place. (Application No. A-5 VEN 21-0067)
- In August 2022, the Coastal Commission approved with conditions a Coastal Development Permit for the after-the-fact request to convert a 320 square foot portion of three-car garage into accessory dwelling unit (ADU) in a 22-foot tall, 2,424 square foot duplex, resulting in duplex with an attached ADU and two parking spaces, at 21 W. Lighthouse Street (Application No. 5-21-0088).

The California Coastal Commission Executive Director issued updated guidance regarding the implementation of ADU Laws, in a memo dated January 21, 2022. As provided in the memo, the proposed ADU is consistent with the applicable policies of the Coastal Act (discussed in Finding No. 1) and is consistent with the development standards of the certified Venice LUP. Furthermore, the development complies with the objective standards of the Venice Coastal Zone Specific Plan and complies with state and local ADU regulations.

Previous decisions by the Coastal Commission have approved Permits for new residential development that complies with the development standards of the LUP and the applicable provisions of Chapter 3 of the Coastal Act. Furthermore, the construction of ADUs is consistent with the Commission's policy to increase the housing stock and promote more affordable housing options in the coastal zone. As such, this decision of the permit granting authority has been guided by applicable decisions of the California Coastal Commission pursuant to Section 30625(c) of the Public Resources Code, which provides that prior decisions of the Coastal Commission, where applicable, shall guide local governments in their actions in carrying out their responsibility and authority under the Coastal Act of 1976.

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 Coastal Act states the following in regards to public access:

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

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

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

The subject property is located approximately 130 feet from the Venice Beach shoreline. The project maintains the existing two parking space for the single-family dwelling and provides one new parking space for the ADU. The three parking that will be accessed via the abutting alley, 30th Place. As proposed the project will not conflict with any public access or public recreation policies of the Coastal Act.

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

A Categorical Exemption, ENV-2021-10131-CE, has been prepared for the proposed project consistent, with the provisions of the California Environmental Quality Act. The project includes the remodel and 920 square-foot, second-story addition to an existing two-story single-family dwelling with a new roof deck and conversion of the rear portion of the structure to an attached 717 square-foot Accessory Dwelling Unit (ADU), resulting in a 3,606 square-foot, two-story single-family dwelling with a 717 square-foot ADU, providing three parking spaces onsite. The Categorical Exemption prepared for the proposed project is appropriate pursuant to CEQA Guidelines, Sections 15301 (Class 1) and 15303 (Class 3).

The Class 1 categorical exemption is applicable to additions to existing facilities provided that the addition will not result in an increase of more than: 1) 50 percent of the floor area of the structures before the addition or 2,500 square feet, whichever is less; or b) 10,000 square feet if i) the project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan, and ii) the area in which the project is located is not environmentally sensitive. As previously discussed, the project consists of the remodel and 920 square-foot, second-story addition to an existing two-story single-family dwelling with a new roof deck and conversion of the rear portion of the structure to an attached 717 square-foot Accessory Dwelling Unit (ADU), resulting in a 3,606 square-foot, two-story single-family dwelling with a 717 square-foot ADU, providing three parking spaces onsite, thereby qualifying for an exemption of this class.

The Class 3 categorical exemption allows for construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure; this includes one single-family residence, or a second dwelling unit in a residential zone. As previously discussed, the project consists of the remodel and 920 square-foot, second-story addition to an existing two-story single-family dwelling with a new roof deck and conversion of the rear portion of the structure to an attached 717 square-foot Accessory Dwelling Unit (ADU), resulting in a 3,606 square-foot, two-story single-family dwelling with a 717 square-foot ADU, providing three parking spaces onsite, thereby qualifying for an exemption of this class.

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) *Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

The project is not located in a sensitive environment. Although the project is located within the Coastal Zone, the residential neighborhood is not identified as an environmental resource. The proposed project is consistent with the scale and uses proximate to the area. The subject site is not located in a fault or flood zone, nor is it within a landslide area. Although the project is located within a Liquefaction area and Methane Zone, the project is subject to compliance with the requirements of the Building and Zoning Code that outline standards for residential construction.

- (b) *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. As mentioned, the project proposes the remodel and 920 square-foot, second-story addition to an existing two-story single-family dwelling with a new roof deck and conversion of the rear portion of the structure to an attached 717 square-foot Accessory Dwelling Unit (ADU), resulting in a 3,606 square-foot, two-story single-family dwelling with a 717 square-foot ADU, providing three parking spaces on-site. The project will not exceed thresholds identified for impacts to the area (i.e. traffic, noise, etc.) and will not result in significant cumulative impacts.

- (c) *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.*

The proposed project consists of activities typical of a residential development; therefore, no unusual circumstances are present or foreseeable.

- (d) *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.

- (e) *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.

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

The subject site and existing structure have not been identified as a historic resource or within a historic district (SurveyLA, 2015), the project is not listed on the National or California Register of Historic Places, or identified as a Historic Cultural Monument (HCM).

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

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

The project consists of the remodel and 920 square-foot, second-story addition to an existing two-story single-family dwelling with a new roof deck and conversion of the rear portion of the structure to an attached 717 square-foot Accessory Dwelling Unit (ADU), resulting in a 3,606 square-foot, two-story single-family dwelling with a 717 square-foot ADU, providing three parking spaces on-site. As conditioned, the proposed project complies with the applicable General Land Use and Development Regulations set forth in Section 9, Land Use and Development regulations for the North Venice Subarea set forth in Section 10.F, Development Standards for Walk Streets set forth in Section 12, and the Parking provisions set forth in Section 13 of the Specific Plan as evidenced below:

A. Section 8.C. Findings

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

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

The subject property is a residential lot with a width of 30 feet and a depth of approximately 88 feet; the lot fronts 30th Avenue, a Walk Street, to the north and abuts 30th Place to the rear that provides vehicle access to the property. The properties proximate to the subject lot are zoned RD1.5-1, C4-1, and C1-1 and developed with single and multi-family residential structures ranging in height from one to three stories. The property fronts 30th Avenue to the north and adjoins 30th Place to the rear and adjoins Speedway along the side property line. There are 18 structures on 20 RD1.5-1 zoned lots in the neighborhood block bound by 28th Place to the north and 30th Place to the south. These lots are developed with single and multi-family dwellings, of which two are one-story in height, nine are two-stories in height and seven are three-stories in height. The majority of the structures in the neighborhood are two stories in height having facades articulated with varied rooflines and prominent cornices. The project adds a second story to the front of the structure and will incorporate a sloped roofline above the roof access structure. As conditioned, the project is compatible with the uses of the residential neighborhood, as well as the massing and scale of the existing structure; the project will not be detrimental to the adjoining properties or the immediate area.

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

The subject property is designated Low Medium II Residential in the Venice Local Coastal Program Land Use Plan and is zoned RD1.5-1. Policy I.A.7 of the LUP outlines density and development standards for residential projects in areas with a Land Use Designation of Low Medium II Residential Density. The project also complies with Policy II.A.3 which outlines the required parking for a single-family dwelling on a lot less than 40 feet in width and Policy II.C. which includes additional residential development standards for projects on Walk Streets. The proposed project would develop one ADU and is consistent with the purpose and intent of the Land Use Plan and the Specific Plan, which are parts of the Venice Coastal Program. The project complies with all applicable development requirements of the Venice Coastal Specific Plan as follows:

Density – one unit per 1,500 – 2,500 square-feet of lot area. The proposed project maintains one single-family dwelling and develops a new ADU, which does not count towards density.

Height – Projects fronting on Walk Streets shall not exceed a maximum height of 28 feet. The proposed residential structure maintains a height of 28 feet, measured from the centerline of 30th Avenue.

Setback – The front yard setback shall be consistent with the LAMC, but not less than five feet. The project proposes to maintain the existing front yard setback of 5 feet.

Access – Vehicle access to the site shall be provided from streets or alleys other than Walk Streets. The subject site fronts a walk street and vehicle access will be maintained from 30th Place.

Parking – Pursuant to Section 13.D of the Specific Plan, a single-family dwelling on a lot less than 35 feet in width, if adjacent to an alley, is required to provide two parking spaces. The project will provide the required two parking spaces on-site and provide an additional parking space for the proposed ADU.

Walk Streets Development Standards – As shown in Exhibit A, the proposed project is oriented to the Walk Street with a prominent main entrance. The façade is articulated with wood paneling, windows, porch, and a sloped roofline. The proposed rooftop deck is stepped back more than 8 feet from the building façade with a roof access structure situated near the front of the building and 98 square feet measured from the exterior walls. The roof access structure will provide a sloped roof to alleviate massing. The exterior will be refinished with new smooth trowel stucco instead of trowel stucco.

- 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 proposed project the remodel and 920 square-foot, second-story addition to an existing two-story single-family dwelling with a new roof deck and conversion of the rear portion of the structure to an attached 717 square-foot Accessory Dwelling Unit (ADU), resulting in a 3,606 square-foot, two-story single-family dwelling with a 717 square-foot ADU, providing three parking spaces onsite. 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).*

The project consists of the remodel and 920 square-foot, second-story addition to an existing two-story single-family dwelling with a new roof deck and conversion of the rear portion of the structure to an attached 717 square-foot Accessory Dwelling Unit (ADU), resulting in a 3,606 square-foot, two-story single-family dwelling with a 717 square-foot ADU, providing three parking spaces onsite. The proposed project will add one dwelling unit and is therefore categorically exempt under the Interim Administrative Procedures for Complying with the Mello Act (Mello Act) and complies with the Mello Act, as set forth in California Government Code Sections 65590 and 65590.1.

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.* The subject property consists of one residentially zoned lot adjacent to 30th Avenue, a Walk Street, in the North Venice Subarea; the project does not propose the consolidation of any lots. Therefore, the proposed project is in conformance with Section 9.A of the Specific Plan.
2. *Height.* As shown in “Exhibit A”, the height of the structure is measured from the centerline of 30th Avenue and conforms to the standards of measurement as outlined in Section 9.B of the Specific Plan.
3. *Roof Structures.* The project proposes a roof access structure at the front of the single-family dwelling providing 98 square feet as measured from the exterior walls. The structure measures to a maximum height of 28 feet and complies with the building height limit. Therefore the proposed roof access structure complies with the requirements of Section 9.C and Section 10.F.3 of the Specific Plan.

C. Sections 10.F. Land Use and Development Regulations for North Venice Subarea

1. *Density.* A maximum of two dwelling units per lot shall be permitted for all Venice Coastal Development Projects on multiple-family residentially zoned lots. However, the lot area per dwelling unit shall not be less than 1,500 square-feet on RD1.5 zoned lots and 1,200 square-feet on R3 zoned lots; except that Venice Coastal Development Projects on lots greater than 4,000 square-feet are permitted one unit for each 1,500 square-feet on RD1.5 zoned lots, provided that all units beyond the first two are Replacement Affordable Units. The subject site contains a single-family dwelling and project includes the construction of an ADU, which does not contribute to density; therefore, the project complies with the Specific Plan.
2. *Height.* Venice Coastal Development Projects fronting on Walk Streets shall not exceed a maximum height of 28 feet. As shown in “Exhibit A”, the proposed addition would maintain a maximum height of 28 feet as measured from the centerline of 30th Avenue. As such, the project complies with Section 10.F.3 of the Specific Plan.
3. *Setback.* The front yard setback for all residential Venice Coastal Development Projects shall be consistent with LAMC requirements, but shall not be less than five

feet. Ground level patios, decks, landscaping and railings, wall and fences that do not exceed six feet in height may encroach into this setback, provided they observe a setback of one foot. The project maintains an existing front yard setback of five feet. Therefore, the project complies with Section 10.F.4 of the Specific Plan.

4. *Access.* Vehicular access to projects located adjacent to Walk Streets shall be provided from streets or alleys other than Walk Streets. As shown in “Exhibit A”, the proposed project maintains vehicle access from the rear alley. Therefore, the project complies with Section 10.F.5 of the Specific Plan.

D. Section 12 – Walk Streets

- A. *Residential Development Standards.* The project consists of the remodel and 920 square-foot, second-story addition to an existing two-story single-family dwelling with a new roof deck and conversion of the rear portion of the structure to an attached 717 square-foot Accessory Dwelling Unit (ADU), resulting in a 3,606 square-foot, two-story single-family dwelling with a 717 square-foot ADU, providing three parking spaces on-site. As shown in “Exhibit A”, the proposed addition is composed of similar wood paneling as provided on the existing façade of the structure. The proposed project does not include improvements within the public right-of-way (between the porch and property line. The frontage on 30th Avenue maintains the primary pedestrian entrance and vehicle access is provided from the rear alley. The proposed project therefore complies with the residential development standards for projects fronting on or adjacent to Walk Streets.

- B. *Permanent Encroachments.* Permanent encroachments within the existing public right-of-way of a designated Walk Street shall be limited to grade level uses including gardens, patios, landscaping, ground level decks, and fences; all encroachments are limited to 42 inches above natural grade. Permanent encroachments must obtain a revocable permit from the Los Angeles Department of Public Works, Bureau of Engineering. As shown in “Exhibit A”, the proposed project does not include improvements in the public right-of-way.

E. Section 13 – Parking

- B. *Exception.* Any additions or alternation to an existing single-family or multiple-family dwelling are not subject to the Parking Requirements Table in Section 13.D unless the addition or alterations will result in a new dwelling unit or where more than 50 percent of the existing exterior walls are removed or replaced. As shown in “Exhibit A”, the proposed project includes the remodel and 920 square-foot, second-story addition to an existing two-story single-family dwelling with a new roof deck and conversion of the rear portion of the structure to an attached 717 square-foot Accessory Dwelling Unit (ADU), resulting in a 3,606 square-foot, two-story single-family dwelling with a 717 square-foot ADU, providing three parking spaces onsite. As such, the project is able to maintain the existing number of parking spaces for the existing single-family dwelling and an additional parking space for the ADU. Therefore, the 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-2021-10131-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 remodel and 920 square-foot, second-story addition with a new roof deck to an existing two-story single-family dwelling and conversion of the rear portion of the structure to an attached 717 square-foot Accessory Dwelling Unit (ADU), resulting in a 3,606 square-foot, two-story single-family dwelling with a 717 square-foot ADU, providing three parking spaces onsite. The Categorical Exemption prepared for the proposed project is appropriate pursuant to Section 15301 (Class 1) and Section 15303 (Class 3).

See Finding Number 6 for full discussion.

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. Categorical Exemptions (Part 2.4) Small New Housing Developments

The project proposes the construction of one new Residential Unit (ADU). 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 one new Residential Unit is found to be categorically exempt from the Inclusionary Residential Unit requirement for New Housing Developments.

ADDITIONAL MANDATORY FINDING

10. 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. 186,952, have been reviewed and it has been determined that this project is in Zone X: areas determined to be outside the 500-year floodplain.

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.

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

This grant is not a permit or license and any permits and/or licenses required by law must be obtained from the proper public agency. If any Condition of this grant is violated or not complied with, then the applicant or their successor in interest may be prosecuted for violating these Conditions the same as for any violation of the requirements contained in the Los Angeles Municipal Code (LAMC).

This determination will become effective after the end of appeal period date on the first page of this document, unless an appeal is filed with the Department of City Planning. An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure the Development Services Center (DSC) staff has adequate time to review and accept the documents, and to allow appellants time to submit payment.

An appeal may be filed utilizing the following options:

Online Application System (OAS): The OAS (<https://planning.lacity.org/oas>) allows entitlement appeals to be submitted entirely electronically by allowing an appellant to fill out and submit an appeal application online directly to City Planning's DSC, and submit fee payment by credit card or e-check.

Drop off at DSC. Appeals of this determination can be submitted in-person at the Metro or Van Nuys DSC locations, and payment can be made by credit card or check. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications; alternatively, appeal applications can be filed with staff at DSC public counters. Appeal applications must be on the prescribed forms, and accompanied by the required fee and a copy of the determination letter. Appeal applications shall be received by the DSC public counter and paid for on or before the above date or the appeal will not be accepted.

Forms are available online at <http://planning.lacity.org/development-services/forms>. Public offices are located at:

Metro DSC
(213) 482-7077
201 N. Figueroa Street
Los Angeles, CA 90012
planning.figcounter@lacity.org

Van Nuys DSC
(818) 374-5050
6262 Van Nuys
Boulevard
Van Nuys, CA 91401
planning.mbc2@lacity.org

West Los Angeles DSC
(CURRENTLY CLOSED)
(310) 231-2901
1828 Sawtelle Boulevard
West Los Angeles, CA 90025
planning.westla@lacity.org

City Planning staff may follow up with the appellant via email and/or phone if there are any questions or missing materials in the appeal submission, to ensure that the appeal package is complete and meets the applicable LAMC provisions.

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.

Verification of condition compliance with building plans and/or building permit applications are done at the City Planning Metro or Valley DSC locations. An in-person or virtual appointment for Condition Clearance can be made through the City's [BuildLA](http://BuildLA.lacity.org) portal (appointments.lacity.org). The applicant is further advised to notify any consultant representing you of this requirement as well.



QR Code to
Online Appeal Filing



QR Code to Forms for In-
Person Appeal Filing



QR Code to BuildLA Appointment
Portal for Condition Clearance

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.

The proposed development is in the dual permit jurisdiction area, and will require an additional permit from the California Coastal Commission upon the expiration of the above 20 working day appeal period. For more information on filing a permit, applicants should visit <https://www.coastal.ca.gov/cdp/cdp-forms.html> or contact the Coastal Commission South Coast District Office: SouthCoast@coastal.ca.gov.

VINCENT P. BERTONI, AICP
Director of Planning

Approved by:

Reviewed by:



Juliet Oh, Senior City Planner



Ira Brown, City Planner

Prepared by:



Sienna Kuo, Planning Assistant
Sienna.kuo@lacity.org

RESIDENTIAL REMODEL & ADDITION FOR **YANIV MOYAL & HISAKO TIEDEMAN**

10 THIRTIETH AVE, VENICE, CALIFORNIA 90291

PROJECT CODE COMPLIANCE STANDARDS

THIS PROJECT SHALL COMPLY WITH THE FOLLOWING CODES

CBC -	2016 CALIFORNIA BUILDING CODE
CEC -	2016 CALIFORNIA ELECTRIC CODE
CMC -	2016 CALIFORNIA MECHANICAL CODE
CPC -	2016 CALIFORNIA PLUMBING CODE
CRC -	2016 CALIFORNIA RESIDENTIAL CODE
CBEEES -	2016 CALIFORNIA BUILDING ENERGY EFFICIENCY STANDARDS
CGBS -	2016 CALIFORNIA GREEN BUILDING STANDARDS

CURRENT LOCAL CITY AND COUNTY ORDINANCES AND AMENDMENTS

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A-1.2	EXISTING 2ND FLOOR PLAN
A-1.3	EXISTING 3RD FLOOR PLAN
A-1.4	EXISTING ROOF PLAN
A-2.1	NEW 1ST FLOOR PLAN
A-2.2	NEW 2ND FLOOR PLAN
A-2.3	NEW 3RD FLOOR PLAN & LOWER ROOF DECK PLAN
A-2.4	NEW A.D.U. ROOF DECK PLAN
A-2.5	NEW ROOF PLAN
A-3.1	EXTERIOR ELEVATIONS
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A-3.4	EXTERIOR ELEVATIONS
A-3.5	BUILDING SECTION
S-1.0	STRUCTURAL NOTES
S-2.0	STRUCTURAL NOTES
S-3.0	FOUNDATION PLAN
S-4.0	2ND FLOOR FRAMING PLAN
S-5.0	3RD FLOOR FRAMING PLAN
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S-8.0	STRUCTURAL DETAILS
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BUILDING INFORMATION

MAXIMUM BUILDING HEIGHT: 30'-0"

VENICE SPECIFIC PLAN COMPLIANCE REVIEW

COASTAL DEVELOPMENT PLAN

REMODEL OF EXISTING BUILDING: < 50% EXTERIOR WALL CHANGE
NEW BUILDING HEIGHT < EXISTING HEIGHT

EXISTING MAIN DWELLING: 2,448 FT²
EXISTING UNIT-2: 537 FT²
EXISTING UNIT-3: 515 FT²

REMODELED MAIN DWELLING: 2,448 FT²
NEW ACCESSORY DWELLING UNIT: 1,188 FT²

FIRE SPRINKLER SYSTEM

PROJECT PROPERTY & BUILDING INFORMATION



City of Los Angeles
Department of City Planning

2/14/2019
PARCEL PROFILE REPORT

PROPERTY ADDRESSES	Address/Legal Information
10 E. 30TH AVE	PIN Number: 105A145 434
	Lot/Parcel Area (Calculated): 2,550.7 (sq-ft)
	Thomas Brothers Grid: PAGE 6.71 - GRID H7
ZIP CODES	Assessor Parcel No. (APN): 4228023024
90291	Treat: SHORT LINE BEACH SUBDIVISION NO. 3
	Map Reference: M 6 5-116
REGENT ACTIVITY	Block: 24
DIR-2008-4703-DI	Lot: 27
	Ad. (Lot Ctl Reference): None
CASE NUMBERS	Map Sheet: 103-SA145
CPC-2014-1456-SP	105A145
CPC-2005-8252-CA	
CPC-2000-4046-CA	
CPC-1998-119	
CPC-1987-648-ICO	
CPC-1894-225	
CPC-1812-24385	
CPC-1804-17629	
ORD-175694	
ORD-175693	
ORD-172897	
ORD-172019	
ORD-169999	
ORD-149252	
ORD-130335	
DIR-2014-2824-DI	
ZA-1990-534-YV	
ENV-2014-1489-EIR-SE-CE	
ENV-2005-8253-ND	
ENV-2004-2931-CE	
ENV-2002-4835-SP	
ENV-2001-846-ND	
ED-73-307-ZC	
	Jurisdictional Information
	Community Plan Area: Venice
	Area Planning Commission: West Los Angeles
	Neighborhood Council: Venice
	Council District: CD 11 - Mike Babin
	Census Tract #: 2739.02
	LADBS District Office: West Los Angeles
	Planning and Zoning Information
	Special Notes: None
	Zoning: RD1S-1-O
	Zoning Information (Z): Z12405 Director's Interpretation of the Venice SP for Small Lot Subdiviso
	Z11874 Los Angeles Coastal Transportation Corridor
	Z12273 Venice Coastal Zone
	Low Medium II Residential
	General Plan Land Use: Low Medium II Residential
	General Plan Note(s): Yes
	Hillside Area (Zoning Code): No
	Specific Plan Area: Los Angeles Coastal Transportation Corridor
	Subarea: None
	Specific Plan Area: Venice Coastal Zone
	Subarea: North Venice
	Special Land Use / Zoning: None
	Design Review Board: No
	Historic Preservation Review: No
	Historic Preservation Overlay Zone: None
	Other Historic Designations: None
	Other Historic Survey Information: None
	MIS Act Contract: None
	CCO-Community Design Overlay: None
	CPDO-Community Plan Imp. Overlay: None
	Subarea: None
	CUUG: Clean Up-Green Up: None
	NSO: Neighborhood Stabilization Overlay: No
	POD: Pedestrian Oriented Districts: None
	TFA: Residential Floor Area District: None
	SN: Sign District: No

This report is subject to the terms and conditions set forth on the website. For more details, please refer to the terms and conditions at zimas.fcity.org
(* - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

zimas.fcity.org | planning.fcity.org

1ST FLOOR AREAS (EXISTING):

MAIN UNIT LIVING: 1,528 FT²
MAIN UNIT PORCH: 65 FT²
ACCESS STAIR: 124 FT²
MECHANICAL: 23 FT²
GARAGE: 562 FT²
TOTAL 1ST FLOOR AREA: 2,302 FT²

2ND FLOOR AREAS (EXISTING):

MAIN UNIT LIVING: 920 FT²
MAIN UNIT DECK: 216 FT²
UNIT-2 LIVING: 537 FT²
ACCESS STAIR: 92 FT²
TOTAL 1ST FLOOR AREA: 1,765 FT²

3RD FLOOR AREAS (EXISTING):

UNIT-3 LIVING: 515 FT²
ACCESS STAIR: 96 FT²
TOTAL 1ST FLOOR AREA: 611 FT²

ROOF AREAS (EXISTING):

ROOF DECK: 309 FT²
ACCESS STAIR: 82 FT²
TOTAL 1ST FLOOR AREA: 391 FT²

APPROVALS

COASTAL DEVELOPMENT PERMIT:

CALIFORNIA COASTAL COMISSION:

VENICE SPECIFIC PLAN PROJECT:

PROJECT CLIENT & APPLICANT INFORMATION

CONTACT INFORMATION

YANIV MOYAL & HISAKO TIEDEMAN
10 THIRTIETH AVE
VENICE, CALIFORNIA 90291

1147 STANFORD ST
SANTA MONICA, CA 90403
(310) 494-1206

PROFESSIONAL SERVICES & CONSULTANTS

ARCHITECT:

QUENTIN DART PARKER WWW.ARCHWORK.COM
ADDRESS: 1514 CRESTLINE DR, SANTA BARBARA, CA 93105
email: EMAIL: Q.PARKER@CLOUD.COM
TEL: (310) 801-8660
LIC.# C 15067 EXP. 12/2020

TITLE 24 ENERGY CALCULATIONS:

MR TOM ROTCHFORD, P.E. LEED AP, SOLARGY INC.
22028 VENTURA BLVD, WOODLAND HILLS, CA 91364
TEL: (818) 347-6096
EMAIL: TOM@SOLARGY.COM

1ST FLOOR WALL ANALYSIS

EXISTING EXTERIOR WALL LENGTH: 227 FT
TOTAL DEMOLISHED EXTERIOR WALL LENGTH: 23 FT
TOTAL PERCENTAGE OF EFFECTED EXTERIOR WALL LENGTH: 10.1 %

2ND FLOOR WALL ANALYSIS

EXISTING EXTERIOR WALL LENGTH: 230 FT
TOTAL DEMOLISHED EXTERIOR WALL LENGTH: 102 FT
TOTAL PERCENTAGE OF EFFECTED EXTERIOR WALL LENGTH: 44.3 %

3RD FLOOR WALL ANALYSIS

EXISTING EXTERIOR WALL LENGTH: 120 FT
TOTAL DEMOLISHED EXTERIOR WALL LENGTH: 6 FT
TOTAL PERCENTAGE OF EFFECTED EXTERIOR WALL LENGTH: 5.0 %

PROJECT SCOPE OF WORK

1. MAIN DWELLING RESIDENTIAL REMODEL AND ADDITION. DWELLING TO CONTAIN 2 BEDROOMS AND 2.5 BATHROOMS. EXISTING KITCHEN TO BE REMODELED. 2ND FLOOR AREA TO BE EXPANDED OVER EXISTING FIRST FLOOR. NEW ROOF TERRACE AND STAIR ACCESS ADDED ABOVE 2ND FLOOR.
2. ONE ACCESSORY DWELLING UNIT (ADU) REMODEL OVER EXISTING GARAGE FROM PREVIOUS 2 UNIT APARTMENT. ADU TO INCLUDE 2 BEDROOMS AND 2.5 BATHROOMS. NEW ROOF TERRACE AND STAIR ACCESS ADDED ABOVE 3RD FLOOR.

1ST FLOOR AREAS (PROPOSED):

MAIN UNIT LIVING: 1,385 FT²
MAIN UNIT PORCH: 65 FT²
ACCESS STAIR: 123 FT²
MECHANICAL: 82 FT²
GARAGE: 640 FT²
TOTAL 1ST FLOOR AREA: 2,295 FT²

2ND FLOOR AREAS (PROPOSED):

MAIN UNIT LIVING: 1,063 FT²
MAIN UNIT DECK: 216 FT²
ACCESS STAIR: 123 FT²
A.D.U. LIVING: 594 FT²
TOTAL 2ND FLOOR AREA: 1,996 FT²

3RD FLOOR AREAS (PROPOSED):

A.D.U LIVING: 594 FT²
ACCESS STAIR: 123 FT²
TOTAL 3RD FLOOR AREA: 717 FT²

ROOF AREAS (PROPOSED):

(N) A.D.U. ROOF ACCESS STAIR: 99 FT²
(N) ROOF ACCESS STAIR: 98 FT²
(N) LANDSCAPE AREA: 498 FT²
(E) A.D.U. ROOF DECK: 375 FT²
(N) ROOF DECK: 877 FT²
TOTAL ROOF DECK AREA: 1,945 FT²

LANDSCAPE AREAS (NEW):

LANDSCAPING: 880 FT²

TOTAL COMBINED MAIN UNIT AREAS (PROPOSED):

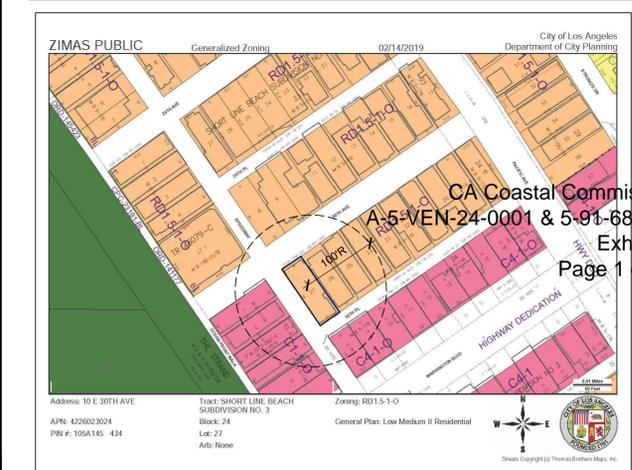
MAIN UNIT LIVING: 2,448 FT²
MAIN UNIT PORCH: 65 FT²
MAIN UNIT DECK: 216 FT²
MAIN UNIT ROOF DECK: 877 FT²

TOTAL COMBINED ADU AREAS (PROPOSED):

ADU LIVING: 1,188 FT²
ADU ROOF DECK: 375 FT²

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Page No. 1 of 16
Case No. DIR-2021-10130-CDP-MEL-SP

PROJECT VICINITY MAP



Quentin Dart Parker, Architect
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(310) 801-8660

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RESIDENTIAL REMODEL & ADDITION
FOR
YANIV MOYAL & HISAKO TIEDEMAN
10 THIRTIETH AVE, VENICE, CALIFORNIA 90291

DESIGN APPROVED BY CLIENT:

SIGNATURE DATE

REVISIONS: DATE:

SCALE:

PLOT DATE:
JULY 24, 2022

DRAWN BY:

TITLE:

PROJECT INFORMATION

SHEET:

A-1.0



Quentin Dart Parker, Architect
 Lic. # C-15067
 www.archwork.com
 qdarker@icloud.com
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RESIDENTIAL REMODEL & ADDITION
 FOR
**NAMANDEMAN
 & TAYOM NINYA**
 16208 AVINIA AVE, VENICE, CALIFORNIA 90225

DESIGN APPROVED BY CLIENT:

SIGNATURE DATE

REVISIONS: DATE:

SCALE:

PLOT DATE:

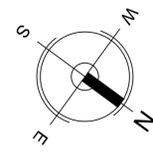
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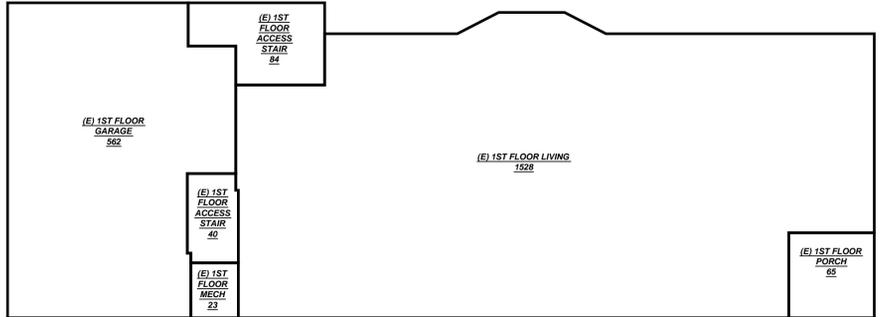
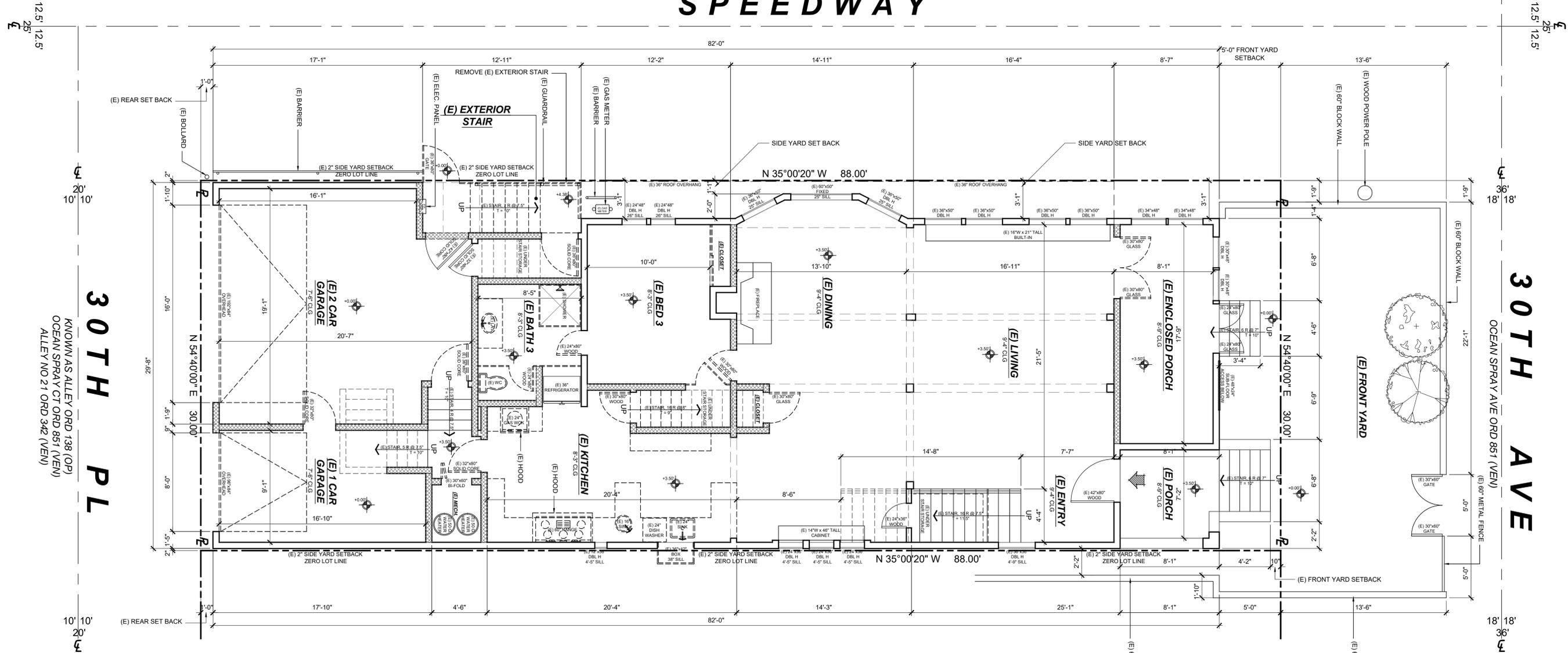
EXISTING FLOOR PLAN

SHEET:

A-1.1

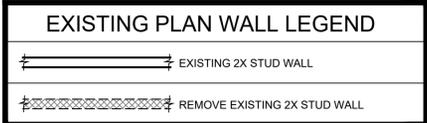


SPEEDWAY



1ST FLOOR AREAS (EXISTING):

MAIN UNIT LIVING:	1,528 FT ²
MAIN UNIT PORCH:	65 FT ²
ACCESS STAIR:	124 FT ²
MECHANICAL:	23 FT ²
GARAGE:	562 FT ²
TOTAL 1ST FLOOR AREA:	2,302 FT ²



EXISTING 1ST FLOOR PLAN

SCALE: 1/4" = 1'-0"



CA Coastal Commission
 A-5-VEN-24-0001 & 5-91-681-A1
 Exhibit 3
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12.5' 12.5'

12.5' 12.5'

30TH PL
 KNOWN AS ALLEY ORD 138 (OP)
 OCEAN SPRAY CT ORD 851 (VEN)
 ALLEY NO 21 ORD 342 (VEN)

30TH AVE
 OCEAN SPRAY AVE ORD 851 (VEN)



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RESIDENTIAL REMODEL & ADDITION
 FOR
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 10 THIRTIETH AVE., VENICE, CALIFORNIA 90291

DESIGN APPROVED BY CLIENT:

SIGNATURE DATE

REVISIONS: DATE:

SCALE:

PLOT DATE:

JULY 24, 2022

DRAWN BY:

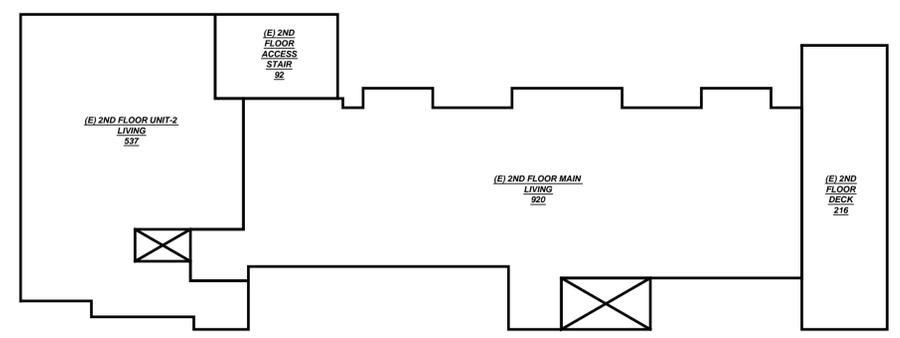
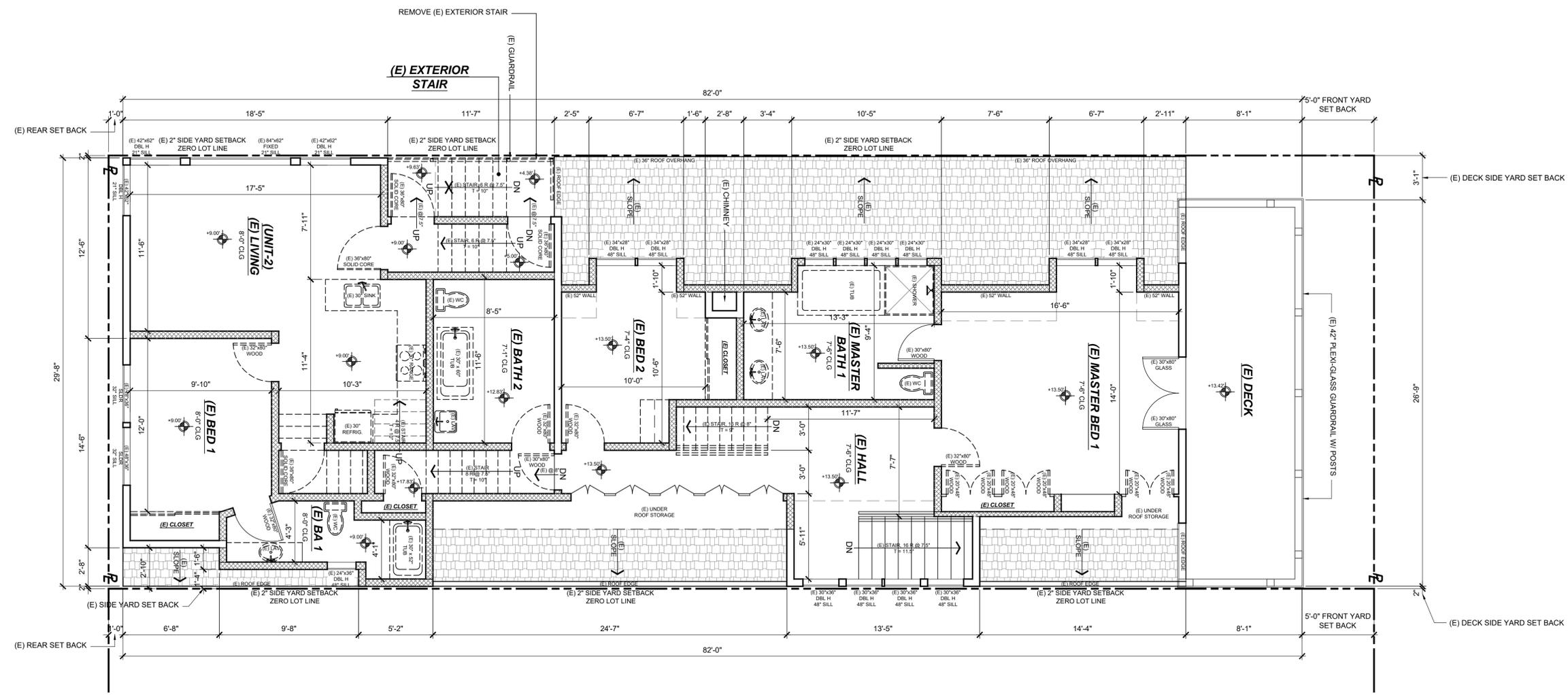
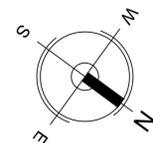
1/4" = 1'-0"

TITLE:

EXISTING FLOOR PLAN

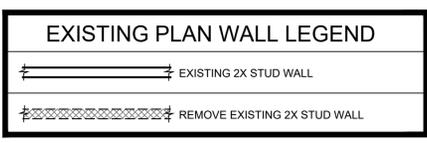
SHEET:

A-1.2



2ND FLOOR AREAS (EXISTING):

MAIN UNIT LIVING:	920 FT ²
MAIN UNIT DECK:	216 FT ²
UNIT-2 LIVING:	537 FT ²
ACCESS STAIR:	92 FT ²
TOTAL 1ST FLOOR AREA:	1,765 FT ²



EXISTING 2ND FLOOR PLAN



CA Coastal Commission
 A-5-VEN-24-0001 & 5-91-681-A1
 Exhibit 3
 Page 4 of 16

EXHIBIT "A"
 Page No. 4 of 16
 Case No. DIR-2021-10130-CDP-MEL-SPP



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RESIDENTIAL REMODEL & ADDITION
 FOR
YANIV MOYAL & HISAKO TIEDEMAN
 10 THIRTIETH AVE., VENICE, CALIFORNIA 90291

DESIGN APPROVED BY CLIENT:

SIGNATURE DATE

REVISIONS: DATE:

SCALE:

PLOT DATE:

JULY 24, 2022

DRAWN BY:

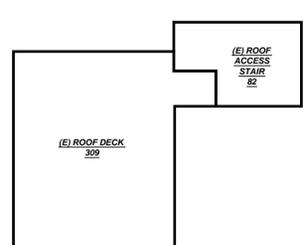
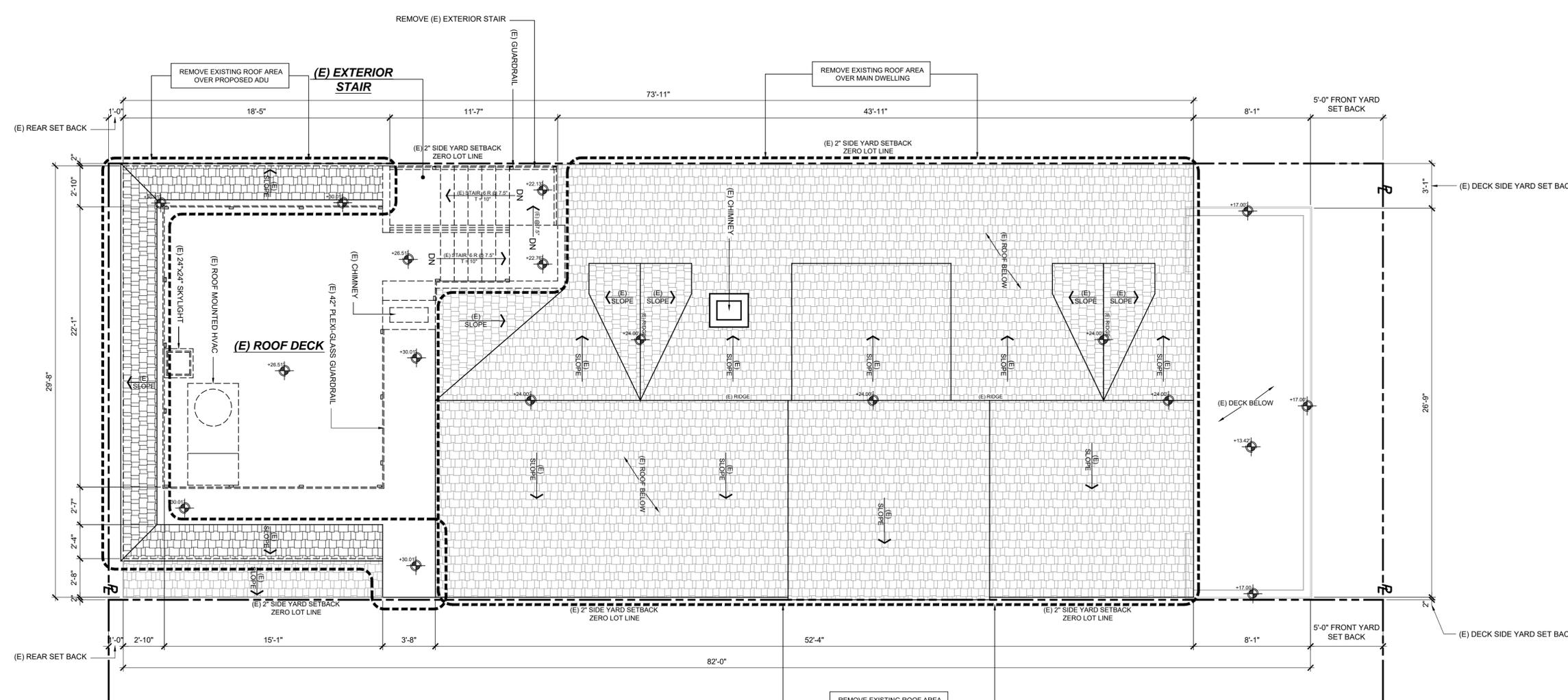
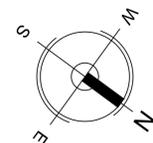
1/4" = 1'-0"

TITLE:

EXISTING FLOOR PLAN

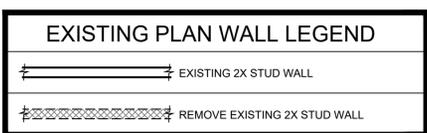
SHEET:

A-1.4



ROOF AREAS (EXISTING):

ROOF DECK	309 FT ²
ACCESS STAIR	82 FT ²
TOTAL 1ST FLOOR AREA:	391 FT ²



EXISTING ROOF PLAN



CA Coastal Commission
 A-5-VEN-24-0001 & 5-91-681-A1
 Exhibit 3
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 Case No. DIR-2021-10130-CDP-MEL-SPP



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RESIDENTIAL REMODEL & ADDITION
 FOR
YANIV MOYAL & HISAKO TIEDEMAN
 10 THIRTIETH AVE., VENICE, CALIFORNIA 90291

DESIGN APPROVED BY CLIENT:

SIGNATURE DATE

REVISIONS: DATE:

SCALE:

PLOT DATE:

JULY 24, 2022

DRAWN BY:

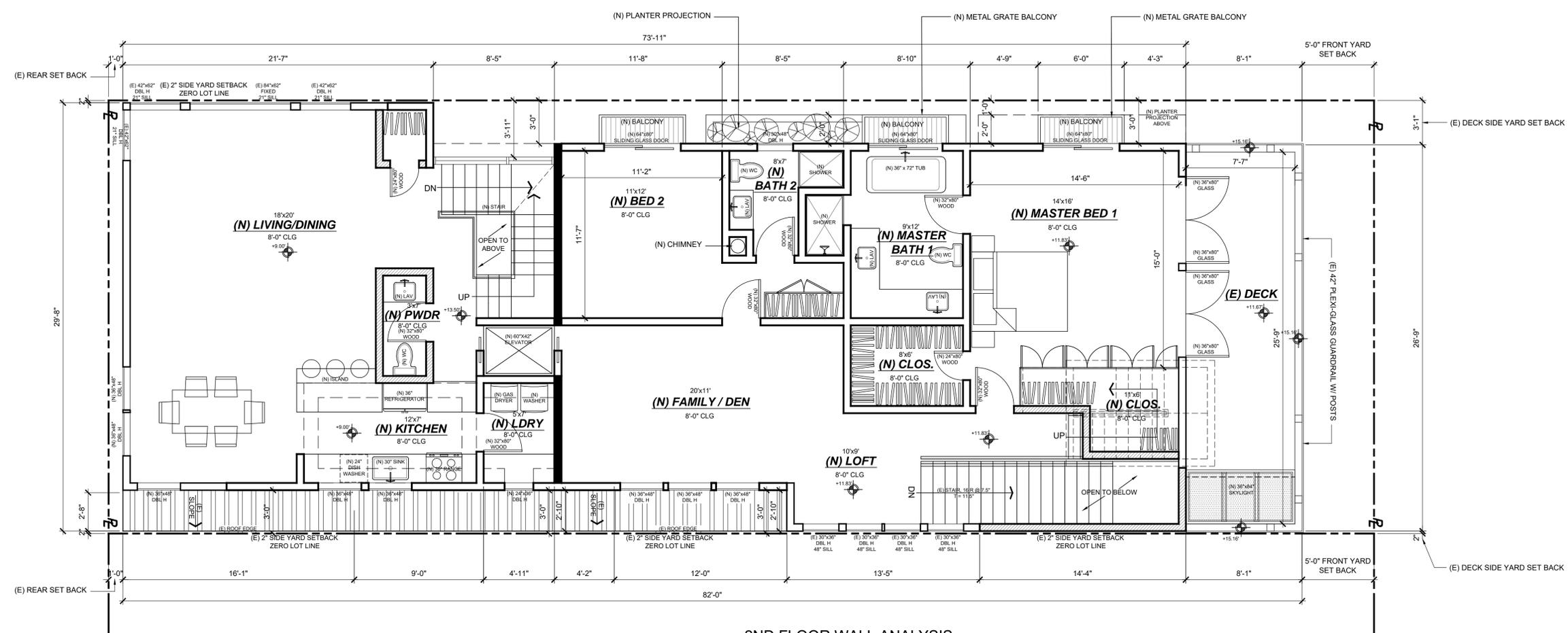
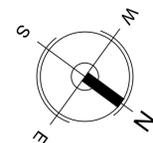
1/4" = 1'-0"

TITLE:

NEW FLOOR PLAN

SHEET:

A-2.2



2ND FLOOR WALL ANALYSIS

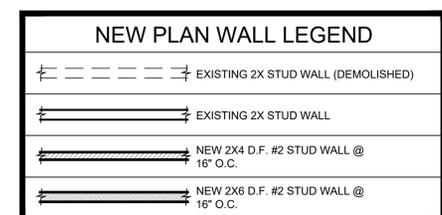
EXISTING EXTERIOR WALL LENGTH	230 FT
TOTAL DEMOLISHED EXTERIOR WALL LENGTH	111 FT
TOTAL PERCENTAGE OF EFFECTED EXTERIOR WALL LENGTH	48.3 %

2ND FLOOR AREAS (REVISED):

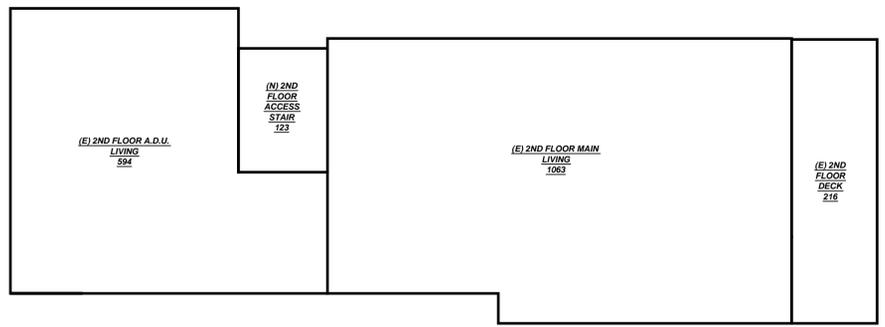
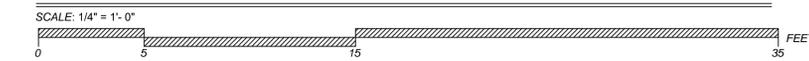
MAIN UNIT LIVING:	1,063 FT ²
MAIN UNIT DECK:	216 FT ²
ACCESS STAIR:	123 FT ²
A.D.U. LIVING:	594 FT ²
TOTAL 2ND FLOOR AREA:	1,996 FT ²

CA Coastal Commission
 A-5-VEN-24-0001 & 5-91-681-A1
 Exhibit 3
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EXHIBIT "A"
 Page No. 8 of 16
 Case No. DIR-2021-10130-CDP-MEL-SPP



NEW 2ND FLOOR PLAN





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 (310) 801-8660

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RESIDENTIAL REMODEL & ADDITION
 FOR
YANIV MOYAL & HISAKO TIEDEMAN
 10 THIRTIETH AVE., VENICE, CALIFORNIA 90291

DESIGN APPROVED BY CLIENT:

SIGNATURE DATE

REVISIONS: DATE:

SCALE:

PLOT DATE:

JULY 24, 2022

DRAWN BY:

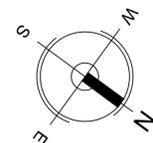
1/4" = 1'-0"

TITLE:

NEW ROOF PLAN

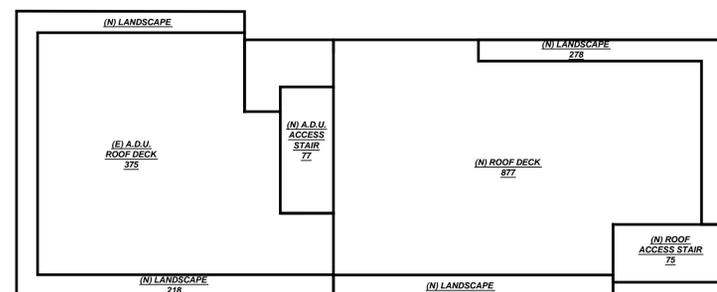
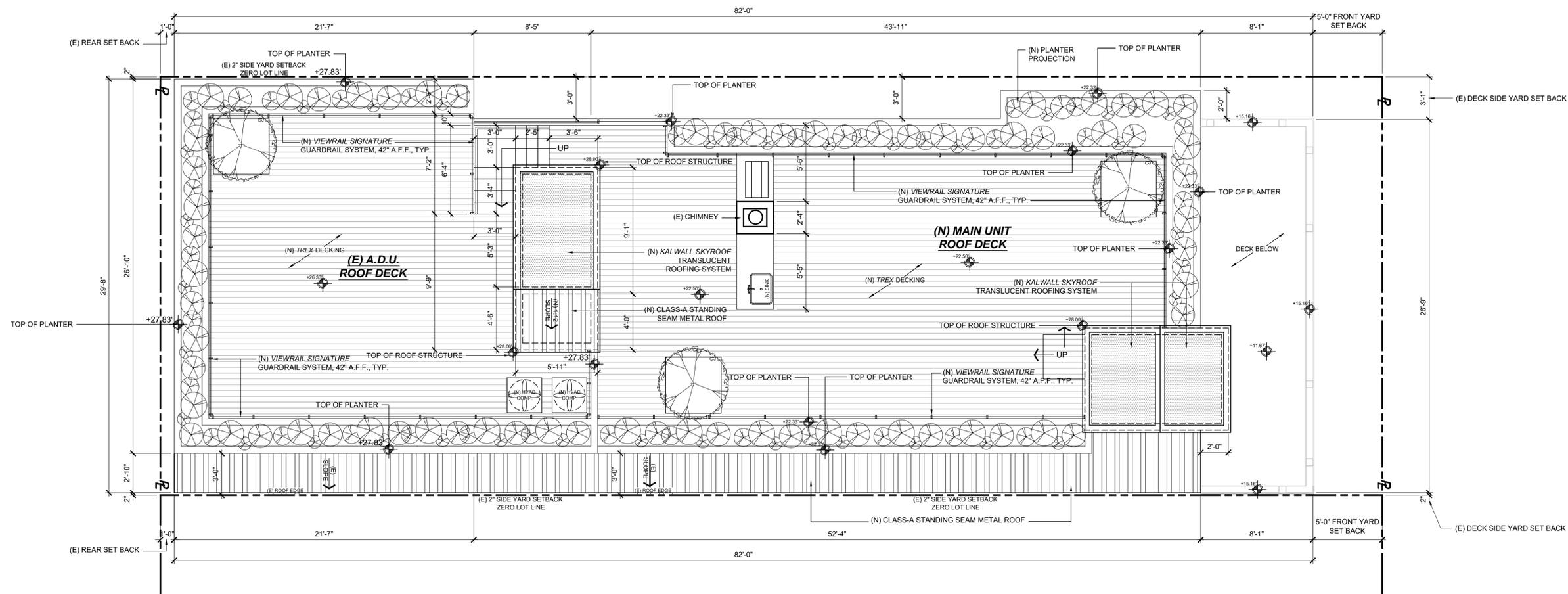
SHEET:

A-2.5



GUARDRAIL NOTE:

1. ALL ROOF DECK GUARDRAILS TO BE AN OPEN DESIGN.
2. ALL ROOF DECK GUARDRAILS TO BE VIEWRAIL SIGNATURE GUARDRAIL SYSTEM, MIN. 42" HEIGHT ABOVE FINISHED DECK SURFACE.



ROOF DECK WALL ANALYSIS

NEW EXTERIOR WALL LENGTH 98 FT

ROOF AREAS:

(N) A.D.U. ROOF ACCESS STAIR	76 FT ²
(N) ROOF ACCESS STAIR	75 FT ²
(N) LANDSCAPE AREA	496 FT ²
(E) A.D.U. ROOF DECK	375 FT ²
(N) ROOF DECK	877 FT ²
TOTAL ROOF DECK AREA:	1,899 FT²

CA Coastal Commission
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 Page No. 11 of 16
 Case No. DIR-2021-10130-CDP-MEL-SPP

NEW PLAN WALL LEGEND

	EXISTING 2X STUD WALL (DEMOLISHED)
	EXISTING 2X STUD WALL
	NEW 2X4 D.F. #2 STUD WALL @ 16" O.C.
	NEW 2X6 D.F. #2 STUD WALL @ 16" O.C.

NEW ROOF PLAN

SCALE: 1/4" = 1'-0"





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 FOR
YANIV MOYAL & HISAKO TIEDEMAN
 10 THIRTIETH AVE., VENICE, CALIFORNIA 90291

DESIGN APPROVED BY CLIENT:

SIGNATURE DATE

REVISIONS: DATE:

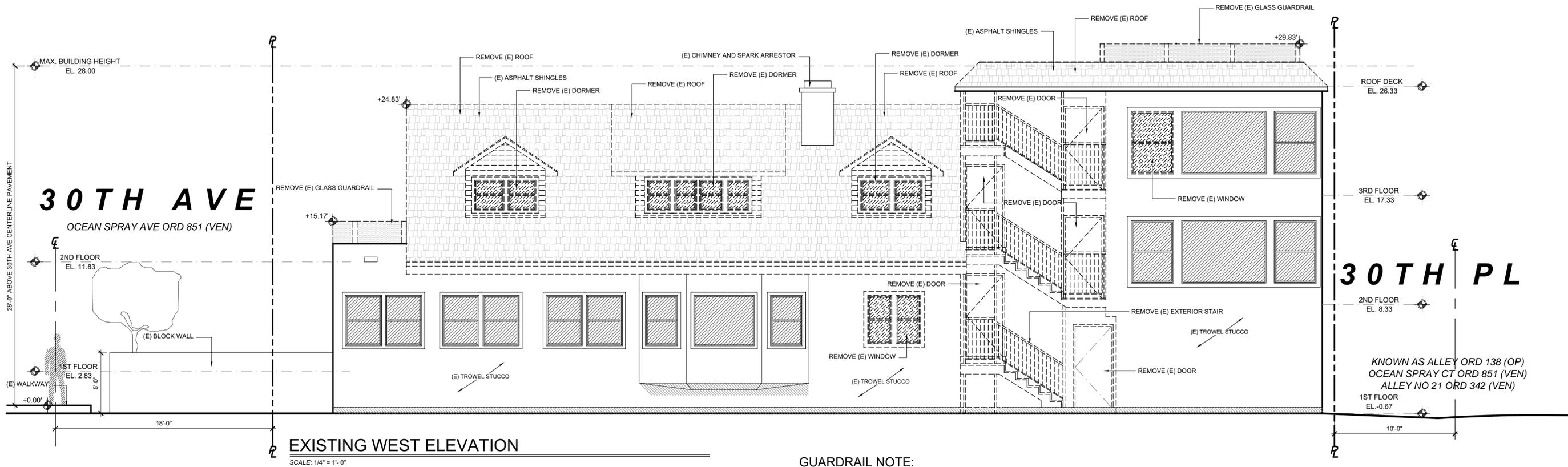
SCALE:

PLOT DATE:
JULY 24, 2022

DRAWN BY:
1/4" = 1'-0"

TITLE:
EXTERIOR ELEVATION

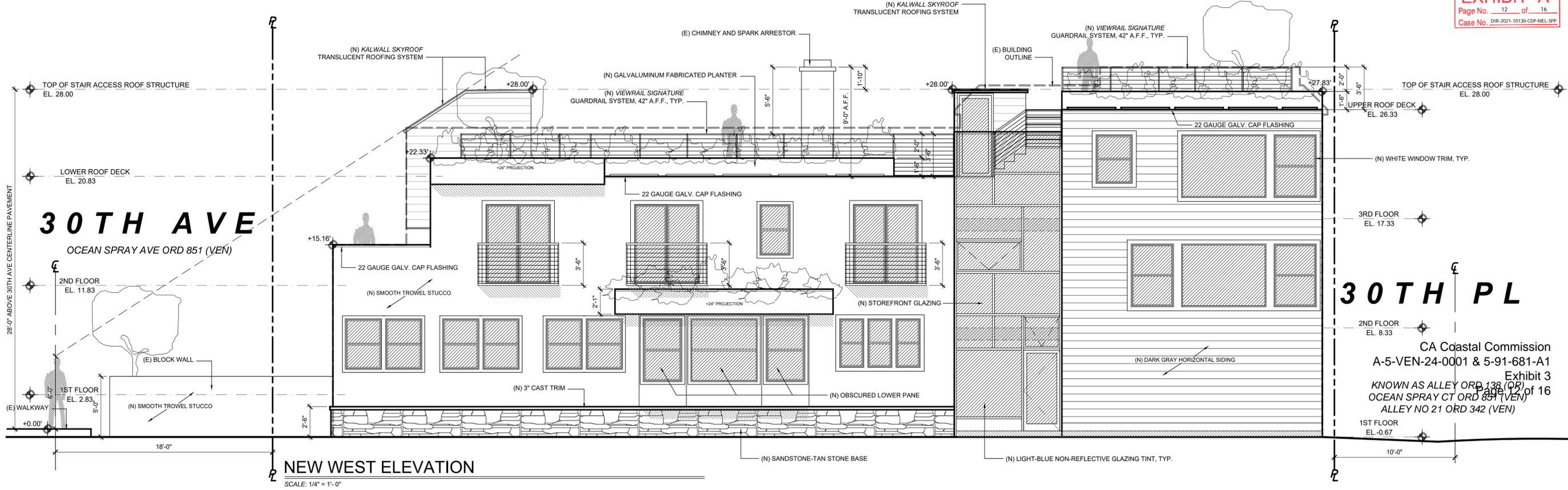
SHEET:
A-3.1



EXISTING WEST ELEVATION
 SCALE: 1/4" = 1'-0"

- GUARDRAIL NOTE:**
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EXHIBIT "A"
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 Case No. DIR-2021-10130-CDP-MEL-SPP



NEW WEST ELEVATION
 SCALE: 1/4" = 1'-0"





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DESIGN APPROVED BY CLIENT:

SIGNATURE DATE

REVISIONS: DATE:

SCALE:

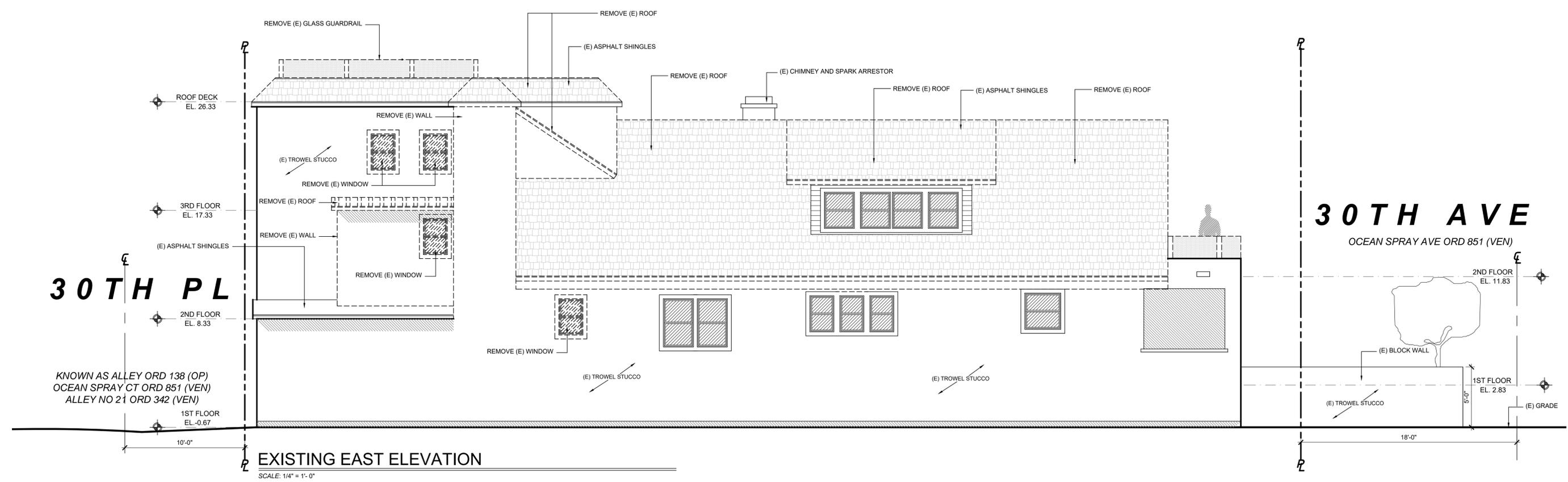
PLOT DATE:

DRAWN BY:

TITLE:

SHEET:

A-3.2



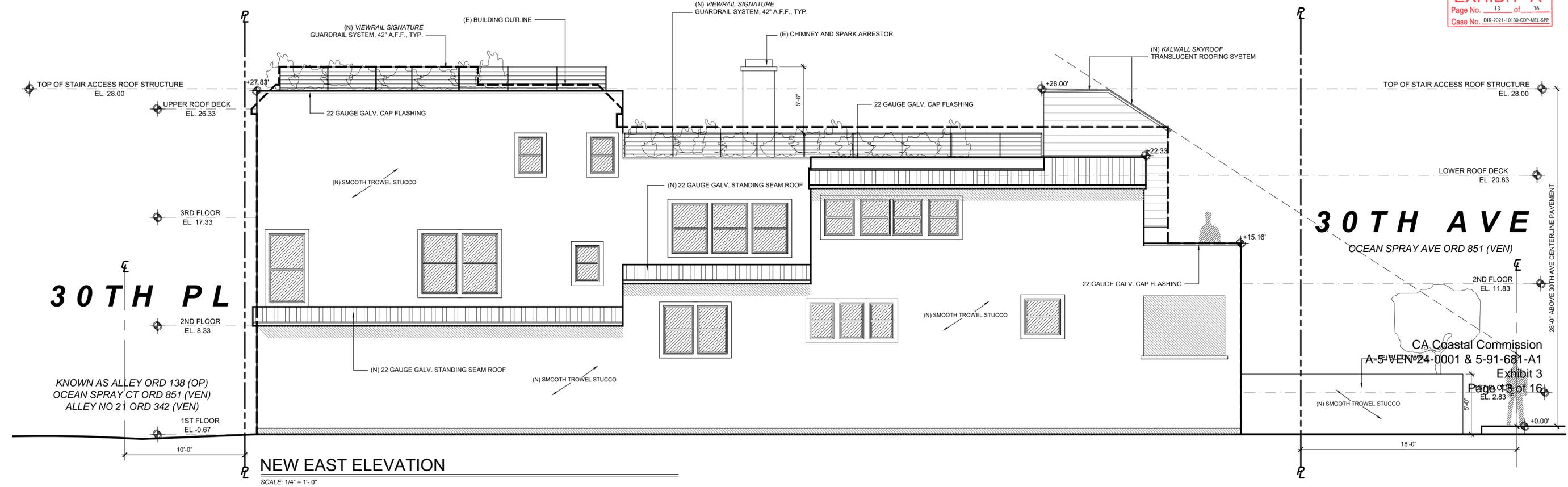
EXISTING EAST ELEVATION

SCALE: 1/4" = 1'-0"

GUARDRAIL NOTE:

1. ALL ROOF DECK GUARDRAILS TO BE AN OPEN DESIGN.
2. ALL ROOF DECK GUARDRAILS TO BE VIEWRAIL SIGNATURE GUARDRAIL SYSTEM, MIN. 42" HEIGHT ABOVE FINISHED DECK SURFACE.

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 Case No. DIR-2021-10130-CDP-MEL-SRP



NEW EAST ELEVATION

SCALE: 1/4" = 1'-0"



30TH AVE
 OCEAN SPRAY AVE ORD 851 (VEN)

CA Coastal Commission
 A-5-VEN-24-0001 & 5-91-681-A1
 Exhibit 3
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28'-0" ABOVE 30TH AVE CENTERLINE PAVEMENT



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REVISIONS: DATE:

SCALE:

PLOT DATE:
JULY 24, 2022

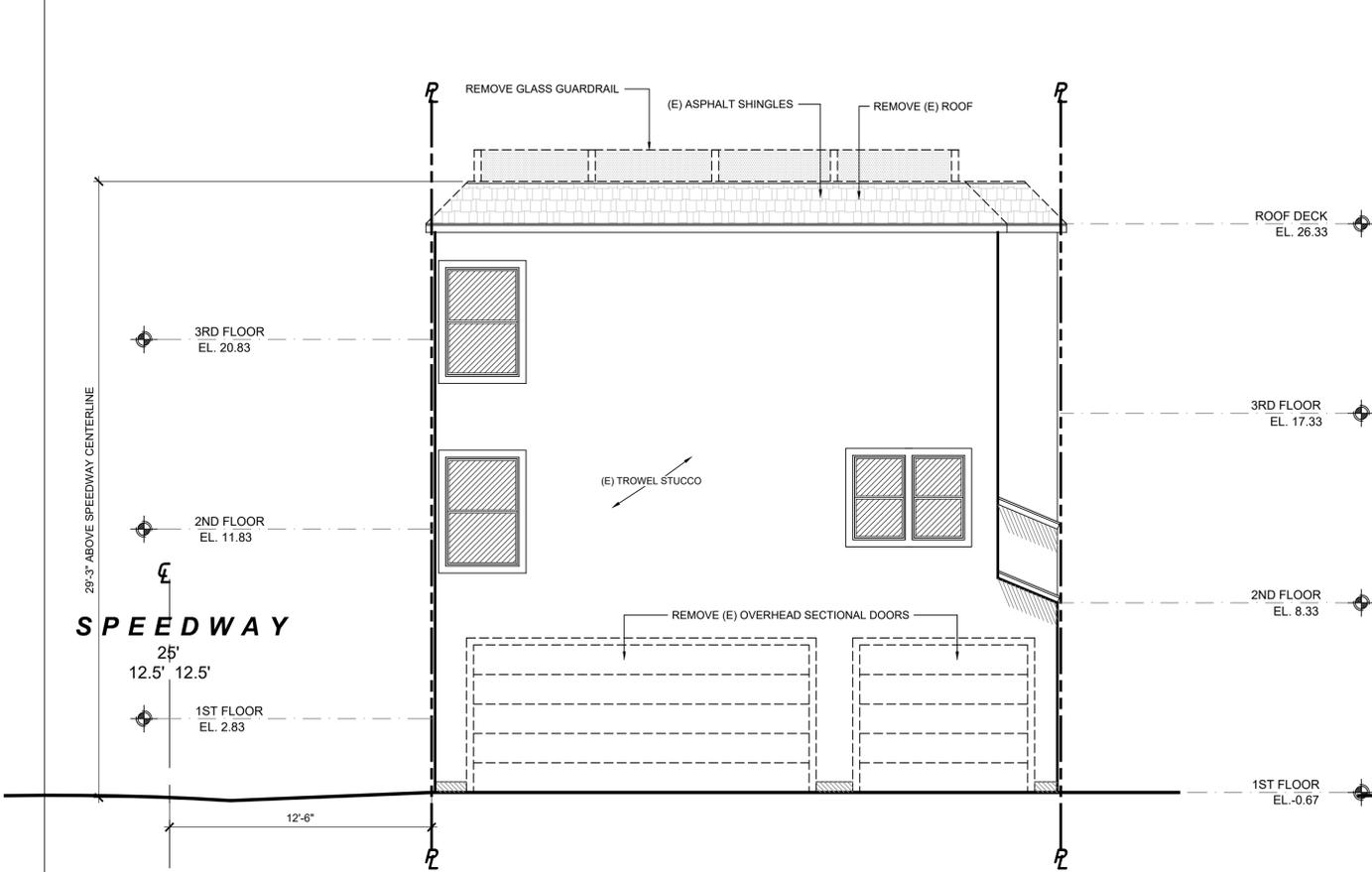
DRAWN BY:
1/4" = 1'-0"

TITLE:
EXTERIOR ELEVATION

SHEET:
A-3.3

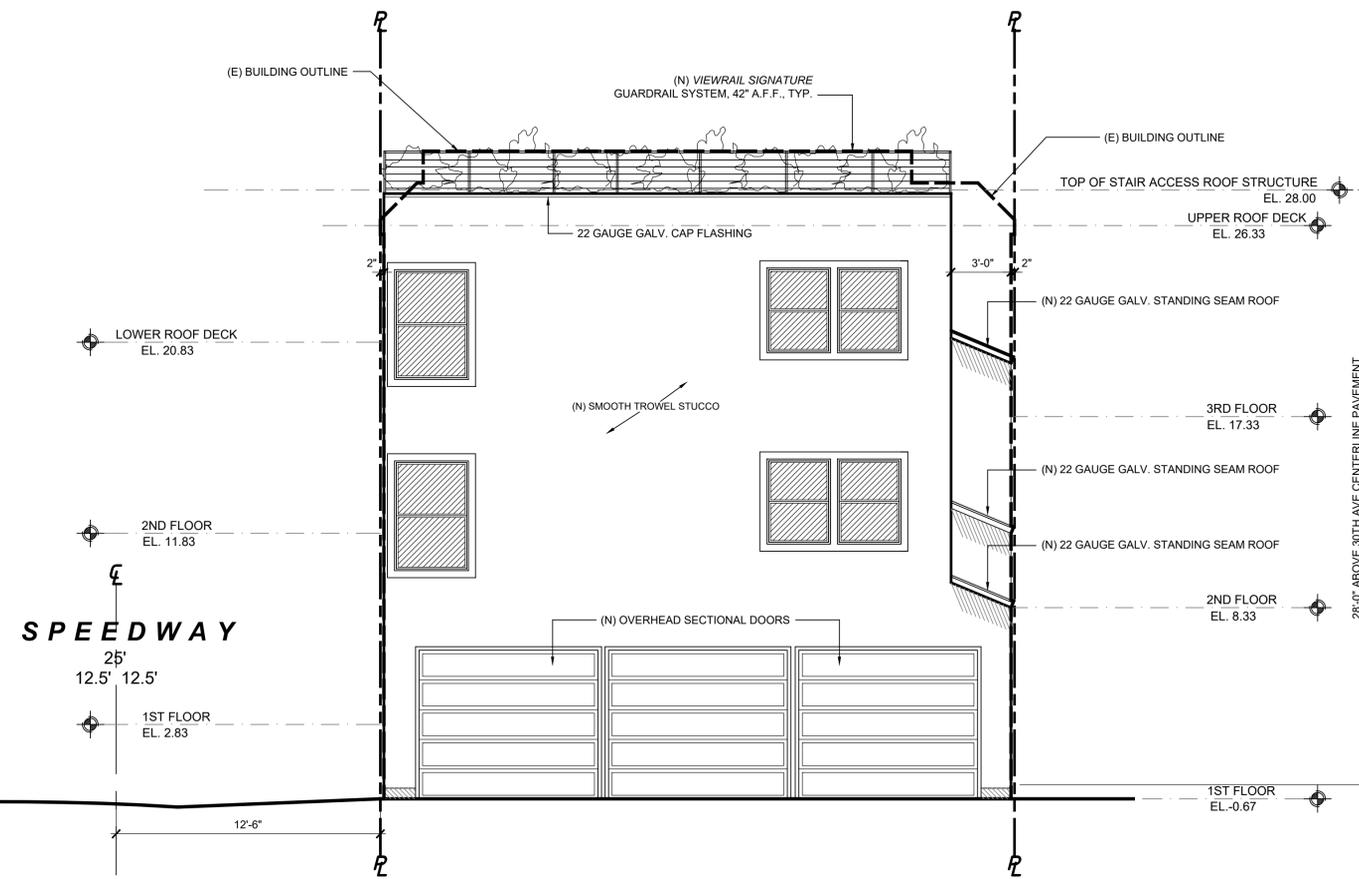
GUARDRAIL NOTE:

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EXISTING SOUTH ELEVATION

SCALE: 1/4" = 1'-0"



NEW SOUTH ELEVATION

SCALE: 1/4" = 1'-0"

CA Coastal Commission
 A-5-VEN-24-0001 & 5-91-681-A1
 Exhibit 3
 Page 14 of 16

EXHIBIT "A"
 Page No. 14 of 16
 Case No. DIR-2021-10130-CDP-MEL-SPP





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RESIDENTIAL REMODEL & ADDITION
 FOR
YANIV MOYAL & HISAKO TIEDEMAN
 10 THIRTIETH AVE., VENICE, CALIFORNIA 90291

DESIGN APPROVED BY CLIENT:

SIGNATURE DATE

REVISIONS: DATE:

SCALE:

PLOT DATE:

DRAWN BY:

TITLE:

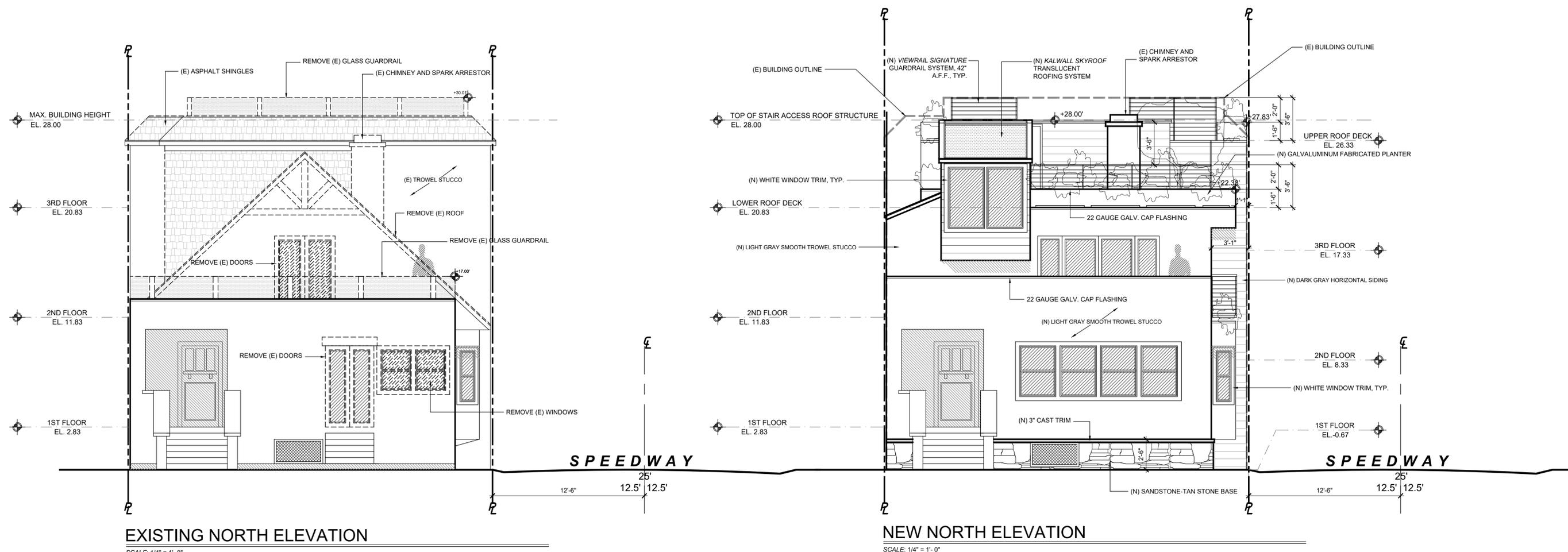
EXTERIOR ELEVATION

SHEET:

A-3.4

GUARDRAIL NOTE:

1. ALL ROOF DECK GUARDRAILS TO BE AN OPEN DESIGN.
2. ALL ROOF DECK GUARDRAILS TO BE VIEWRAIL SIGNATURE GUARDRAIL SYSTEM, MIN. 42" HEIGHT ABOVE FINISHED DECK SURFACE.



EXISTING NORTH ELEVATION

SCALE: 1/4" = 1'-0"

NEW NORTH ELEVATION

SCALE: 1/4" = 1'-0"

CA Coastal Commission
 A-5-VEN-24-0001 & 5-91-681-A1
 Exhibit 3
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EXHIBIT "A"
 Page No. 15 of 16
 Case No. DIR-2021-10130-CDP-MEL-SPP





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YANIV MOYAL & HISAKO TIEDEMAN
 10 THIRTIETH AVE., VENICE, CALIFORNIA 90291

DESIGN APPROVED BY CLIENT:

SIGNATURE DATE

REVISIONS: DATE:

SCALE:

PLOT DATE:

JULY 24, 2022

DRAWN BY:

1/4" = 1'-0"

TITLE:

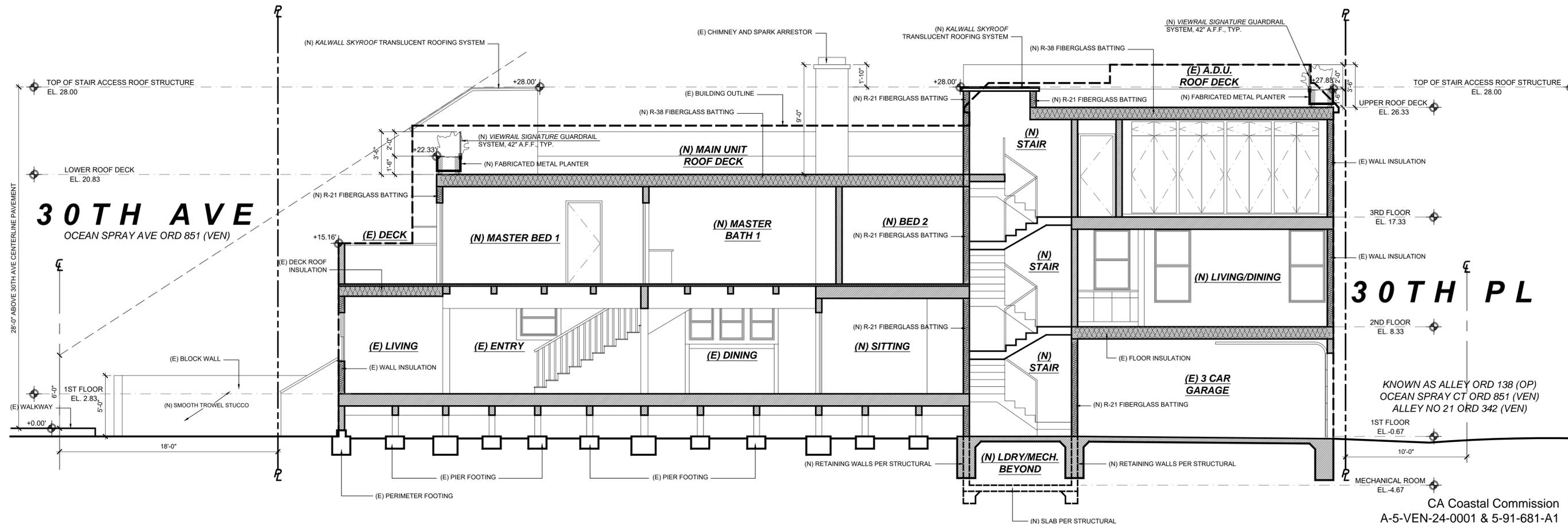
BUILDING SECTION

SHEET:

A-3.5

GUARDRAIL NOTE:

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30TH AVE
 OCEAN SPRAY AVE ORD 851 (VEN)

30TH PL

KNOWN AS ALLEY ORD 138 (OP)
 OCEAN SPRAY CT ORD 851 (VEN)
 ALLEY NO 21 ORD 342 (VEN)

CA Coastal Commission
 A-5-VEN-24-0001 & 5-91-681-A1
 Exhibit 3
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EXHIBIT "A"
 Page No. 16 of 16
 Case No. DIR-2021-10130-CDP-MEL-SP

BUILDING SECTION A-A



Th 7m

CALIFORNIA COASTAL COMMISSION

SOUTH COAST AREA
245 W. BROADWAY, STE. 380
P.O. BOX 1450
LONG BEACH, CA 90802-4416
(213) 590-5071

Page 1 of 4
Permit Application No. 5-91-681
Date 10-24-91



ADMINISTRATIVE PERMIT

No obj.
11/14/91 - SD

APPLICANT: Gregory Stamos

PROJECT DESCRIPTION: Add a partial second and third floor over an existing 2-car garage at the rear of a 2-story single family residence

PROJECT LOCATION: 10-30th Ave., Venice

EXECUTIVE DIRECTOR'S DETERMINATION: The findings for this determination, and for any special conditions, appear on subsequent pages.

NOTE: P.R.C. Section 30624 provides that this permit shall not become effective until it is reported to the Commission at its next meeting. If one-third or more of the appointed membership of the Commission so request, the application will be removed from the administrative calendar and set for public hearing at a subsequent Commission meeting. Our office will notify you if such removal occurs.

This permit will be reported to the Commission at the following time and place:
Thurs. Nov. 14, 1991 9:00 a.m.
Ramada Hotel-Downtown
660 "K" Street, San diego (619) 696-0234

IMPORTANT - Before you may proceed with development, the following must occur:

Pursuant to 14 Cal. Admin. Code Sections 13150(b) and 13158, you must sign the enclosed duplicate copy acknowledging the permit's receipt and accepting its contents, including all conditions, and return it to our office. Following the Commission's meeting, and once we have received the signed acknowledgement and evidence of compliance with all special conditions, we will send you a Notice of Administrative Permit Effectiveness.

BEFORE YOU CAN OBTAIN ANY LOCAL PERMITS AND PROCEED WITH DEVELOPMENT, YOU MUST HAVE RECEIVED BOTH YOUR ADMINISTRATIVE PERMIT AND THE NOTICE OF PERMIT EFFECTIVENESS FROM THIS OFFICE.

PETER DOUGLAS
Executive Director

By: [Signature]
Title: Staff Analyst

STANDARD CONDITIONS:

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance. All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the project during its development, subject to 24-hour advance notice.
6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

EXECUTIVE DIRECTOR'S DETERMINATION (continued):

The Executive Director hereby determines that the proposed development is a category of development which, pursuant to PRC Section 30624, qualifies for approval by the Executive Director through the issuance of an administrative permit. Subject to Standard and Special Conditions as attached, said development is in conformity with the provisions of Chapter 3 of the Coastal Act of 1976, will not prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3, and will not have any significant impacts on the environment within the meaning of the California Environmental Quality Act. If located between the nearest public road and the sea, this development is in conformity with the public access and public recreation policies of Chapter 3.

FINDINGS FOR EXECUTIVE DIRECTOR'S DETERMINATION:

The Commission hereby finds and declares:

A. Project Description and Location.

The applicant proposes to add a partial second and third floor (total 1300 sq. ft., 30 ft. high) over an existing 2-car garage at the rear of an existing 2-story single family residence. The proposed project is located in the North Venice planning area of the City of Los Angeles.

B. Development.

Section 30252 of the Coastal Act states:

The location and amount of new development should maintain and enhance public access to the coast by....(4) providing adequate parking facilities or providing substitute means of serving the development with public transportation.

The proposed project is consistent with the parking, 30 ft. height limit and density provisions of the interpretive guidelines and past permit Commission actions in the North Venice area. However, the proposed addition, which includes a wetbar and outside stairs, has potential to become a bootleg unit. The existing single-family residence has two parking spaces and the proposed project does not include any additional parking provisions. In the past, the Commission has not been willing to require deed restrictions to prevent the conversion of such portions of structures to additional dwelling units because of the time and expense it would take applicants to have subordination agreements and title reports prepared. However, the Commission has agreed that "bootleg" units is a continuing problem in the several communities. Therefore, the Executive Director conditions the applicant to record an agreement with the Coastal Commission that the proposed structure will only contain one single family residence. This will ensure that the density of the project will not have an adverse impact on North Venice community with reduced parking opportunities. This will also serve notice to any new owners of the maximum number of units which have been approved for the building and it will not cause undue time or expense for the applicant. Reduced parking opportunities are inconsistent with Section 30252 and reduced water access opportunities,

Therefore, as conditioned, the Executive Director finds that this project is compatible with the surrounding area, is consistent with the provisions of Section 30252, and will not prejudice the ability of the City of Los Angeles to develop a Certifiable Land Use Plan.

C. Local Coastal Program.

Section 30604 of the Coastal Act states that:

- (a) Prior to certification of the Local Coastal Program, a Coastal Development Permit shall be issued if the issuing agency, or the commission on appeal, finds that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200).

The Local Coastal Program for the North Venice District has not been completed. However, there is a renewed effort to bring a certifiable LCP back before the Commission. The major issues that the City will have to reconcile include access, community character, parking, and the provision of public recreation opportunities. On March 29, 1988, the City adopted an Interim Control Ordinance (ICO) for the Venice area to control development until the City's LCP becomes certified. In developing the ICO, the City has accepted past commission decisions as the criteria to evaluate new development in the Venice area. The Commission finds that the project, as conditioned, will not prejudice the ability of the City of Los Angeles to prepare a certifiable LCP that is consistent with the Section 30604 of the Coastal Act.

D. C.E.Q.A.:

Section 13096 (a) of the Commission's administrative regulations requires Commission approval of Coastal Development Permit application to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5 (d) (2) (I) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. The proposed project has been conditioned to limit intensification of use and will have no adverse impacts on coastal resources i.e., public access and public recreation.

SPECIAL CONDITIONS:

1. Number of Units.

Prior to permit authorization, the applicant shall record a letter of agreement which states that the proposed structure shall be limited to one dwelling unit.

ACKNOWLEDGMENT OF PERMIT RECEIPT/ACCEPTANCE OF CONTENTS:

I/We acknowledge that I/we have received a copy of this permit and have accepted its contents including all conditions.

Applicant's Signature

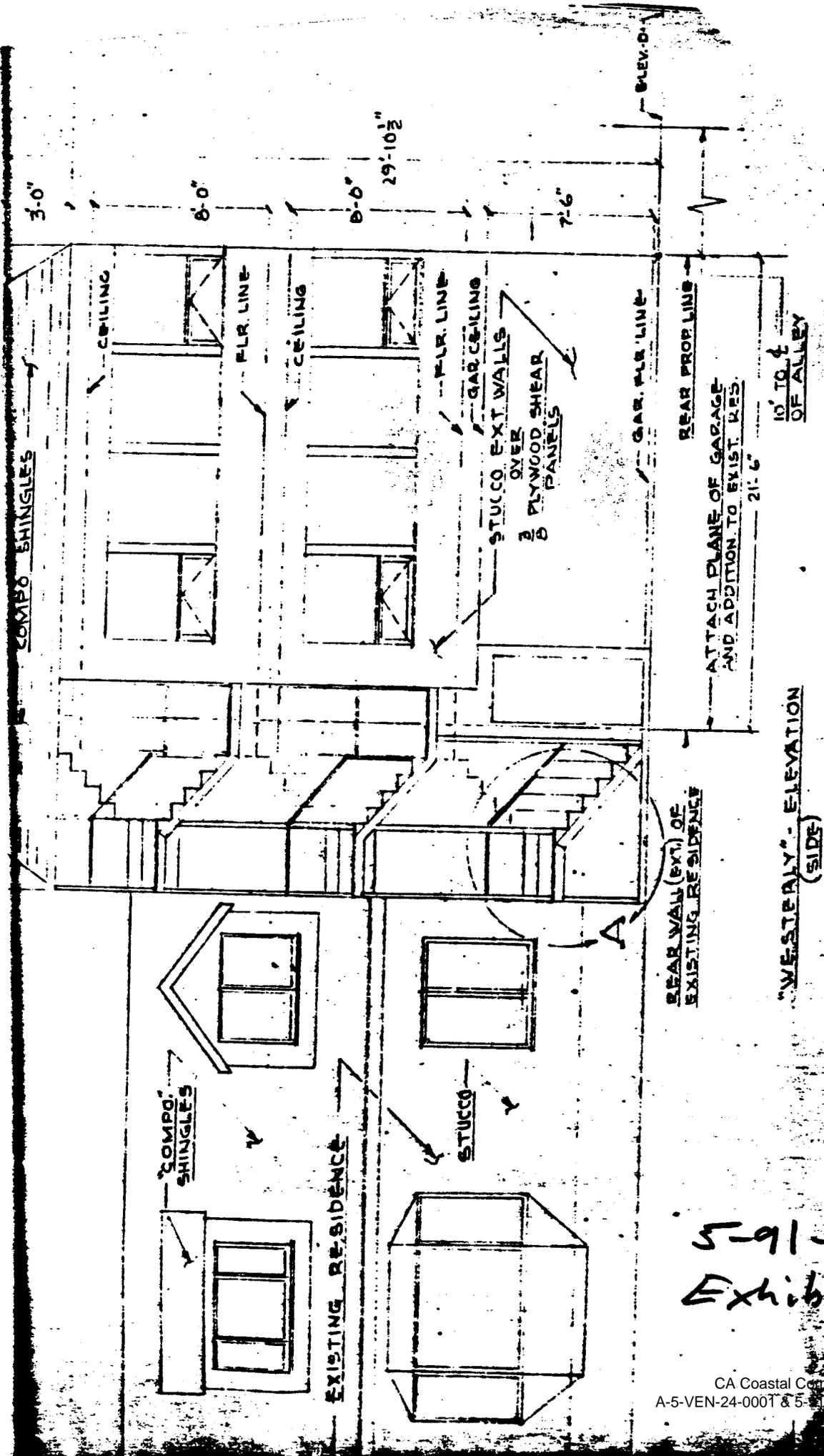
Date of Signing

2567E
JR/lm

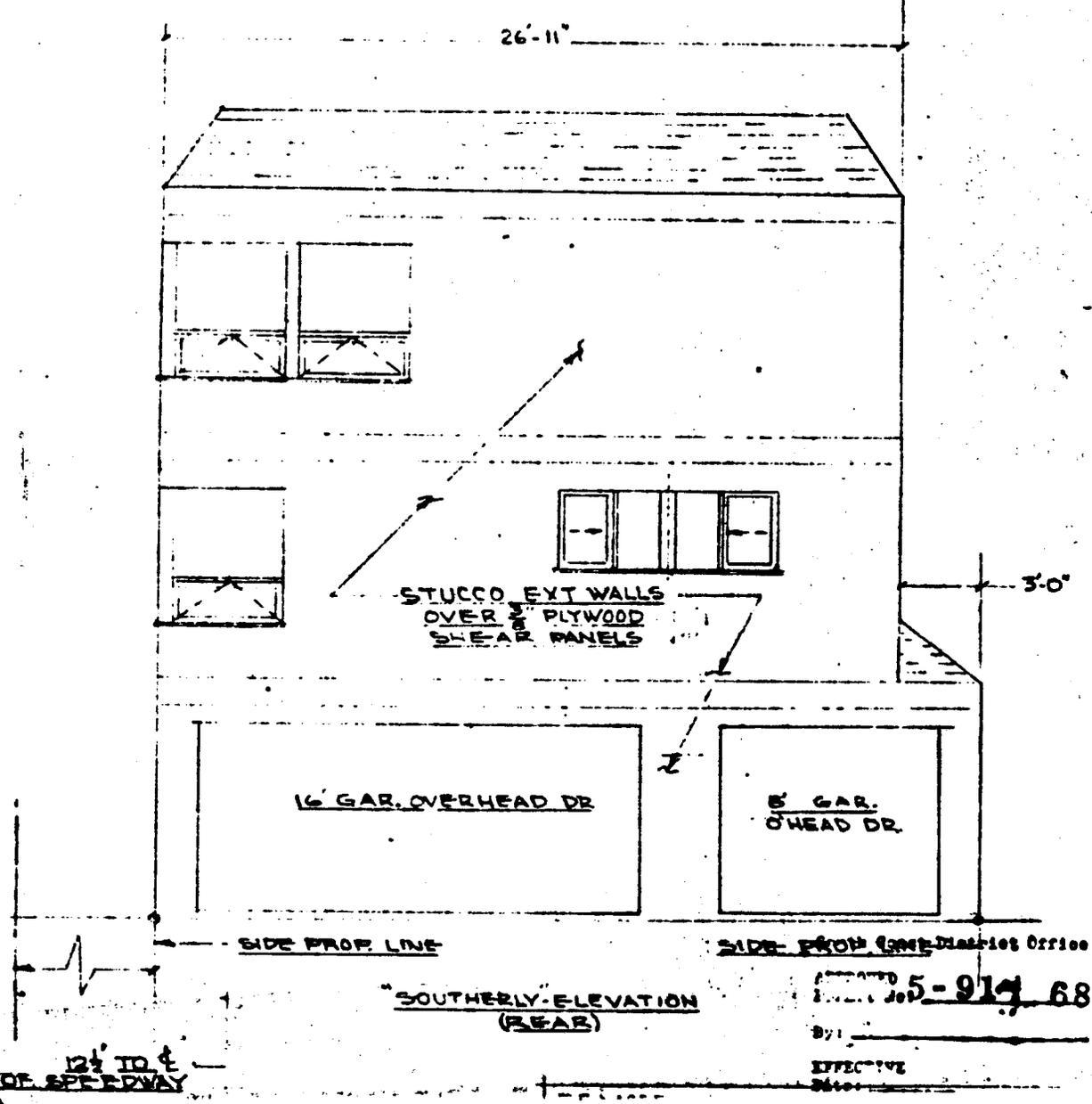


5-91-681

Exhibit A



5-91-681
Exhibit B



26'-11"

STUCCO EXT WALLS
OVER 5/8" PLYWOOD
SHEAR PANELS

16' GAR. OVERHEAD DR.

8' GAR.
OVERHEAD DR.

SIDE PROP. LINE

SIDE FROM Coast District Office

SOUTHERLY-ELEVATION
(REAR)

APPROVED
5-91-681

By: _____

EFFECTIVE
Date: _____

12' TO
OF SPEEDWAY

5-91-681
Exhibit C

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: _____

Date Filed: _____

Appellant Name(s): _____

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. 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 information¹

Name: _____

Mailing address: _____

Phone number: _____

Email address: _____

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: _____

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: _____

¹ 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 appealed²

Local government name: _____

Local government approval body: _____

Local government CDP application number: _____

Local government CDP decision: CDP approval CDP denial³

Date of local government CDP decision: _____

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

Describe: _____

² 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.

³ 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): _____

Applicant Address: _____

4. Grounds for this appeal⁴

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: _____

⁴ 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 _____

Signature

Date of Signature _____

7. Representative authorization⁶

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.

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

⁶ 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 _____
Title _____
Street Address. _____
City _____
State, Zip _____
Email Address _____
Daytime Phone _____

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

Your Signature _____

Date of Signature _____

Grounds for the Appeal of:
10 30th Avenue, Venice
5-VEN-23-0093
DIR-2021-10130-CDP-MEL-SPP

I. REASON FOR THE APPEAL/HOW APPELLANTS ARE AGGRIEVED

The Appellants are individuals who are close neighbors of the proposed project, and who objected to it at the city level. The Appellants will be adversely impacted by the project and the City's determination, because they have a substantial interest in their block and neighborhood, as well as an 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 (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.

ERRORS AND ABUSE OF DISCRETION IN CITY CDP FINDINGS, AND LACK OF FACTUAL AND LEGAL SUPPORT FOR THE FINDINGS

The Director of Planning and the West L.A. Area Planning Commission (WLAAPC) erred and abused their discretion in approving the project because:

- A. The development is **not** in conformity with Chapter 3 of the California Coastal Act of 1976 or the LUP as:
 - 1. The project is **not** a remodel that would grandfather noncompliant yards and parking
 - a. The City's Description of the Project is Inaccurate:
 - i. This is not a two-story structure
 - ii. This is not a single family home
 - iii. The square footage of both the current structure and the completed structure as described is inaccurate
 - b. The Change in Mass Makes This Far Larger than Described
 - c. The Demolition Plan and Potential Excuses about it Suggest a Substantial Redevelopment Which Should Require Compliant Yards/Setbacks and Parking, Alleviating the Current Issues with the Structure.
 - d. The Elimination of Two Rental Units Suggests A Substantial Redevelopment
 - e. Parking Deficiencies
- B. The project is **not** visually compatible with the character of the surrounding area, does not restore and enhance visual quality on visually degraded areas, violates the LUP policies for yards and for Walk Streets, which are highly scenic coastal areas, and fails to properly consider Protection of Venice as a Special Coastal Community.
- C. Because the proposed residence improperly converts two long term (unpermitted) rental units into

a private ADU, the Coastal Act Environmental Justice and Affordable Housing Provisions and the Commission's Environmental Justice Policy Were Not Properly Considered.

- D. The decision of the permit granting authority has **not** been guided by the applicable decisions of the California Coastal Commission pursuant to section 30625(c) of the Public Resources Code, which provides that prior decisions of the Coastal Commission, where applicable, shall guide local governments in their actions in carrying out their responsibility and authority under the Coastal Act of 1976. In particular, the decision was not guided by the nine-foot front yard setback required by the Commission for the project at 16 30th Avenue (A-5-VEN-17-0034) -- a remodel on the same block just two houses East of the proposed site just a few years ago.

DISCUSSION:

A. The Development is Not in Conformity with Chapter 3 of the California Coastal Act of 1976 or the LUP.

1. The project is not a remodel that would grandfather noncompliant yards and parking, but instead is a substantial redevelopment.
- a. The City's Description of the Project is Inaccurate

The City erred and abused its discretion in finding that the project is a remodel and addition rather than a substantial new development. The city describes the project as:

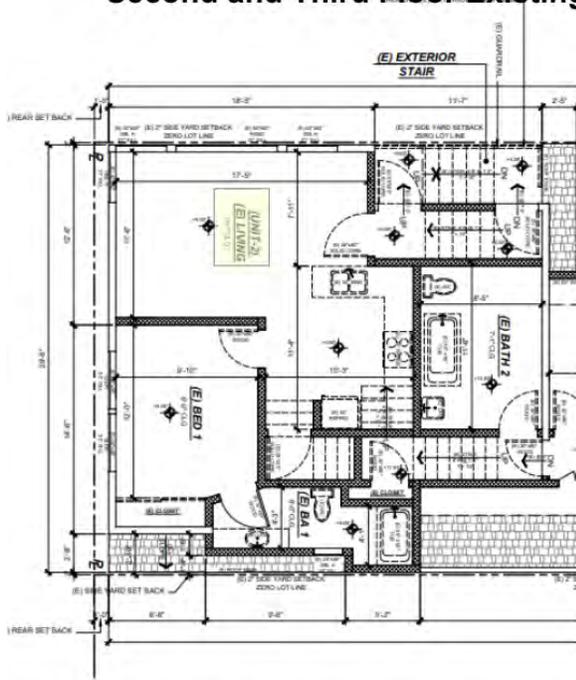
920 square-foot, second- story addition to an existing two-story single-family dwelling with a new roof deck and conversion of the rear portion of the structure to an attached 717 square-foot Accessory Dwelling Unit (ADU), resulting in a 3,606 square-foot, two-story single-family dwelling (above a garage) with a 717 square-foot ADU, providing three parking spaces onsite, located within the Dual Permit Jurisdiction of the California Coastal Zone.

This is false and utterly misleading.

i. This is not a two-story structure

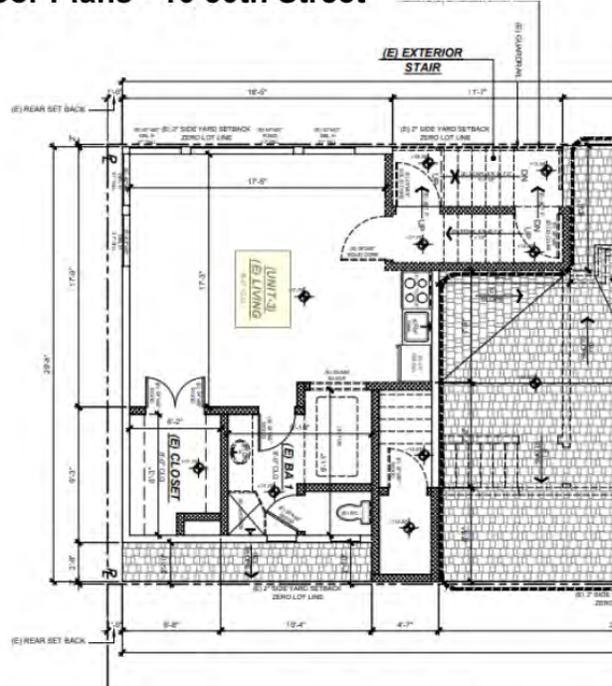
This is a three story building which currently is being used **as three separate rental units.** This fact is clear with even a cursory examination of the plans which, as seen below describe an existing "third floor" and the various rental units.

Second and Third Floor Existing Floor Plans - 10 30th Street



2ND FLOOR AREAS (EXISTING):

MAIN UNIT LIVING	520 FT ²
MAIN UNIT DECK	219 FT ²
UNIT 1 LIVING	531 FT ²
ACCESS STAIR	82 FT ²
TOTAL 2ND FLOOR AREA	1,352 FT ²



3RD FLOOR AREAS (EXISTING):

UNIT 3 LIVING	818 FT ²
ACCESS STAIR	96 FT ²
TOTAL 3RD FLOOR AREA	914 FT ²

ii. This is not a single family home

As is clear from the drawings above which actually describe the two units (“Unit 2 and Unit 3”) as well as from the letter attached (Exhibit A) from a former tenant who has lived in both rental units, this is a rental building with three units, two of which have been continuously for rent for years, possibly decades. Both rental units have kitchens and bathrooms and have been continuously rented as stand-alone spaces. They also have separate entrances from the street.

iii. The square footage of both the current structure and the completed structure as described is entirely inaccurate

To read the description one might think that the result of this renovation would be a **“3,606 square-foot, two-story single-family dwelling (above a garage) with a 717 square-foot ADU.”** After all, that’s what is described over and over in the City’s finding. But this is misleading.

As discussed above, this is not two stories, nor is it a single-family dwelling. But as explained below, it is also not 3,606 square feet. The current home as described in ZIMAS (shown below) is ALREADY 3,396 square feet. **Adding 920 square feet results in a property that is 4,316 square feet**, making it (as shown further below) essentially the same size as the house across the street which sits on a lot THREE TIMES the size. In other words, the MASS as compared to the lot size is more than three times the size of the house across the street and will become among the very largest structures on the block.

ZIMAS	
Search	Reports
<ul style="list-style-type: none"> Address/Legal <ul style="list-style-type: none"> Site Address: 10 E 30TH AVE ZIP Code: 90291 PIN Number: 105A145_434 Lot/Parcel Area (Calculated): 2,650.7 (sq ft) Thomas Brothers Grid: PAGE 671 - GRID H7 Assessor Parcel No. (APN): 4226023024 Tract: SHORT LINE BEACH SUBDIVISION NO. 3 Map Reference: M B 5-116 Block: 24 Lot: 27 Arb (Lot Cut Reference): None Map Sheet: 103-SA145 Map Sheet: 105A145 Jurisdictional Permitting and Zoning Compliance Planning and Zoning Assessor <ul style="list-style-type: none"> Assessor Parcel No. (APN): 4226023024 Ownership (Assessor) <ul style="list-style-type: none"> Owner1 Address Ownership (Bureau of Engineering, Land Records) <ul style="list-style-type: none"> Owner Address APN Area (Co. Public Works)*: 0.061 (ac) Use Code: 0100 - Residential - Single Family Residence Assessed Land Val.: \$2,087,430 Assessed Improvement Val.: \$647,072 Last Owner Change: 11/14/2018 Last Sale Amount: \$2,650,026 Tax Rate Area: 67 Deed Ref No. (City Clerk): 9-98 Deed Ref No. (City Clerk): 7-626 Deed Ref No. (City Clerk): 2-606 Deed Ref No. (City Clerk): 2-605 Deed Ref No. (City Clerk): 1974354 Deed Ref No. (City Clerk): 1146274 Deed Ref No. (City Clerk): 105316 Building 1 <ul style="list-style-type: none"> Year Built: 1910 Building Class: D75B Number of Units: 1 Number of Bedrooms: 5 Number of Bathrooms: 4 Building Square Footage: 3,396.0 (sq ft) Building 2: No data for building 2 Building 3: No data for building 3 Building 4: No data for building 4 Building 5: No data for building 5 	

b. The Change in Mass Makes This Even Larger than Described.

So, while the description (though wholly inaccurate) seems innocuous and might seem, on first glance, like a minor remodel, this is, in fact, a substantial new development converting an already large home into a behemoth, (and which improperly converts two rental units into one ADU).

The fact that this is a substantial redevelopment becomes even clearer once one begins to look more closely at the proposed plans. They make clear that--particularly with the change in the roof structure--the project has substantially downplayed the significant change in the **mass** of the proposed structure, and that the city has thus failed to perform an apples-to-apples comparison of the before and after overall size and **mass** of the structure.

Moreover, because of the roof access structure which, unlike anyplace else on the block, is located in the front --on the walk street side, as seen from the street, the structure is actually 3 stories tall and thus for purposes of setbacks must be considered a three-story structure.

Basically, the description and square footage calculations submitted by the applicant do **not** tell the whole story. The proposed building is already and will remain a 3-story building, -- three full floors in the rear—and the proposed ground floor plus a high second floor and soaring roof access structure which juts out toward the walk street. The drawings make clear the substantial new bulk of the squared off roof line and roof access structure on the “second floor.” but also acknowledge that it currently has three floors. Indeed, the current house and lot are already substantially overbuilt. Whereas every other house on the block has a three-foot side yard setback, this does not—and thus there is already no fire access on the east side. It has a smaller rear-yard setback than any other house on the block, and is built to the lot line on the west. Thus, the massing of the house is already greater than almost any other house.

Moreover, and crucially, the volumetric rendering is misleading, and inconsistent with the plans. **It fails to make clear how the two feet that is actually under the current eaves are being converted into internal space pushing the house forward even further.** This is entirely out of keeping with the block, the open space, and should be disallowed.

Currently, the eaves of the pitched roof extend approximately two feet forward of the exterior wall. It appears that the plans here, aim to convert that space to internal space by using the current roofline as a guide rather than the exterior walls—essentially improperly pushing the home even further forward into the crucial front yard setback, further diminishing the light views, and space enjoyed by neighbors and the public at large.



Finally, in addition, to all this, the roof deck area is increasing substantially. Also, the existing roof deck only has a roof accessed by outside stairs located in the rear of the house—and no enclosed access structure. The new roof deck has the fully enclosed roof access structure right in the front of the house.

Even a brief look at the existing and proposed elevations shows the significantly increased mass of the proposed project. Taken together any reasonable person would agree this is substantial redevelopment.

- c. The Demolition Plan and Potential Excuses about it Suggest a Substantial Redevelopment Which Should Require Compliant Yards/Setbacks and Parking, Alleviating the Current Issues with the Structure.

The City CDP authorizes demolition of significant portions of the existing structure, including the entire roof and portions of the interior and exterior walls. This distinction between describing the development as a remodel versus substantial redevelopment is important because the City approval of the project as a remodel allows the project to maintain non-conforming yard setbacks and parking. Substantial redevelopment of the property requires that the development conform to current standards for yards and parking.

Given the size of the proposed addition, the City should have defined the proposed project as an extensive renovation and major addition, which would require the proposed structure to conform with Policy I.E.5 of the LUP. When an extensive renovation and major addition (aka substantial redevelopment) is proposed, Policy I.E.5 of the LUP requires all nonconforming features of a structure to be brought into compliance with current development standards unless the City determines that it is not feasible to do so.

Here, this distinction is crucial since the current structure already prevents fire access to the east and constantly snarls traffic to the south. This is because unlike every other house on the block, the applicant's garage is currently built to the lot line which means that there is only a tiny margin for large vehicles such as firetrucks and garbage trucks to make the turn—because of the proximity to Washington Blvd, there is constant illegal parking both immediately behind the house (on what would otherwise be the apron) by the applicant's renters, and across therefrom by those seeking to visit the establishments in the Washington Square area. The net result is constant obstruction of the alley for all passing vehicles including garbage trucks, and emergency vehicles—a condition that this substantial remodel should be required to finally correct.

LUP Policy I.E.5 Nonconforming Structures, states:

“Where extensive renovation of and/or major addition to a structure is proposed and the affected structure is nonconforming or there is another nonconforming structure on the site, or a project is proposed that would greatly extend the life of a nonconforming structure or that eliminates the need for the nonconformity, the following shall apply: Unless the City finds that it is not feasible to do so, the project must result in bringing the nonconforming structure into compliance with the current standards of the certified LCP, unless in its nonconformity it achieves a goal associated with community character (i.e. the reuse and renovation of a historic structure) or affordable housing that could not be achieved if the structure conforms to the current standards of the certified LCP.” (Emphasis added)

The project meets both exceptions of the policy as: 1) extensive renovation and a major addition are proposed, 2) and the project would greatly extend the life of the nonconforming structure. In addition, the City did not make any findings that it is infeasible to bring the project into compliance. In fact, the City erred as it omitted consideration of LUP Policy I.E.5. As approved by the City, the project is not consistent with Policy I.E.5 of the LUP and therefore raises a substantial issue in regards to consistency with the Chapter 3 policies of the Coastal Act.

In fact, given that it is the garage in the back, it would be quite easy to bring the structure into compliance with the rear-yard set-back requirements rather than leave it to continuously obstruct the movement of vehicles including sanitation and fire trucks.

Moreover, in this case the City did not properly analyze whether “the proposed front yard setback is consistent with the prevailing front yard setbacks of the area.” The City found that the proposed project is consistent with the community character of the area, but it did not demonstrate that it is not feasible for the applicant to comply with the prevailing front yard setback.

The resulting structure not only does not comply with the required yards, but it also vertically increases the nonconformity of the existing structure, and pushes forward towards the walk street when, in a similar situation just two doors down on the same block, just a few years ago in A-5-VEN-17-0034 the Coastal Commission specifically required a 9 foot setback, not the 5 foot setback approved here by the city.

In its revised addendum to the Commission's denial of Appeal No. A-5-VEN-16-0005, for the Commission meeting on April 14, 2016, the Commission addressed this very issue, which is a precedent:
“Additionally, the City of Los Angeles Certified Land Use Plan (LUP) for Venice defines “remodel” as: an improvement to an existing structure in which no more than fifty percent (50%) of the exterior walls are removed or replaced. However, as previously found in the substantial issue portion of this appeal, the Commission found that when a “remaining wall” is used as a measure to determine whether a development is a remodel or a new structure, the wall must remain intact as part of the structure, and for purposes of calculating the fifty-percent guideline should retain its siding, drywall/plaster, windows, and doorways. The applicant’s claim of remaining walls in this case is really just some of the studs, not unaltered walls.” (Emphasis added)

This requirement makes it even less likely that the project can realistically be defined as a remodel. If the project is not a remodel, then it is a new structure and must conform to the requirements of the LUP and other current building codes. Even if it qualified as a remodel, it would be very difficult to monitor exactly how much of the walls are being demolished.

How is the demolition percentage calculated and how will it be overseen? Also, wood rot is visible in areas, including windows on the outside of the structure; thus, it is possible that the City's Department of Building and Safety would allow demolition of most or all of the existing walls, resulting in a complete demolition.

d. The Elimination of Two Rental Units Suggests A Substantial Redevelopment

It is not clear whether the current structure was legally permitted. The determination letter describes the property as “two-story single-family dwelling”, but this is clearly and manifestly not the case—indeed for years if not decades, the building has been (and currently is) three separate structures with three separate entrances. Attached hereto as EXHIBIT A is a **Letter from Brad Dudding** a previous tenant who at separate times occupied each of the TWO RENTAL units in the current building. For years, there have been tenants living in each of the three separate units.

It further appears from ZIMAS that as of 9/1/2023 the property was under investigation for various “miscellaneous complaints” which have yet to be resolved.

ZIMAS indicates that the structure was constructed in 1910. No permits can be located for the increase in density from one unit to 3 units, but there is no question that it has been used as three separate rental units for many years, providing substantial income to the owner(s).

If it is determined that the improvements over the years to the current structure was not legally permitted, that is another reason that the grandfathering of yards and parking must not be allowed.

e. Parking Deficiencies:

LUP Policy II. A. 3. Parking Requirements states:

*“The parking requirements...shall apply to all new development, **any addition** and/or change of use. The public beach parking lots and the Venice Boulevard median parking lots shall not be used to satisfy the parking requirements of this policy. Extensive remodeling of an existing use or*

change of use which does not conform to the parking requirements listed in the table shall be required to provide missing numbers of parking spaces or provide an in-lieu fee payment into the Venice Coastal Parking Impact Trust Fund for the existing deficiency...

The property already represents a parking deficiency—given that there are three long-time, actively-rented units in the current structure, but allowing the applicant to cure this problem by removing one rental unit and converting the other to an ADU (which may or may not be rented) isn't an acceptable answer. The answer here is to require that the applicant eliminate the non-conforming setbacks and comply with the parking and other rules.

In this case, that is simple—the garage should be moved back away from the property line, creating the same space on the apron as all the other houses on the block. Not only would this create an additional guest parking space, but it would finally cure the very problem that the lack of a setback on the corner lot creates—a regular blockage and inability for normal traffic as well as garbage and fire trucks to get through, due to the extremely tight turning area, combined with the constant presence of dumpsters behind the Hinanos bar, and persistent illegal parking beyond the apron in the public right-of-way by the many tenants and others (for the last several years, the owner has leased the property to a company that has filled it with as many as 12 unrelated people at a time).

Again, existing violations must be corrected in conjunction with any new project permit.

In short, and for the reasons set forth above, the proposed project is substantial redevelopment rather than a “remodel/addition,” which the City approval authorizes, and the project would greatly extend the life of the building; thus, the project must comply with LUP Policy I.E.5. and bring the nonconforming structure into compliance with the current standards of the LUP.

B. The Project is Not Visually Compatible With the Character of the Surrounding Area, Does Not Restore and Enhance Visual Quality on Visually Degraded Areas, Violates the LUP Policies for Yards and for Walk Streets, Which are Highly Scenic Coastal Areas, and Fails to Properly Consider Protection of Venice as a Special Coastal Community.

The project is not consistent with the community character provisions of Chapter 3 or the development standards set forth in the LUP with respect to the front yard setback from the Walk Street, the side and rear yards, the mass and scale of the development, and especially the roof access structure which the applicant proposes to locate as a projection in the front or walk-street side of the house.

Section 30251 of Chapter 3 of the Coastal Act requires permitted development to protect and enhance views to and along the coast. The project site is located on a Walk Street that provides views to the beach, coast, and ocean beyond. The project, as approved by the City, has an insufficient Walk Street-facing front setback. Pursuant to the Commission's own recent decisions on the block, including A-5-VEN-17-0034 and 5-17-0695 a **nine-foot front yard setback from the 30th Avenue right-of-way**, and a six foot two inch setback from the walk street facing property line for the ground floor were required.

Not only does the applicant seek to push well forward of what the Commission has previously mandated, but they also propose that the new addition substantially increases the volume and thus the non-conformity further upwards. Because of the particularly sensitive location on the farthest west lot on the walk street block—the one closest to the beach, this property, far more than any other on the block and certainly more than 16 30th avenue (two houses east), has the potential to limit the public view, light air and space as shown in **Exhibit B**.

The current design not only fails to protect or enhance existing views to the ocean – it reduces them by substantially increasing volume and massing near the walk street and locating a roof access structure in the front (walk street) side of the building—something no other home does or has been allowed to do. In short, the proposed design does not provide for consistency or compatibility with the other yards on the walk street and therefore raises a substantial issue with Section 30251 of the Coastal Act.

The jutting roof access structure which is currently placed on the walk street side of the house is totally incompatible with every other house on the block, all of which have been required to place roof access structures in the middle of the house in order *to be visually compatible with the character of surrounding area*. But because the project does not conform with the setbacks recently required for others on 30th avenue, it will also compromise the ocean views from the walk street and impact the views and shading of the adjacent neighbors’ homes.

Finally, the mass and scale are incompatible as the proposed home—already one of the larger ones will become one of the largest on the block, located in the most sensitive lot on the entire block.

For purposes of comparison please see the table below...

There are 18 properties along the block of 30th Avenue walk street where the project is located (Source of square footage is ZIMAS).

<u>ADDRESS:</u>	<u>SQ. FOOTAGE</u>	<u>ADDRESS:</u>	<u>SQ. FOOTAGE</u>
41 30 th	1,102	23 30 th	2,592
40 30 th	3,270	22 30 th	3,270
37 30 th	1,739	21 30 th	4,108
36 30 th	3,069	19 30 th	760
32 30 th	2,341	16 30 th	2,931
30 30 th	4,520	15 30 th	4,390**
27 30 th	2,500	12 30 th	3,731
26 30 th	3,758	10 30th	3,396 (Existing)
25 30 th	946 (*)	10 30th	4,316 (Proposed)
24 30 th	3,270		

*Per Zillow.

** Located on a triple lot.

Essentially the Applicant proposes to increase what is already one of the largest homes on the block to a grossly oversized structure that projects forward, blocks views, and limits the walk street’s light and views on the most sensitive, western most lot on the block.

In essence, the nature and extent of the visual change in light, views, and visibility are highlighted in an independent study by Guban Architecture, Inc., commissioned by Appellant Zev Weinstein and attached hereto as **Exhibit C**.

Amplifying the need for protection of the visual character of the area as required in Coastal Act 30251, the property is located on a Walk Street, a highly scenic area as per LUP Policy I.D.3, and the Walk Streets are historic resources as per LUP Policy I.F.1.

Walk Street is defined in the LUP as:

“A public street in the Coastal Zone and/or beach area that has been improved for public pedestrian use over part of its width and is landscaped (privately or publicly) over the remainder, but which has not been improved for vehicular access.” (Emphasis added)

LUP Policy Group III. Shoreline Access states:

“The walk streets in North Venice, Marina Peninsula and Milwood neighborhood are among the most pleasant pedestrian amenities in Los Angeles and provide excellent vertical access to the beach.”

LUP Policy II.C.1. General Non-Vehicular Coastal Access Policy Private Developments states:

“Development standards in this LUP and the LIP for the walkways along the canals, lagoon, and designated walk streets shall focus on preserving pedestrian orientation by preserving the walkways and limiting height and types of development permitted adjacent to the walkways.” (Emphasis added)

LUP Policy II.C.7. Walk Streets states:

“Designated walk streets shall be preserved and maintained at their present widths for public pedestrian access to the shoreline and other areas of interest and to preserve views along and from the public right-of-way. Vehicular access on walk streets shall be restricted to emergency vehicles. The minimum width of the pedestrian path shall be 10-12 feet in the North Venice and Peninsula areas and 4½ feet in the Milwood area. The remaining public right-of-way shall be limited to grade level uses including landscaping, patios, gardens and decks.” (Emphasis added)

The full length of 30th Avenue from Ocean Front Walk to Pacific Ave, is listed as a Walk Street in LUP Policy II.C.7. Walk Streets.

LUP Policy II.C.10 Walk Streets – Residential Development Standards, states:

“New residential development along walkstreets shall enhance both public access and neighborhood character. Building materials, colors, massing, and scale of new structures shall complement those of existing structures in the neighborhood. Building facades shall be varied and articulated to provide visual interest to pedestrians. Primary ground floor residential entrances and frequent windows shall face the walkstreets. Front porches, bays, and balconies shall be encouraged. In cases of duplexes and low density multiple-family buildings, entries shall be located in the exterior building façade for each residential unit, shall face walkstreet, and be well-defined and separate.” (Emphasis added)

LUP Policy II.C.11. Encroachments into Walk Street Right-of-Way states:

“Encroachments into City right-of-way shall be limited to grade level uses including gardens, patios, landscaping, ground level decks and fences. The gardens/patios in the right-of-way, between the fences and the buildings, shall be permitted to provide a transitional zone between the public path ways and private dwellings. To create a defensible space, the planting along the walk streets shall not impede the view of walkways by the residents and the view of the gardens by the pedestrian. Creative use and arrangement of permeable paving materials shall be encouraged. Any fence, wall or hedge erected in the public right-of-way shall not exceed 42 inches in height as measured from the existing grade of the public right-of-way. The use of decorative fence patterns such as split rail, picket and rustic is encouraged. New fences shall be located in line with existing fences on the same side of the street.” (Emphasis added)

In addition, the Walk Streets are protected as historic resources.

LUP Policy I.F.1. Historic and Cultural Resources states:

“The historical, architectural and cultural character of structures and landmarks in Venice should be identified, protected and restored where appropriate, in accordance with historical preservation guidelines. The following buildings, streets, and trees have been identified through the coordinated efforts of surveys performed by the Venice Historical Society, Venice Community, State Coastal Conservancy and City of Los Angeles as significant architectural, historical and cultural landmarks in the Venice Coastal Zone. ... Walk Streets (as shown in the LUP on Exhibit 19, Pedestrian Access and Bicycle Trails).” (Emphasis added)

Views:

The project does not preserve views along and from the public right-of-way (as required by LUP Policy II.C.7. Also, the mass and scale of the proposed development is not consistent with the development policies for Walk Streets in the LUP.

With regards to community character, the LUP requires that projects on Walk Streets provide facades that “shall be varied and articulated to provide visual interest to pedestrians.” The building seeks to substitute this for a roof access structure, which should not be allowed.

See attached **Exhibit C** for a View Study which also shows the significantly increased mass of the proposed project as well as the degradation in character.

Balconies:

Also, with respect to the balconies shown in the plans on the West side of the project-- if they encroach onto the Speedway Alley they must not be allowed—and as the property is built to the lot line on speedway it is clear they are likely to encroach.

Design:

Additionally, Policy II.C.10 of the LUP requires residences on Walk Streets to enhance public access, including public views, and to have varied and articulated façades. As approved by the City, the proposed development encroaches into the public views along the Walk Street, by allowing the structure to be more forward toward the Walk Street than the other homes on the Walk Street, rather than, at a minimum, pulling the addition back to comply with the prevailing front yard setback. The proposed project will occupy existing open space and eliminate the potential for enhanced public views along the Walk Street. Similarly, the proposed addition offers minimal variation and articulation of the facing plane of the Walk Street facing façade of the structure. The proposed project is not consistent with the Walk Street policies in the LUP, which requires definitive accentuation or, at best, varied planes of the Walk Street facing façade.

Furthermore, Section 30251 of Chapter 3 of the Coastal Act requires new development to protect and enhance views to and along the coast. The project site is located on a Walk Street that provides views to the beach, coast, and ocean beyond. The project, as approved by the City, not only maintains a nonconforming Walk Street facing setback, it also allows the new addition to vertically increase the non-conformity. The proposed project, as approved by the City, is not designed to protect or enhance existing views to the ocean and therefore raises a substantial issue with Section 30251 of the Coastal Act. In addition, the project does not restore and enhance visual quality in visually degraded areas, as required by Section 30251. 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.

Policies I.A.2 and I.E.2 of the LUP require new development to be consistent with the mass and scale of residential neighborhoods with regard to height, bulk, buffers, and setbacks. The yards are not consistent with the neighborhood or the minimum required setbacks of current development standards. The addition intensifies the nonconformity of the structure by extending the non-conformity upwards. This is further exacerbated when looking towards the ocean by the fact that the structure is on the last lot on the Walk Street, on the corner. While there may be other residences on the subject Walk Street that have legally nonconforming aspects, in the event they are proposed for redevelopment, they will be required to comply with the current development standards with regard to height, bulk, mass, and setbacks.

The LUP echoes the priority expressed in the Coastal Act for preservation of the nature and character of unique residential communities and neighborhoods. When the Commission certified the LUP in 2001, it considered the potential impacts that development could have on public views to the coast and community character. In doing so, the Commission adopted policies and specific residential building standards to ensure development was designed with pedestrian scale and compatibility with surrounding development, especially on Walk Streets, which are considered highly scenic areas to be protected as per LUP Policy I.D.3., which indicates that, as per Coastal Act Section 30251, the project shall be subordinate to the character of its setting, which herein we have shown it is not.

In addition, as per LUP Policy II.C.11 the project must be conditioned to reduce the existing tall wall/fence around the front garden encroachment area to 42 inches in height.

The Project vastly increases the volume of the structure on the Walk Street side—impeding light, air and views. The front yard setback is inconsistent with what the Commission has been requiring for development on the same street, and the location of the roof access structure which makes the project incompatible with the existing pattern of development.

Amplifying the need for protection of the visual character of the area even further are the following regulations:

Coastal Act Section 30253(e) Minimization of Impacts states:

“New development shall, where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.”

LUP Policy I.E.1. General Preservation of Venice as a Special Coastal Community states:

“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.”

The LUP defines Special Coastal Community as (p. I-16):

“An area recognized as an important visitor destination center on the coastline, characterized by a particular cultural, historical, or architectural heritage that is distinctive, provides opportunities for pedestrian and bicycle access for visitors to the coast, and adds to the visual attractiveness of the coast.”

The architectural and 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. This is even more important as the project is in the Dual Permit Jurisdiction Coastal Zone and in a highly scenic area (walk streets). There is no mention at all in the City CDP of the fact that the Coastal Commission has designated Venice as a Special Coastal Community, which is a Coastal Resource to be protected. Finding 1 is in error as the City erred and abused its discretion in omitting consideration of Coastal Act Section 30253(e).

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....” 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.” (Emphasis added)

LUP Policy I. D. 3. Views of Natural and Coastal Recreation Resources states:

*“The scale of development shall comply with height limits, setbacks and standards for building massing specified in Policy Groups IA and IB, Residential and Commercial Land Use and Development Standards of this LUP, in order to protect public views of **highly scenic coastal areas** and vista points, including, but not limited to, the canals, lagoon, jetty, pier, Ocean Front Walk, Walk Streets and pedestrian oriented special communities.”* (Emphasis added)

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.” (Emphasis added)

LUP Policy I.E.2. Preservation of Venice as a Special Coastal Community 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.” (Emphasis added)

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

“Varied styles of architecture are encouraged with building facades which incorporate varied planes and textures while maintaining the neighborhood scale and massing.” (Emphasis added)

LUP Policy I. A. 7. d. North Venice Multi-family Residential - Low Medium II Density states:

“Accommodate the development of multi-family dwelling units in the areas designated as “Multiple Family Residential” and “Low Medium II Density” on the Venice Coastal Land Use Plan (Exhibits 9 through 12). Such development shall comply with the density and development standards set forth in this LUP. Use: duplexes and multi-family structures. Density: One unit per 1,500-2000 square feet of lot area. Lots smaller than 4,000 square feet are limited to a maximum density of two units. Yards: 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. Height: Not to exceed 30 feet for buildings with flat roofs; or 35 feet for buildings utilizing a stepped back or varied roofline. The portion that exceeds 30 feet in height shall be set back from the required front yard one foot for every foot in height above 30 feet. Structures located along walk streets are limited to a maximum height of 28 feet. (See LUP Policy I.A.1 and LUP Height Exhibits 13-16).” (Emphasis added)

LUP Policy I.A.7.d. requires that yards 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.

Non-conforming front, rear and side-yards:

The project's "yards" are all non-conforming.

--The current structure is built essentially to the lot lines on the Speedway side (making the balconies proposed likely to encroach into the public right-of-way).

--The current structure is built too far on the east, making fire access impossible as shown in **Exhibit D**

--The current structure is built to the lot line in the rear, regularly making the turn onto 30th Place alley difficult or even impossible for garbage and fire trucks. As shown in **Exhibit E**.

--In addition, the yards violate LUP Policy I.A.7.d. because there is no open space or permeable land area for on-site percolation of stormwater.

C. Because the Proposed Residence Improperly Converts Two Long-Term (Unpermitted) Rental Units into a Private ADU, The Coastal Act Environmental Justice and Affordable Housing Provisions and the Commission's Environmental Justice Policy Were Not Properly Considered.

In its findings the city determined that:

The proposed project will add one dwelling unit and is therefore categorically exempt under the Interim Administrative Procedures for Complying with the Mello Act (Mello Act) and complies with the Mello Act, as set forth in California Government Code Sections 65590 and 65590.1.

This is incorrect.

As explained above, in fact the proposed redevelopment will REDUCE the number of units from three to two, one of which is an ADU which is not required to be rented out. Thus, in approving the plans, the Commission would be REDUCING not adding units.

The Coastal Commission over the last several years has ruled that ADUs are not equivalent to rental units because their owners might not rent them. Saving affordable rental units in the Venice Coastal Zone has become a Commission priority. This project, therefore, appears to be trying to substitute an ADU in place of two (affordable) rental units, the very thing the Coastal Commission does not want to happen in Venice. Here is a list of some of those Commission rulings:

- **A-5-VEN-19-0022** (Markevicius) - 21 29th Avenue, 4/08/19
- **A-5-VEN-20-0039** (Holzman) - 714-716 E Palms Blvd., 08/07/2020
- **A-5-VEN-20-0054** (HJG CA LLC) - 717 E. California Avenue & 670 E. Santa Clara Avenue, 11/14/2020

- **A-5-VEN-21-0052** (Zashin) –628 Santa Clara Avenue, 9/8/21
- **A-5-VEN-22-0069** (Brook Wylan) - 315 6th Avenue, 4-21-2022
- **A-5-VEN-21-0010 (Miles)** - 426-428 Grand Blvd., 01/13/21

Moreover, Section 30625(c) of the Coastal Act says that “*Decisions of the commission, where applicable, shall guide local governments or port governing bodies in their future actions under this division.*” In other words, this project probably represents a significant issue regarding reduction in housing density.

Furthermore, as referenced above:

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), the Coastal Commission’s Environmental Justice Coastal Act provisions and its Policy must be considered, 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.

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

“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)

In assessing Environmental Justice for this project, it is also important for Coastal Staff to understand the City’s errors and abuse of discretion with respect to the Mello Act state law.

City Planning erred in concluding that the Mello Act does not apply and therefore replacement affordable units were not proposed or required for this project. The reason is that the city simply ignored the fact that there are two existing rental units, despite being put on notice that they existed and despite their being shown in the plans submitted to the city and the Commission.

CONCLUSION

For all the reasons described above, the appeal raises a substantial issue as to conformity with the Coastal Act. From stem to stern the city mis-described the project in order to avoid the proper level of scrutiny. Here, with the substantial redevelopment, the structure should be brought into compliance including by honoring the proper front, rear and side yard setbacks, required parking, and reduction of the wall/fence around the front encroachment area to 42 inches. The roof access structure currently located in the front of the house must be moved, and the huge massing resulting from the expansion and the new roof-line which will encroach on the views of the neighbors, and diminish the views of the public and so must be pushed back and reduced, in conformity with the Coastal Act policies as well as Commission precedents established in previous cases including the 9 foot front setback and additional 1 foot side yard setbacks required in A-5-VEN-17-0034.

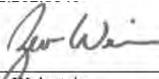
In short, there is a substantial issue in this case, and it is the hope of the appellants that the Commission will see fit to join in this appeal.

This appeal concerning 10 30th Avenue is...

Sincerely submitted,

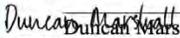


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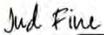
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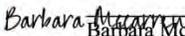
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EXHIBITS:

Exhibit A—Letter from Tennant Brad Dudding:

January 8, 2024

Re: Rental Status at 10 30th Avenue

Dear Madam/Sir,

I rented an apartment from Yaniv Moyal from November 2019 to September 2023. I rented the second-floor unit for \$2,500 per month and then moved to the 3rd-floor unit, which I rented for \$3,000 per month starting in June 2020. Mr. Moyal subsequently increased my rent by 3 percent on each following January. My final rent was \$3,280.

A handwritten signature in black ink that reads "Brad D". The signature is written in a cursive, slightly slanted style.

Brad Dudding

Exhibit B –Views of Proposed vs Existing Roof Access Structures

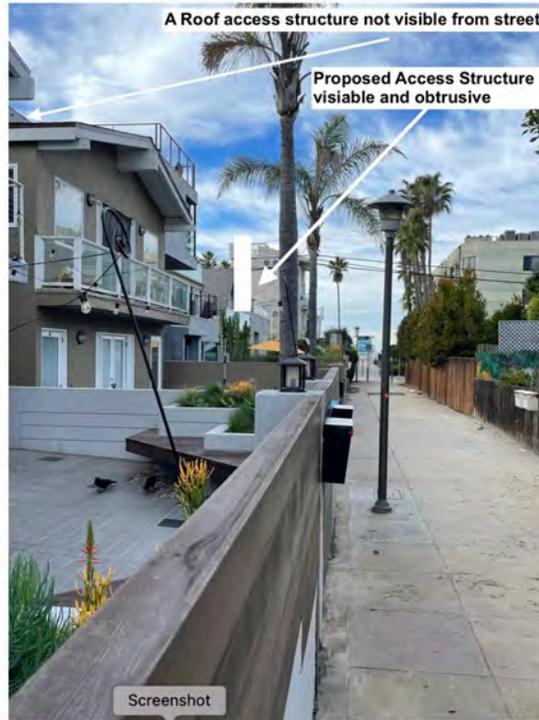
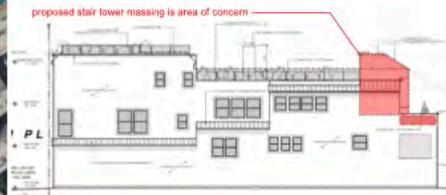
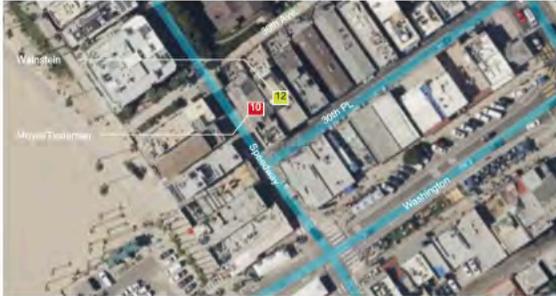




Exhibit C—View Study

**Massing Study for Zev Weinstein @ 12 Thirtieth in response to Proposed Development @ 10 Thirtieth Ave
Remodel + Addition for Moyal/Tiedeman**

Contained within this exhibit are diagrams created from photographs taken from the two balconies of the residence located at 10 Thirtieth Ave and attempt to show how the proposed development will impact the existing ocean views of this neighboring residence to the proposed development.
 Note - diagrams contained within this exhibit are for massing approximations only. Massing is based on the Parker Architect drawings set dated July 24, 2022.
 Story Plots constructed by a surveyor would be needed for most of the accurate representation of proposed massing. This is highly recommended before project is approved to assure that there are no unnecessary view impacts on the Weinstein residence.

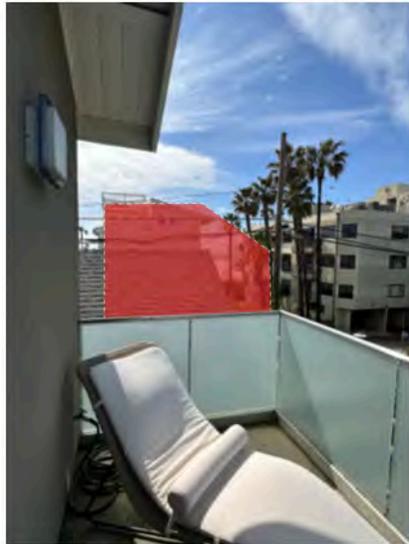


12 Thirtieth Street, Venice, CA
 2023.04.06 - Massing Study for Zev Weinstein
 Project @ 10 Thirtieth Ave, Remodel + Addition for Moyal/Tiedeman

GUBAN ARCHITECTURE, INC.
 www.guban.com / 310.985.3671



ocean view impacted



..... ocean view impacted, virtually eliminated

12 Thirtieth Street, Venice, CA
3 2023.04.06 - Massing Study for Zev Weinstein
Project @ 10 Thirtieth Ave, Remodel + Addition for Moyal/Tiedeman

View From Primary Bedroom 2

GUBAN ARCHITECTURE, INC.
www.guban.com / 310.985.3671



..... ocean view impacted

12 Thirtieth Street, Venice, CA
4 2023.04.06 - Massing Study for Zev Weinstein
Project @ 10 Thirtieth Ave, Remodel + Addition for Moyal/Tiedeman

View From Living Room Deck 1

GUBAN ARCHITECTURE, INC.
www.guban.com / 310.985.3671



..... ocean view potentially affected

12 Thirtieth Street, Venice, CA
5 2023.04.06 - Massing Study for Zev Weinstein
Project @ 10 Thirtieth Ave, Remodel + Addition for Moyal/Tiedeman

View From Living Room Deck 2

 GUBAN ARCHITECTURE, INC.
www.guban.com / 310.985.3671

Exhibit D -- Photos of Structure Built to Property line and Impeding Fire Access

The normal separation between houses on the street, and (below right) the lack of ingress/egress on the east side of applicant's property

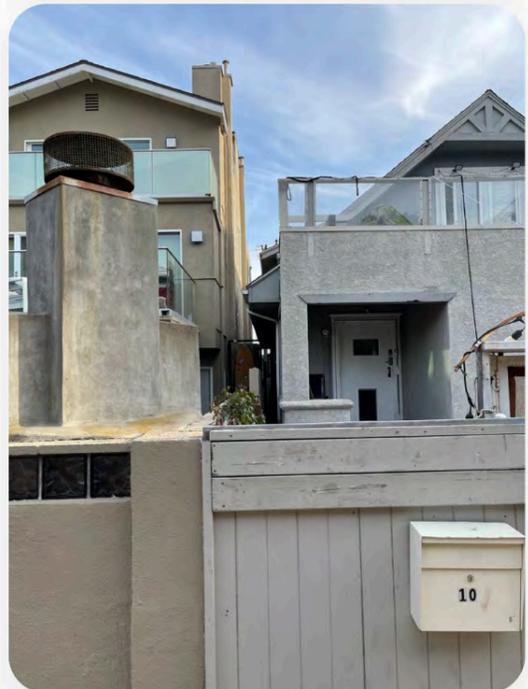
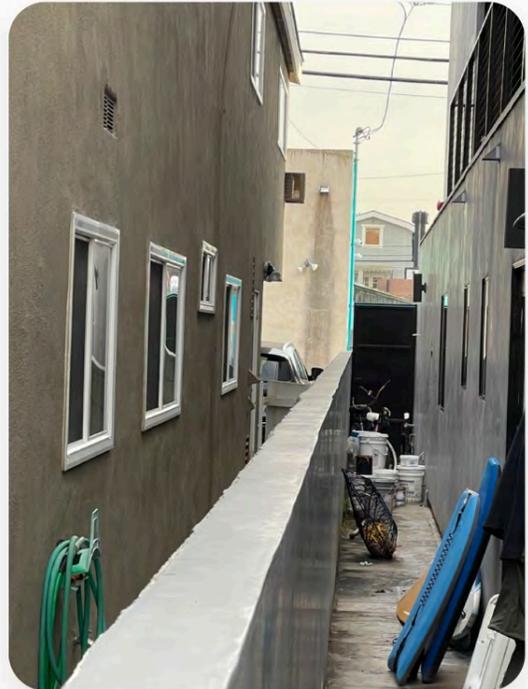


Exhibit E -- Photos of Garage set farther toward alley than any other house:

